# ISO11992 Developments

The following represents the status of ISO11992 following the requests made by the EVSC Group and representation made at the TF-4 meeting held on 25 January 2006.

#### VDC Active Definition:

The definition has been amended as follows:

## 6.4.2.2.3.6.

"VDC (Vehicle Dynamic Control) means an electronic "vehicle stability function" which is a function within the braking system and reacts to stabilise the vehicle during dynamic manoeuvres. VDC includes Roll-Over Control or Directional Control.

The parameter "VDC Active" shall only be set when a "vehicle stability function" event occurs where the intent is to impact on vehicle stability. Interventions by the "vehicle stability function" in any process designed to determine the physical characteristics of the vehicle are not considered to be "VDC Active" events.

### Signals Requested by the EVSC Group:

Have separate messages that independently define semi and centre axle trailers – included in the current draft (EBS24 bytes 1 & 2)

Trailer does/does not support braking via the electric control line - included in the current draft (EBS22 byte 4 bits 7 - 8)

Request to reduce engine power – VDC Roll over control active – No longer required

Signals that are to be introduced into the Standard: <u>Towing Vehicle to Trailer</u>:

- Towing vehicle is/is not equipped with directional control. <sup>1/</sup>
- Towing vehicle is/is not equipped with roll over control. <sup>1/</sup>
- Request for the trailer roll over control to be disabled <sup>2/</sup>
- Request for the trailer directional control to be disabled <sup>2/</sup>

## Trailer to Towing Vehicle:

- Trailer is/is not equipped with a directional control.
- Trailer roll over control has/has not been disabled  $\frac{2}{2}$
- Trailer directional control has/has not been disabled <sup>2/</sup>
- 1/ TF4 will combine these signals into one group.
- 2/ There was a request from industry that the repetition rate of these signals should be 0.010secs to align with the repetition rate of the demand from the tractor for independent front/rear or left right braking. However this would result in an unacceptable bus load and may cause operating problems. TF4 is to give consideration as to how this can be resolved.

### Further Amendments:

The Geometric Data Index Content is to include new signals defining the location of any lifting axles within a bogie.

### Timing:

The Standard is to be redrafted to include all of the above amendments for further review.

The Standard will then be issued as a DIS/ISO and circulated for voting which may take 5 months or more.

ISO to present the draft Standard at the 60<sup>th</sup> GRRF scheduled for September 2006.

## Informal Industry Working Group:

An industry group has been meeting to define how messages specified within ISO11992 should be supported by either the towing vehicle or trailer. It is proposed to categorise the signals as follows:

- 1: Those defined elsewhere within the Regulation and are mandatory Truck: 3 Trailer: 5
- 2: Those defined within Annex 16 that are mandatory. **Truck: 0** Trailer: 1
- Those that should be supported by the tractor or trailer when the vehicle supports the function.
  Truck: 11
  Trailer: 33
- 4: As 3 plus driver warning Truck: 0 Trailer: 4
- 5: All other messages are optional Truck: 25 Trailer: 32

Once the ISO11992 Standard has been redrafted the new signals will be categorised and a proposal produced to re-introduce Annex 16 into ECE Regulation 13 which specifies how the signals defined within the Standard are supported. It is envisaged that a proposal will be available for 60<sup>th</sup> GRRF.