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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Brakes and Running Gear (GRRF)

**REPORT OF THE WORKING PARTY ON BRAKES AND RUNNING GEAR (GRRF)  
ON ITS FIFTY-SEVENTH SESSION**

(31 January – 4 February 2005)

1. GRRF held its fifty-seventh session from 31 January – 4 February 2005 under the Chairmanship of Mr. I. Yarnold (United Kingdom). Experts from the following countries participated in the work, following Rule 1(a) of the rules of procedure of WP.29 (TRANS/WP.29/690): Belgium; Canada; Croatia; Czech Republic; Denmark; Finland; France; Germany; Hungary; Italy; Japan; Netherlands; Norway; Republic of Korea; Russian Federation; Slovakia, Spain; Sweden; Thailand; United Kingdom; and United States of America. A representative of the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); European Association of Automobile Suppliers (CLEPA); European Tyre and Rim Technical Organization (ETRTO). Upon the special invitation of the Chairman, experts from the following non-governmental organizations participated: Bureau International Permanent des Associations de Vendeurs et rechangeurs de pneu (BIPAVÉR); Comité de Liaison des Constructeurs de Carrosseries et Remorques (CLCCR); Federation of European Manufacturers of Friction Materials (FEMFM); Federation of European Motorcyclists Association (FEMA) and the Speciality Market Equipment Association (SEMA).

2. The informal documents distributed during the session are listed in Annex 1 to this report.

ELECTION OF OFFICERS

3. Mr. I. Yarnold (United Kingdom) was unanimously elected Chairman of the GRRF for the year 2005.

REGULATIONS Nos. 13 AND 13-H (Braking)

(a) Further development

Documentation: TRANS/WP.29/2004/38; TRANS/WP.29/GRE/2002/28/Rev.1; TRANS/WP.29/GRRF/2004/16; TRANS/WP.29/GRRF/2004/19; TRANS/WP.29/GRRF/2005/2; TRANS/WP.29/GRRF/2005/7; TRANS/WP.29/GRRF/2005/8, informal documents Nos. GRRF-56-2; GRRF-56-3; GRRF 56-4; GRRF-56-5; GRRF-57-3; GRRF-57-6; GRRF-57-17; GRRF-57-33 and GRRF-57-34 of Annex 1 to the reports of the previous and current sessions respectively.

4. GRRF resumed the consideration of document TRANS/WP.29/2004/38, taking into account the comments received on it (TRANS/WP.29/GRRF/2004/16, TRANS/WP.29/GRRF/2005/2 and informal document No. GRRF-57-34). Due to the divergence of views on the signal generation requirements for endurance braking systems, GRRF agreed to transmit to WP.29 and AC.1 a revised version of the proposal, with minimal requirements for Endurance Brakes that maintain the current position (deletion of paragraphs 5.2.1.30.2.2. to 5.2.1.30.2.4.). There was no support from the Contracting Parties for the proposal to introduce transitional provisions.

5. The expert from Japan underlined the need for the signal generation requirements of endurance braking systems to contain a specific value of deceleration, as this is a condition of the application of Regulation No. 13 by his country. The consideration of the deceleration values for signal generation in the case of endurance braking will be resumed at the next session. GRRF invited its experts to transmit proposals for consideration.

6. GRRF considered document TRANS/WP.29/GRE/2002/28/Rev.1 and agreed with the proposal which will be transmitted to WP.29 and AC.1 by GRE.

7. GRRF adopted the following draft corrigenda to the Revision 5 of Regulation No.13:

Paragraph 5.2.1.28.5., line 4 (informal document No. GRRF-57-3)

For 2.27.3. read 2.28.3.

Annex 2, Appendix 2, paragraph 1, line 2

For Annex 21 read Annex 20

Annex 4, paragraph 2.1.1., table, line 7 (informal document GRRF-57-6)

For  $0.1v + \frac{v^2}{103} .5$  read  $0.15v + \frac{v^2}{103.5}$

Annex 5

Paragraph 2.3.1., line 3

For 2.14. read 2.15.

Paragraph 2.3.1.1., line 2

For 2.14.2.1 to 2.14.2.3. read 2.15.2.1. to 2.15.2.3.

The secretariat was requested to submit these proposals to WP.29 and AC.1 for consideration at their June 2005 sessions as draft Corrigendum 1 to Revision 5 of Regulation No. 13.

8. GRRF considered document TRANS/WP.29/GRRF/2004/19 but could not reach agreement on the transitional provisions. The proposal will be revised by the experts from France, Japan, CLCCR and CLEPA and reconsidered at the next session of GRRF.

9. GRRF considered and adopted document TRANS/WP.29/GRRF/2005/8. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their June 2005 sessions as draft Supplement 12 to the 9 series of amendment to Regulation No. 13.

10. Several documents were transmitted (TRANS/WP.29/GRRF/2005/7, informal documents Nos. GRRF-56-2, GRRF-56-3, GRRF-56-4 and GRRF-56-5) proposing to remove M<sub>1</sub> category of vehicles from Regulation No. 13.

11. Discussion on the documents highlighted the difference of opinion. As the proposed removal of category M<sub>1</sub> from Regulation No. 13 would need very complex amendments, GRRF agreed to continue the discussion at the next session. Informal documents Nos. GRRF-56-2, GRRF-56-3, GRRF-56-4, GRRF-56-5 and GRRF-57-33 will remain as informal documents to aid discussion. Informal document No. GRRF-57-17 was withdrawn. Some experts have proposed the option of including category N<sub>1</sub> vehicles in Regulation 13-H. This point will also be discussed at the next session.

(b) Facilitation of testing of vehicles in service

Documentation: TRANS/WP.29/GRRF/2004/22; TRANS/WP.29/GRRF/2004/23.

12. GRRF agreed to defer the consideration of this item to its next session.

(c) Development of a passenger vehicle braking gtr

Documentation: Informal document No. GRRF-57-31 of Annex 1 to this report.

13. GRRF had a general exchange of views on the progress report (informal document No. GRRF-57-31) on the work of the informal group (Passenger Vehicle gtr on Braking, PVGTR) dealing with the subject. It was noted that the gtr proposal could be ready early in 2006 but some difficulties were being experienced in resolving the technical requirements. This could delay agreement of the final document. The next meetings of the PVGTR are: 11-13 April 2005, London, 27-29 June 2005, Paris and 19-20 September 2005 ( morning), Geneva.

#### HARMONIZATION OF MOTORCYCLE BRAKING REQUIREMENTS

Documentation: Informal document No. GRRF-57-32 of Annex 1 to this report.

14. GRRF noted a progress report and a first proposal for the motorcycle brakes gtr (informal document No. GRRF-57-32) from the informal group (Motorcycle Braking gtr, MGTR) dealing with the subject. A first draft of the gtr would probably be available for the next session of GRRF.

15. During the general discussion on the presentation the following questions were raised:

Paragraph 3.1.8.        Render ABS mandatory or optional.

Paragraph 3.4.         Measure the Mean Fully Developed Deceleration or Stopping distance or both.

Paragraph 4.1.         Elaborate requirements for the definition of the test surface.

Paragraph 4.1.4.       Definition of the test speed.

Paragraph 4.2.5.       Limiting the temperature at brake lining bedding.

Paragraph 4.3.         Confirm the deceleration values.

Paragraph 4.9.         Definition of the adhesion coefficient of the test surface.

Paragraph 4.10.        Introduce requirements for double failure.

16. GRRF experts were requested to confirm their comments on the draft gtr and send them directly to the expert of Canada and IMMA before 8 March 2005, in order that the informal group could consider them at its June 2005 meeting.

REGULATION No. 90 (Replacement brake linings)

Documentation: TRANS/WP.29/GRRF/2005/3, informal documents Nos. GRRF-57-2, GRRF-57-16 of Annex 1 to this report.

17. GRRF noted the oral progress report on the work of the informal group dealing with the subject, given by its Chairman. The next meeting of the group will be held in March 2005.

18. The informal group on brake discs and drums (TRANS/WP.29/GRRF/56, para. 23), to be hosted and chaired by Germany will meet in March (22, 23 or 29, 30) 2005.

19. The amendments proposed to Regulation No. 90 (TRANS/WP.29/GRRF/2005/3) were adopted by GRRF and the secretariat was requested to submit these proposals, as Supplement 7 to the 01 series of amendments, to WP.29 and AC.1 for consideration at their June 2005 sessions.

20. Informal document No. GRRF-57-2 (proposal for amendment to Regulation No. 13) will be revised by FEMFM and submitted for consideration at the next session of GRRF. Informal document No GRRF-57-16 should be taken into consideration by the informal group mentioned in para. 17 above.

REGULATION No. 79 (Steering equipment)

Documentation: TRANS/WP.29/2005/4; informal document No. GRRF-57-05/Rev.1 of Annex 1 to this report.

21. After having had an exchange of views on document TRANS/WP.29/GRRF/2005/4, GRRF decided not to amend the recently modified text of Regulation No. 79. However, the proposal will be kept on the agenda of the next session. Informal document No. GRRF-57-05/Rev.1 was adopted as draft Corrigendum 1 to the French text of the Supplement 3 to the 01 series of amendments to Regulation No. 79 to be transmitted by the secretariat to WP.29 and AC.1 for consideration at their June 2005 session.

TYRES

(a) Harmonization of tyre Regulations

Documentation: Informal document No. GRRF-57-25 of Annex 1 to this report.

22. GRRF noted the report by ETRTO (informal document No. GRRF-57-25) on the "kickoff" meeting held in Paris, in December 2004. The presentation received some comments to be taken into consideration by the informal group dealing with the subject at its next session, probably in February 2005.

(b) Tyre adhesion test

Documentation: TRANS/WP.29/GRRF/2004/9; TRANS/WP.29/GRRF/2004/21; TRANS/WP.29/GRRF/2004/26; informal documents Nos. GRRF-55-25, GRRF-56-13, GRRF 57-15, GRRF-57-18, and GRRF-57-26 of Annex 1 to the reports of the previous and current session respectively.

23. With regard to the report of the fifty-sixth session of GRRF, at the request of the expert from Germany, the following statement is included in para. 35:

"The expert from Germany stated that before establishing a new Regulation the competent authorities have to verify its necessity. The German authorities do not see the need for the "wet grip" Regulation under discussion. The results of a common research carried out in Germany, the Netherlands and the United Kingdom demonstrated that there is no relation between the rolling sound emissions and the tyre adhesion on wet surface."

24. GRRF did not reopen discussion on documents TRANS/WP.29/GRRF/2004/9 and TRANS/WP.29/GRRF/2004/21 as they had already been agreed at the previous session (TRANS/WP.29/GRRF/56, para. 33).

25. GRRF noted the report and the proposal of the informal group dealing with the subject (informal documents Nos. GRRF-57-15 and GRRF-57-26). During the discussion of the report, the majority of the governmental experts who took the floor agreed with the proposal to include wet adhesion requirements into the future Regulation No. 117. The experts from Germany and Japan would have preferred to include them in to Regulation No. 30. The expert from Germany questioned the requirements on winter tyres but other delegations were content with the informal group's proposals. Japan could adopt an extended Regulation No. 117 only if it permitted separate approval for rolling sound and tyre adhesion. GRB will be informed by the secretariat on the agreed solution.

26. Regarding the approval possibilities and the corresponding approval marks, the informal group should consider the proposals of informal documents Nos. GRRF-57-15 and GRRF-57-18 at its next meeting on 25 April 2005, in Brussels. Several experts were in favour of the extension of approvals of the future Regulation No. 117. Informal documents Nos. GRRF-55-25 and GRRF-57-26 will serve as reference documents for further discussions. The informal group will elaborate proposals to be sent to the secretariat before July 2005. They will also be transmitted for comments to GRB. Nevertheless, GRB experts will be invited to attend the meeting mentioned above.

27. GRRF will continue the consideration of the whole subject at its next session, awaiting proposals from the informal group and having in mind that the test procedure was already agreed (see para. 23 above). Informal document No. GRRF-57-13 should be kept as a reference document.

(c) Regulation No. 30 (Pneumatic tyres)

Documentation: TRANS/WP.29/GRRF/2003/10; TRANS/WP.29/GRRF/2003/30 and Corr.1; TRANS/WP.29/GRRF/2004/20 and TRANS/WP.29/GRRF/2004/24, informal documents Nos. GRRF-57-20, GRRF-57-22 and GRRF-57-29 of annex 1 to this report.

28 GRRF resumed the consideration of the proposal of the expert from the Russian Federation (TRANS/WP.29/GRRF/2003/10, TRANS/WP.29/GRRF/2003/30 and Corr.1) concerning rolling resistance, preceded by a presentation underlying the importance of the subject (informal document No. GRRF-57-29). GRRF followed with interest also a presentation on the ETRTO activity in the field of tyre rolling resistance (informal document No. GRRF-57-22).

29. GRRF did not take any decision on the subject awaiting a proposal from ETRTO for a possible test method for rolling resistance measurement. The discussion will be resumed at the next session including the follow-up to be given to the proposal of the expert from the Russian Federation.

30. GRRF considered and adopted the proposals of the expert from Japan to introduce requirements in Regulation No. 30 on "Run-flat System" (informal document No. GRRF-57-20, amending TRANS/WP.29/2004/24). The text agreed is reproduced in Annex 2 to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their June 2005 sessions as draft Supplement 14 to the 02 series of amendments to Regulation No. 30. Documents TRANS/WP.29/GRRF/2004/20 and TRANS/WP.29/GRRF/2004/24 were withdrawn.

(d) Regulation No. 64 (temporary use spare wheels/tyres)

Documentation: TRANS/WP.29/GRRF/2002/17/Rev.3; TRANS/WP.29/GRRF/2005/5; TRANS/WP.29/GRRF/2005/6; TRANS/WP.29/GRRF/2005/9; informal documents Nos. GRRF-57-19, GRRF-57-21 and GRRF-57-28 of Annex 1 to this report.

31. GRRF resumed the discussion of the proposal of the United Kingdom (TRANS/WP.29/GRRF/2002/17/Rev.3) to treat "uni-directional" and "run-flat tyres" as temporary use spare tyres along with the requirements of a "tyre run-flat warning system" and include them into Regulation No. 64. The proposal received several comments (TRANS/WP.29/GRRF/2005/5, TRANS/WP.29/GRRF/2005/6, TRANS/WP.29/GRRF/2005/9, informal documents Nos. GRRF-57-19, GRRF-57-21 and GRRF-57-28). The expert from Germany was of the opinion that these tyres should be covered by Regulation No. 30, while the expert from France preferred to include them, as proposed, into Regulation No. 64. The expert from the United Kingdom was requested to take as far as possible all the comments into consideration when revising his proposal. The revised proposal will be considered at the next session of GRRF.

(e) Regulation No. 75 (Motorcycle tyres)

Documentation: TRANS/WP.29/GRRF/2004/27.

32. GRRF considered and agreed the amendment proposal by ETRTO (TRANS/WP.29/GRRF/2004/27). The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their June 2005 sessions as draft Corrigendum 2 to Revision 1 of Regulation No. 75.

(f) Influence of tyres in accidents to motor vehicles and motorcycles

33. No new information was received on this subject.

(g) Noise emissions of retreaded tyres

Documentation: Informal document No. GRRF-57-14 of Annex 1 to this report.

34. GRRF supported the proposal of BLIC \*/ and BIPAVER to develop requirements for rolling sound emission of retreaded tyres (informal document No. GRRF-57-14) to be included into Regulations Nos 108 and 109. GRRF recommended to GRB to insert this subject into its programme of work and make proposals to GRRF to amend the Regulations concerned.

(h) Clarification of the scope Regulations covered by GRRF

Documentation: Informal document No. GRRF-57-9 of Annex 1 to this report.

35. GRRF opened a general exchange of views on the proposals elaborated by the expert from the European Commission (Informal document No. GRRF-57-19) relating to harmonizing the definitions between Regulations and a preliminary outline for a Horizontal Regulation. Delegates were very interested in the concepts being proposed and how the new ideas would impact on Regulations. A number of specific issues were raised that prompted a discussion, including, in the context of the "Horizontal Regulation", the potential problems of the approvals granted according to a previous version of a Regulation and vehicles on the borderline of existing categories.

36. In the light of the discussion, the expert from the European Commission will prepare a new version of his proposals for consideration at the next session of GRRF.

(i) Exchange of information on national and international tyre requirements

Documentation: Informal documents Nos. GRRF-57-23 and GRRF-57-24 of Annex 1 to this report.

37. GRRF noted the information provided by the expert from the United States of America on the status of rulemaking on tyre pressure monitoring systems (informal document No. GRRF-57-24).

38. GRRF noted the request of information of the expert from the United Kingdom relating to heavy vehicles wheel detachment (informal document No. GRRF-57-23) and invited its members being in a position to provide such information to contact directly the expert from the United Kingdom.

## OTHER BUSINESS

(a) Electronically controlled stability enhancement systems

Documentation: Informal document No. GRRF-57-30 of Annex 1 to this report.

39. GRRF noted the status report of the informal group on Electronic Vehicle Stability Control (informal document No. GRRF-57-30). The proposed design requirements and the "performance

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\*/ Liaison Office of the Rubber Industry of the EU



demonstration" replacing the performance requirements did not reach the agreement of GRRF. Some experts reclaimed the cost/effectiveness considerations, as well as the test method and proposed to insert the requirements into a new Regulation or into Regulation No. 111 instead of Regulation No.13. The Chairman reminded delegations that WP.29 was currently considering how to improve Regulations by reducing the need for interpretation of technical standards. He urged the informal group to consider this aspect when developing its proposals. Taking into account the comments received, the informal group should revise its proposal for further consideration at the next session of GRRF.

(b) Proposal for a new Regulation on complex electronic systems

Documentation: TRANS/WP.29/GRRF/2003/27; informal document No. GRRF-56-25, GRRF-57-10, GRRF-57-11, GRRF-57-12 and GRRF-57-13 of Annex 1 to the report of previous sessions or to this report.

40. Taking into account the great number of open questions, GRRF agreed to discontinue the work on this subject and take it off from the agenda of the next session. The German delegate was invited to raise the subject again if he had new information to support his proposal.

(c) Regulation No. 89 (Speed limitation devices)

Documentation: TRANS/WP.29/GRRF/2004/14; informal document No. GRRF-57-01 of Annex 1 to this report.

41. The expert from OICA withdrew both documents and announced that new proposals would be available for consideration at the September 2005 session.

(d) Exchange of information on national and international requirements on passive safety

Documentation: Informal document No. GRRF-57-7 of Annex 1 to this report.

42. The consideration of informal document GRRF-57-7 was deferred to the next session of GRRF.

(e) Regulations Nos. 18 and 97 (Vehicle alarm systems, unauthorized use)

Documentation: TRANS/WP.29/GRSG/2004/20; TRANS/WP.29/GRSG/2004/23.

43. GRRF considered document TRANS/WP.29/GRSG/2004/23 and agreed in principle with the proposal provided that the following remarks and recommendations would be taken into consideration: The proposal is in conflict with paragraph 5.2.1.27.1. of Regulation No. 13. The GRRF expert from Germany will propose an amendment to this paragraph. The text of the proposed paragraph 6.2.1. should read as follows: "6.2.1. A device to prevent unauthorized use acting on the transmission shall prevent the vehicle from being driven away under its own power." Requirements for electrical parking brake systems should be in a separate section.

44. Document TRANS/WP.29/GRSG/2004/20 should be withdrawn in GRSG.

(f) Regulation No.48 (Installation of lighting and light signalling devices)

Documentation: TRANS/WP.29/GRE/2005/2.

45. GRRF considered document TRANS/WP.29/GRE/2005/2 but could not reach agreement on the proposal. The consideration of the document will be resumed by an informal group to be convened and organized by the expert from the European Commission.

(g) Draft Regulation on wheels

Documentation: TRANS/WP.29/GRRF/2002/22; informal document No. GRRF-57-08 of Annex 1 to this report.

46. GRRF noted the position of the European Commission (informal document No. GRRF-57-08) regarding the draft Regulation (TRANS/WP.29/GRRF/2002/22). With regard to the position of the other experts of the GRRF, the support of the draft Regulation was unanimous. The Chairman will inform AC.2 of the position of GRRF.

(h) Clarification of the scope Regulations covered by GRRF

Documentation: Informal document No. GRRF-57-9 of Annex 1 to this report.

47. This item was considered under tyre issues (see para. 34 above).

(i) World-Wide Harmonized Heavy-Duty On-Board Diagnostic System (WWH-OBD)

Documentation: Informal document No. GRRF-57-27 of Annex 1 to this report.

48. GRRF followed a presentation by the Secretary of the GRPE informal group dealing with the subject (informal document No. GRRF-57-27). Interested GRRF experts were invited to attend the informal GRPE meeting, scheduled on 30 May 2005 in Geneva, aiming to finalize the generic part of the draft gtr. In the meantime any comments on the subject should be sent to the WWH-OBD Secretary Mr. J-F. Renaudin (jean-francois.renaudin@renaultvi.com).

TRIBUTE TO Messrs S. YAMAGISHI, G. SOODOO and W. NG

49. Learning that Mr. S. YAMAGISHI (Japan), Mr. G. SOODOO (United States of America) and Mr. W. NG (Canada) would no longer attend GRRF sessions, GRRF acknowledged their fruitful contributions during all the years in GRRF and wished them all the best for their future activities.

## AGENDA FOR THE NEXT SESSION

50. GRRF did not consider the agenda for the fifty-eighth session to be held in Geneva, from 20 (14.30 h) to 23 September (12.30 h) 2005. It was agreed that the Chairman, jointly with the secretariat, would propose a draft agenda. 1/ 2/.

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1/ As part of the secretariat's efforts to reduce expenditure, all the official as well as the informal documents distributed prior to the session by mail or placed on the UNECE website (<http://www.unece.org/trans/main/welcwp29.htm>) will not be available in the conference room for distribution to session participants. Delegates are kindly requested to bring their copies of documents to the meeting.

For the above-mentioned official documents, delegates can now also access the Optical Document System (ODS) of the United Nations at the website address: <http://documents.un.org>.

2/ To help delegates to make arrangements for travel and accommodation, the Chairman advises delegates that tyre items will be discussed at the end of the session.

Annex 1LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL  
DURING THE SESSION (GRRF-57-....)

No.	Transmitted By	Agenda item	Language	Title	Follow- up
1.	OICA	6.3.	E	Proposal for draft amendment to Regulation No. 89 (Speed limitation devices)	(c)
2.	FEMFM	1.1.	E	Proposal for draft amendments to Regulation No. 13 (Braking)	(a)
3.	OICA	1.1.	E	Proposed amendment to Regulation No. 13 – Draft corrigendum 4 to supplement 6 to the 09 series of amendments	(d), (e)
4.	Chairman		E	Provisional Agenda Item Running Order	(a)
5.	OICA	4.	F	Proposition de corrigendum au projet de complément 3 à la série 01 d'amendements au Règlement No. 79 (Equipement de direction)	(a)
5-Rev.1	OICA	4.	F	Proposition de corrigendum au projet de complément 3 à la série 01 d'amendements au Règlement No. 79 (Equipement de direction)	(d), (e)
6.	United Kingdom	1.1..	E	Proposed amendment to Regulation No. 13 – Amendment to Regulation 13, Revision 5 on UN ECE web site	(d), (e)
7.	Russian Federation	6.4.	E	The National Standard of the Russian Federation Related to Vehicle Handling and Stability (Exchange of information on national requirements on primary safety)	(a)
8.	European Commission	6.7.	E	Draft Regulation on replacement wheels (TRANS/WP.29/GRRF/2002/22)	(a)

No.	Transmitted By	Agenda item	Language	Title	Follow-up
9.	European Commission	6.8.	E	Proposal for clarification of the scope of Regulations under the 1958 Agreement covered by GRRF	(a)
10.	Germany	1.1.	E	Proposal for draft amendment to Regulation No. 13 (Braking)	(a)
11.	Germany	1.1.	E	Proposal for draft amendment to Regulation No. 13-H (Braking)	(a)
12.	Germany	4.	E	Proposal for draft amendment to Regulation No. 79 (Steering Equipment)	(c)
13.	Germany	6.2.	E	Proposal for draft amend to a new Regulation No. xxx (Complex electronic vehicle control systems)	(a)
14.	BIPAVER and BLIC	5.7.	E	Retread Tyres – Tyre to road rolling sound emissions	(a)
15.	GRRF Informal tyre wet grip group	5.2.	E	Proposed amendment to Regulation No. 117	(a)
16.	United Kingdom	1.1.	E	Brake Temperatures vs. Stop Number	(a)
17.	Germany	1.1.	E	Proposal to draft amendment of TRANS/WP.29/GRRF/2004/19	(a)
18.	ETRTO	5.3.	E	ETRTO proposals for amending Regulation No. 117, 30 and 54	(a)
19.	Japan	5.4.	E	Comment on TRANS/WP.29/GRRF/2002/17/Rev.3 (Regulation No. 64)	(a)
20.	Japan	5.3.	E	Proposal fro draft amendment to Regulation No. 30 (Pneumatic tyres)	(d), (e)
21.	ETRTO	5.4.	E	Proposal for amendments to Regulation No. 64	(a)
22.	ETRTO	5.2.	E	Tyre Rolling Resistance	(a)
23.	United Kingdom	6.4.	E	Request for information relating to Heavy Vehicle wheel detachment	(a)
24.	USA	5.9.	E	Tire Pressure Monitoring Systems	(a)

No.	Transmitted By	Agenda item	Language	Title	Follow-up
25.	ETRTO	5.9.	E	GTR on Tyres – Report on Kickoff Meeting	(c)
26.	GRRF Ad-Hoc Group	5.2.	E	Tyre adhesion performance on wet surfaces Regulation	(c)
27.	WWH-OBD	6.9.	E	Diesel heavy duty emission related OBD – A module within a more generic GTR	(a)
28.	Japan	5.4.	E	Comments on TRANS/WP.29/GRRF/2002/17/Rev.3	(a)
29.	Russian Federation	5.3.	E	Importance of the rolling resistance	(a)
30.	Informal group EVS	6.1.	E	Status report	(a)
31.	PVGTR	1.3.	E	Report of the PVGTR on braking	(a)
32.	MGTR	2.	E	Proposed motorcycle brakes gtr – Summary table	(a)
33.	Japan	1.1.	E	Proposal for draft amendment to TRANS/WP.29/GRRF/2005/7	(c)
34.	CLEPA	1.1.	E	Draft amendment to Regulation No. 13	(a)

Notes:

- (a) Consideration completed or superseded
- (b) Continue consideration at the next session with official symbol
- (c) Continue consideration at the next session as informal document
- (d) Adopted
- (e) To be transmitted for consideration to WP.29/AC.1/AC.3

Annex 2PROPOSAL FOR DRAFT AMENDMENT TO REGULATION No. 30  
(Pneumatic tyres)

Paragraph 2.1.4., amend to read:

"..., radial ply, run flat tyre);"

Insert a new paragraph 2.3.7., to read:

"2.3.7. "Run flat tyre" or "Self supporting tyre" describes a pneumatic tyre structure provided with any technical solutions (for example, reinforced sidewalls, etc.) allowing the pneumatic tyre, mounted on the appropriate wheel and in the absence of any supplementary component, to supply the vehicle with the basic tyre functions, at least, at a speed of 80km/h (50mph) and a distance of 80km when operating in flat tyre running mode."

Insert new paragraphs 2.32. to 2.35., to read:

- "2.32. "Flat tyre running mode" describes the state of the tyre, essentially maintaining its structural integrity, while operating at an inflation pressure between 0 and 70 kPa.
- 2.33. "Basic tyre functions" means the normal capability of an inflated tyre in supporting a given load up to a given speed and transmitting the driving, the steering and the braking forces to the ground on which it runs.
- 2.34. "Run flat system" or "Extended mobility system" describes an assembly of specified functionally dependant components, including a tyre, which together provide the specified performance granting the vehicle with the basic tyre functions, at least, at a speed of 80 km/h (50mph) and a distance of 80 km when operating in flat tyre running mode.
- 2.35. "Deflected section height" is the difference between the deflected radius, measured from the centre of the rim to the surface of the drum, and one half the nominal rim diameter as defined in ISO 4000-1."

Insert a new paragraph 3.1.3.5., to read:

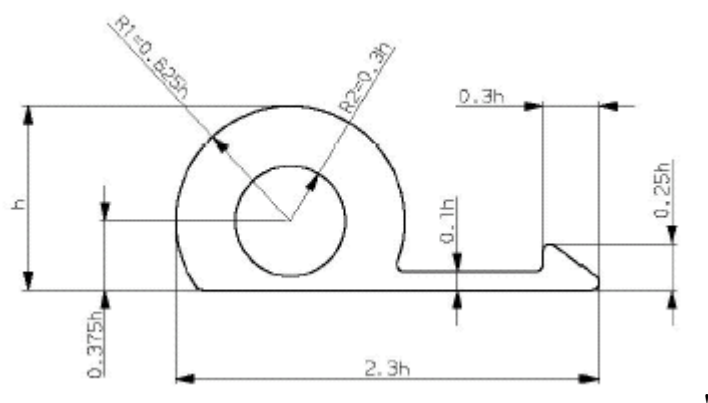
"3.1.3.5. on "run flat" or "self supporting" tyres the letter "F" placed in front of the rim diameter marking."

Paragraph 3.1.4.1., amend to read:

"3.1.4.1. On tyres suitable for speeds in excess of 300 km/h, the letter "R" placed in front of the rim diameter code marking shall be replaced by inscription "ZR" and the tyre shall be marked with a service description consisting of the speed symbol "Y" and the corresponding load index. The service description shall be marked within brackets, for example, "(95Y)"

Insert a new paragraph 3.1.12., to read:

"3.1.12. The symbol below if the tyre is a "run flat" or "self supporting" tyre, where "h" is at least 12 mm.



Paragraph 4.1.4., amend to read:

"4.1.4. "Structure: diagonal (bias ply), bias belted, radial, run flat tyre;"

Insert a new paragraph 4.1.16., to read:

"4.1.16. the identification of the bead retention rim contours specific for the "flat tyre running mode" of "run flat tyres".

Paragraph 6.1.4.2.2., amend to read:

"6.1.4.2.2. in radial ply, run flat tyres: 4 per cent."

Paragraph 6.1.5.3.2., amend the word "Radial" to read "Radial, Run flat tyre".

Insert new paragraph 6.2.1.2., to read:

"6.2.1.2. Where application is made for the type approval of a "run flat system" the above load speed test is carried out on one tyre, inflated as per paragraph 1.2. of Annex 7, at the load and speed conditions marked on the tyre (see paragraph 3.1.4.1.). Another load/speed test must be carried out on a second sample of the same tyre type as



specified in paragraph 3. of Annex 7. The second test may be carried out on the same sample if the manufacturer agrees."

Insert a new paragraph 6.2.2.2., to read:

"6.2.2.2. If a "run flat system" tyre which, after undergoing the test as specified in paragraph 3. of Annex 7., does not exhibit a change in the deflected section height, compared to the deflected section height at the start of the test, higher than 20 per cent and retains the tread connected to the two sidewalls, it is deemed to have passed the test."

Annex 1,

Item 5.3., amend to read:

"5.3. Structure: diagonal/bias-belted/radial/run flat tyre 2".

Annex 7,

Paragraph 1.2., the table, amend the words "Radial tyres" to read "Radial/Run flat system".

Insert a new paragraph 3., to read:

"3. Procedure to assess the "flat tyre running mode" of "run flat system"

- 3.1. Mount a new tyre on the test rim specified by the manufacturer pursuant to paragraphs 4.1.12. and 4.1.15. of this Regulation.
- 3.2. Carry out the procedure as detailed in paragraphs 1.2. to 1.5. above with a test room temperature at  $38\text{ °C} \pm 3\text{ °C}$  in relation to conditioning the tyre-and-wheel assembly as detailed in paragraph 1.4.
- 3.3. Remove the valve insert and wait until the tyre deflates completely.
- 3.4. Mount the tyre-and-wheel assembly to a test axle and press it against the outer surface of a smooth wheel  $1.70\text{ m} \pm 1\text{ per cent}$  or  $2.0\text{ m} \pm 1\text{ per cent}$  in diameter
- 3.5. Apply to the test axle a load equal to 65 per cent of the maximum load rating corresponding to the load capacity index of the tyre
- 3.6. At the start of the test, measure the deflected section height (Z1).
- 3.7. During the test the temperature of the test room must be maintained at  $38\text{ °C} \pm 3\text{ °C}$ .
- 3.8. Carry the test through, without interruption in conformity with the following particulars:
  - 3.8.1. time taken to pass from zero speed to constant test speed: 5 minutes

- 3.8.2. test speed: 80 km/h
- 3.8.3. duration of test at the test speed: 60 minutes
- 3.9. At the end of the test, measure the deflected section height (Z2).
- 3.9.1. Calculate the change in per cent of the deflected section height compared to the deflected section height at the start of the test as  $((Z1 - Z2) / Z1) * 100.$ "

Paragraph 3. (former), renumber as paragraph 4. and amend to read:

- "4. Equivalent test methods  
... described in paragraphs 2. and/or 3. above ..."

Annex 3

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1/ To be determined

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