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Working Party on the Construction of Vehicles

Working Party on Brakes and Running Gear (GRRF)
(Forty-sixth session, 13-15 September 1999,
agenda item 1.1.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 13
(Braking)

Transmitted by the Chairman of the EBS II informal group

Note: The text reproduced below was prepared by the experts of the EBS II informal group in order to provide a more precise statement concerning the use of the electric control line for the transfer of non-braking data. It is based on the text of a document distributed without a symbol (informal document No. 13) during the forty-fifth session of GRRF (TRANS/WP.29/GRRF/45, para. 7).

Note: This document is distributed to the Experts on Brakes and Running Gear only.

GE.99-22021

A. PROPOSAL

Paragraph 5.1.3.6., amend to read:

"5.1.3.6. The electric control line shall conform to ISO 11992-1 and 11992-2:1998 and be a point-to-point type using the seven pin connector according to ISO 7638-1 or 7638-2:1997. */ The data contacts of the ISO 7638 connector shall be used to transfer information exclusively for braking (including ABS) and running gear (steering, tyres and suspension) functions as specified in ISO 11992-2 and 11992-3:1998 (those parameters that are permitted and those that are not permitted, to be transferred by the electric control line, are listed in annex 16 to this Regulation). The braking functions have priority and shall be maintained in the normal and failed modes. The transmission of running gear information shall not delay braking functions. The power supply for braking and running gear functions shall be exclusively provided by the ISO 7638 connector. The power supply for all other functions shall use other measures.

*/ The ISO 7638 connector may be used for 5 pin or 7 pin applications, as appropriate."

Insert a new annex 16, to read:

"Annex 16

INTERPRETATION OF ISO 11992-2 AND 11992-3:1998 FOR THE PURPOSES OF
PARAGRAPH 5.1.3.6. OF THIS REGULATION

1. The following parameters of ISO 11992-3:1998 shall not be transferred by the electric control line defined in paragraph 5.1.3.6. of this Regulation.

Parameter	Paragraph of ISO 11992-3:1998
Obstacle detection device (ODD)	5.4.2.2.
Thermal body temperature	5.4.2.3.
Obstacle detection device (ODD) request	5.4.2.12.
Anti-theft device request	5.4.2.13.
Obstacle detection device (ODD) status	5.4.2.20.
Anti-theft device	5.4.2.21.

2. The following parameters of ISO 11992-3:1998 shall be transferred, if applicable, by the electric control line defined in paragraph 5.1.3.6. of this Regulation.

Parameter	Paragraph of ISO 11992-3:1998
Driven axle load (commercial vehicle)	5.4.2.8.
Nominal vehicle body level	5.4.2.9.
Lift axle position request	5.4.2.10.
Steering axle locking request	5.4.2.11.
Traction help (load transfer) request	5.4.2.14.
Ride height request	5.4.2.15.
Level change request	5.4.2.16.
Ramp level request	5.4.2.17.
Lift axle position	5.4.2.18.
Steering axle locking	5.4.2.19.
Traction help (load transfer)	5.4.2.26.
Levelling control system, right height level	5.4.2.27.
Level control	5.4.2.28.
Ramp level position	5.4.2.29.

3. The following parameters of ISO 11992-3:1998 are identical copies of parameters defined in ISO 11992-2:1998. These parameters shall only be transmitted, if applicable, via the electric control line defined in paragraph 5.1.3.6. of this Regulation.

Parameter	Paragraph of ISO 11992-3:1998
Tyre identification	5.4.2.4.
Tyre pressure	5.4.2.5.
Brake lining	5.4.2.6.
Brake temperature	5.4.2.7.
Vehicle pneumatic supply sufficient/insufficient	5.4.2.22.
Tyre pressure sufficient/insufficient	5.4.2.23.
Brake lining sufficient/insufficient	5.4.2.24.
Brake temperature status	5.4.2.25.

4. The following parameter of ISO 11992-3:1998 is a copy of a parameter defined in ISO 11992-2:1998. It is a general parameter that is not designated to a specific function. This parameter may be transmitted by other means in addition to the electric control line defined in paragraph 5.1.3.6. of this Regulation.

Parameter	Paragraph of ISO 11992-3:1998
Trailer type (vehicle type)	5.4.2.30.

5. These arrangements lead to the following consequences on message level:

Message	Paragraph of ISO 11992-3:1998	Consequence
GFM 11	5.5.2.1.	Not to be transmitted via the electric control line.
GFM 12	5.5.2.2.	To be transmitted via the electric control line.
GFM 21	5.5.3.1.	Not to be transmitted via the electric control line.
GFM 22	5.5.3.2.	To be transmitted via the electric control line.
GFM 23	5.5.3.3.	To be deleted.
GFM 24	5.5.3.4.	Not to be transmitted via the electric control line.

Therefore, the parameters "driven axle load", "obstacle detection device (ODD) status" and "anti-theft device" of ISO 11992-3:1998 cannot be transmitted because of their inadequate assignment to messages."

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B. JUSTIFICATION

At its forty-fourth session, GRRF agreed to amend paragraph 5.1.3.6. to provide a more precise statement concerning the use of the electric control line for the transfer of non-braking data (see TRANS/WP.29/GRRF/44, paras. 6, 7 and 8). GRRF requested that this amended paragraph be supplemented by tables showing clearly those parameters that may be transferred by the electric control line and those parameters that may not.

ISO prepared a proposal for the third meeting of the EBS II ad-hoc group in London (6-8 January 1999) and, following comments received, prepared revised tables as shown above. The amendment will ensure that there is no ambiguity in the Regulation and, as a result, remove the risk of incompatibility between the products from different manufacturers.

GRRF envisaged that the detail tabled in this document would be introduced as a footnote. However, it is clear that this would not be appropriate and it is therefore proposed that it be introduced as an annex to the Regulation.
