



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.29/GRRF/2009/27  
3 July 2009

Original: ENGLISH  
ENGLISH AND FRENCH ONLY

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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-sixth session

Geneva, 15-17 September 2009

Item 3(f) of the provisional agenda

REGULATIONS Nos. 13 AND 13-H  
(Braking)

Electronic Vehicle Stability Control

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 into Regulation No. 13 a further example of a special purpose vehicle not needing to be fitted with an Electronic Vehicle Stability Control system. It is based on ECE/TRANS/WP.29/GRRF/2009/9. Comments made at the sixty-fifth session 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.

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\*/ 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

Paragraph 5.2.1.32., footnote 12/, amend to read:

"12/ Off-road vehicles, special purpose vehicles (e.g. mobile plant using non standard vehicle chassis – e.g. cranes - , hydro-static driven vehicles in which the hydraulic drive system is also used for braking and auxiliary functions, **N<sub>2</sub> vehicles having more than 2 axles and hydraulic transmission**), Class I and Class A buses of categories M<sub>2</sub> and M<sub>3</sub>, articulated buses and coaches, N<sub>2</sub> 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 N<sub>2</sub> vehicles with more than 2 axles and hydraulic transmission, no manufacturer of Electronic Vehicle Stability Control systems (EVSC) has been found to be willing to develop an EVSC system for these vehicles. If the vehicle manufacturer is to bear the cost of developing such a system, the cost amounts to €600,000 per vehicle type. Such a high cost means that it is prohibitively expensive to fit an EVSC system to an N<sub>2</sub> vehicle with more than two axles and hydraulic transmission.

All known vehicles with more than two axles and hydraulic transmission are market vehicles (mobile shops: see photograph below). 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 given that it concerns a mobile shop, these vehicles are driven at a relatively low speed so as to keep the goods carried in their 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. N<sub>2</sub> vehicles with more than two axles and hydraulic transmission, but without EVSC system, are therefore safe.



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