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Working Party on Brakes and Running Gear

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Item 3(a) of the provisional agenda

Regulations Nos. 13 and 13-H (Braking) – Electronic stability control

Proposal for amendments to Regulation No. 13 (Heavy vehicle braking)

Submitted by the experts from the International Organization of Motor Vehicle Manufacturers and the European Association of Automotive Suppliers *

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA) and the European Association of Automotive Suppliers (CLEPA) to harmonize the requirement of Regulation No. 13 regarding the electronic stability control malfunction tell-tale with those of Federal Motor Vehicles Safety Standards (FMVSS) No. 126. It is based on ECE/TRANS/WP.29/GRRF/2010/23 and takes into account the comments made at the sixty-eighth session of the Working Party on Brakes and Running Gear (GRRF). The modifications to the existing text of the Regulations are marked in bold for new 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 the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Annex 21, paragraph 2.1.4., amend to read:

“2.1.4. Interventions of the vehicle stability function shall be indicated to the driver by a flashing optical warning signal. The indication shall be present as long as the vehicle stability function is in an intervention mode. The yellow warning signal specified in paragraph 2.1.5. below may be used for this purpose.

Additionally, interventions by systems related to the vehicle stability function (including traction control, trailer stability assist, corner brake control, and other similar functions that use throttle and/or individual torque control to operate and share common components with vehicle stability function) may also be indicated to the driver by this flashing optical warning signal.

Interventions of the vehicle stability function used in any learning process to determine the vehicle operational characteristics shall not generate the above signal.

The signal shall be visible to the driver, even in daylight, such that the driver can easily verify the satisfactory condition of the signal without leaving the driver's seat.”

II. Justification

1. The proposal above aims to align to the extent possible, the requirements on Electronic Stability Control (ESC) malfunction tell-tale in the main braking regulations.
 2. FMVSS No. 126 indeed is the clearest regulation in this respect because it indicates in paragraph S5.3.10 that manufacturers “...*may use the ESC malfunction telltale in a flashing mode to indicate operation of these ESC-related systems*”.
 3. Regarding Regulation No. 13, an alignment with the braking regulation above is proposed on the basis of document ECE/TRANS/WP.29/GRRF/2009/35, which was adopted at the sixty-sixth GRRF session (September 2009) in order to clarify the Electronic Vehicle Stability Control (EVSC) Human Machine Interface.
 4. The ultimate goal is full harmonization of all the braking regulations, including global technical regulation No. 8. As a consequence it is suggested to follow a two-step approach, i.e. first amend Regulations Nos. 13 and 13-H and then, second, amend global technical regulation No. 8.
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