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CITA

INTERNATIONAL MOTOR VEHICLE INSPECTION COMMITTEE

CITA01-GRRF60, 4 September 2006

<u>Note</u>: The statement reproduced below was prepared by the **CITA Working Group 5 "Brake Testing"** in order to clarify the position of CITA WG 5 on the documents ECE/TRANS/WP.29/GRRF/2004/23/Rev.1, 2006/17 and 2006/32,

CITA's position is as follows:

UK's ECE/TRANS/WP.29/GRRF/2004/23/Rev.1, Para 5.2.1.11.2.1. proposed the installation of wear sensors or devices fitted to at least one lining per brake per wheel which will...

OICA's proposal ECE/TRANS/WP.29/GRRF/2006/32 tries to reduce this requirement to a device fitted to an axle, which will...

The proposals in documents ECE/TRANS/WP.29/GRRF/2004/23/Rev.1 and 2006/32 have been discussed extensively in the WG5, the CITA working group on brakes representing experts from Europe and the USA regarding PTI.

CITA WG 5 fully supports position the current proposal in document ECE/TRANS/WP.29/GRRF/2004/23/Rev.1 in which "alternatively" acoustic or optical devices **fitted to at least one lining per brake per wheel which will** warn the driver at his driving position when lining replacement is necessary are acceptable.

CITA WG 5 cannot agree with the proposal ECE/TRANS/WP.29/GRRF/2006/32 where such an acoustic or optical device can be limited to a device fitted to one axle.

In addition to that, CITA's position regarding equivalent paragraph in UNECE Regulation No. 13H is the same;

Therefore, for the Para 5.2.11.2 in document. 2006/17, CITA would propose a wording similar to the proposed in 5.2.1.11.2.1. of document. 2004/23/Rev.1.

Justification:

It will be hard if not impossible to know a priori the position of the worst case brake lining on either side of an axle. For that reason CITA WG 5 believes that the alternative provisions proposed in document ECE/TRANS/WP.29/GRRF/2006/32 do not offer adequate facilities to inspect the brake lining, and, as such, would introduce a reduction in safety.

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