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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Dangerous Goods

Eighty-second session  
Geneva, 7-11 May 2007  
Item 5 of the provisional agenda

**PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR**

Construction of vehicles  
Electronic vehicle stability control

Note by the secretariat

1. At its eighty-first session, the Working Party was informed that the Working Party on Brakes and Running Gear (GRRF) of the World Forum for Harmonization of Vehicle Regulations (WP.29) was working on more effective electronic vehicle stability control (EVSC) Systems (see ECE/TRANS/WP.15/190, para. 59).
2. At its sixty-first session (5-9 February 2007), GRRF considered proposed amendments to ECE Regulation No.13 concerning the inclusion of electronically controlled vehicle stability enhancement systems. The relevant documents are informal documents 14, 16 and 17 available on the UNECE website (<http://www.unece.org/trans/main/welcwp29.htm>). The amendments will be submitted to WP.29 at its one-hundred-and-forty-third session (13-16 November 2007) for adoption.
3. According to the proposed amendments, all vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub>, O<sub>3</sub> and O<sub>4</sub> would be required to be fitted with vehicle stability control systems in future, but a phased approach is envisaged. Priority would be given to tourist coaches (M<sub>3</sub>, Class III) and to heavy duty vehicles which are subject to ADR approval (except trailers other than semi-trailers).
4. The application dates for vehicles intended for the carriage of goods would be as follows:

Vehicle category	Application date (period after entry into force of the amendments to ECE Regulation No.13)		
	For type approval	For approval for first entry into service	Applicable requirement
N <sub>2</sub> (Four wheels power-driven vehicles used for the carriage of goods, maximum mass >3.5 t but ≤ 12 t)	48 months	72 months	Roll-over control and directional control
N <sub>3</sub> (Four wheels power – driven vehicles used for the carriage of goods, maximum mass > 12 t)	24 months	48 months	Roll-over control and directional control
N <sub>3</sub> subject to ADR approval	12 months	36 months	Roll-over control and directional control
O <sub>3</sub> and O <sub>4</sub> semi-trailers (maximum mass >3.5 t)	24 months	48 months	At least Roll-over control
O <sub>3</sub> and O <sub>4</sub> semi-trailers subject to ADR approval	12 months	36 months	At least Roll-over control
All other O <sub>3</sub> and O <sub>4</sub> trailers	36 months	60 months	At least Roll-over control

5. It is recalled that the vehicle categories are defined in document TRANS/WP.29/78/Rev.1/Amend.2, available on the UNECE website at the following address: <http://www.unece.org/trans/main/wp29/wp29regs.html> (classification and definition of vehicles).

6. The one year earlier application dates for N<sub>3</sub> vehicles and O<sub>3</sub> and O<sub>4</sub> semi-trailers subject to ADR approval would be subject to a concurrent decision by WP.15 that it is urgent to fit new ADR heavy duty vehicles with such control stability systems. In such a case, the secretariat draws the attention of the Working Party to the fact that relevant provisions for control stability and application dates would have to be developed and included in Chapter 9.2 of Annex B of ADR (for adoption by WP.15 in November 2007 and entry into force on 1 January 2009).

7. Should the Working Party decide that there is no reason to require an earlier application, the secretariat considers that no amendment to Chapter 9.2 would be needed since compliance with ECE Regulation No.13 is required under paragraphs 9.2.1 and 9.2.3.1.1.

8. The Working Party may wish to consider whether an earlier application of these new stability control requirements is relevant for ADR vehicles and inform WP.29 and GRRF, accordingly.