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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Brakes and Running Gear

Sixty-seventh session

Geneva, 2-5 February 2010

Item 3(e) of the provisional agenda

REGULATIONS Nos. 13 AND 13-H
(Braking)

Electronic Vehicle Stability Control (EVSC)

Proposal for amendments to Regulation No. 13

Submitted by the expert from the International Association of the Body and Trailer Building
Industry *

The text reproduced below was prepared by the expert from the International Association of the Body and Trailer Building Industry (CLCCR) in order to insert an additional example of a special purpose vehicle not needing to be fitted with an EVSC. It is based on ECE/TRANS/WP.29/GRRF/2009/9 and ECE/TRANS/WP.29/GRRF/2009/27. Comments made at the sixty-fifth and the sixty-sixth sessions of the Working Party on Brakes and Running Gear (GRRF) have been taken into consideration. The modifications to the existing text of the Regulation are marked in bold characters.

* In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

A. PROPOSAL

"12/ Off-road vehicles, special purpose vehicles (e.g. mobile plant using non standard vehicle chassis, mobile cranes, hydro-static driven vehicles in which the hydraulic drive system is also used for braking and auxiliary functions, **N₂ vehicles which have all of the following features : a gross vehicle mass between 3.5 and 7.5 tonnes, a non-standard chassis, more than 2 axles and hydraulic transmission**), Class I and Class A buses of categories M₂ and M₃, articulated buses and coaches, N₂ tractors for semi-trailer with a gross vehicle mass (GVM) between 3.5 and 7.5 tonnes, shall be excluded from this requirement."

B. JUSTIFICATION

Because there are so few N₂ vehicles with a gross vehicle mass between 3.5 and 7.5 tonnes, a non-standard chassis, more than 2 axles and hydraulic transmission, EVSC system manufacturers find it not commercially viable to develop an EVSC system for these vehicles. If the vehicle manufacturer is to bear the cost of developing such a system, it will cost him € 600,000 per vehicle type, for a vehicle with a value of between € 80,000 and € 120,000.

All known N₂ vehicles as described above are market vehicles (mobile shops: see photograph below). There are currently less than 100 such vehicles produced per annum. In these vehicles, all the weight lies in the bottom third of the vehicle which gives the vehicle a very low centre of gravity. It has to be further born in mind that these mobile shops are driven at a relatively low speed so as to keep the goods carried in place. The low centre of gravity combined with the low speed at which these vehicles travel means in practice that it is highly improbable that these vehicles would encounter a situation in which a roll-over would occur. N₂ vehicles with more than two axles and hydraulic transmission, but without EVSC system, can therefore be considered safe.


