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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

**REPORT OF THE WORKING PARTY ON BRAKES AND RUNNING GEAR  
ON ITS SIXTY-THIRD SESSION  
(4 – 8 February 2008)**

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1/ For practical reasons, this annex will be circulated in the form of an addendum (ECE/TRANS/WP.29/GRRF/63/Add.1).

## **I. ATTENDANCE**

1. The Working Party on Brakes and Running Gear (GRRF) held its sixty-third session from 4-8 February 2008 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; China; Czech Republic; Denmark; Finland; France; Germany; India; Italy; Japan; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; Slovakia; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland; and United States of America. Representatives of the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: European Association of Automobile Suppliers (CLEPA); Foundation for the Automobile and Society (FIA Foundation); International Motorcycle Manufacturers Association (IMMA); International Organization for Standardization (ISO); and International Organization of Motor Vehicle Manufacturers (OICA). Upon the special invitation of the Chairman, experts from the following non-governmental organizations participated: the Bureau International Permanent des Associations de Vendeurs et Rechapeurs de Pneumatiques (BIPAVER), the European Tyre and Rim Technical Organization (ETRTO) and the Comité de Liaison des Constructeurs de Carrosseries et Remorques (CLCCR).

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

## **II. ADOPTION OF THE AGENDA (Agenda item 1)**

Documentation: ECE/TRANS/WP.29/GRRF/2008/1; Informal document No. GRRF-63-01 of Annex I to the report

3. GRRF inserted a new agenda item 9(c) (Regulation No. 124 on replacement wheels) and adopted the agenda ECE/TRANS/WP.29/GRRF/2008/1 and the running order (GRRF-63-01).

## **III. MEETING OF THE GRRF WORKING GROUP ON THE DEVELOPMENT OF A GTR ON TYRES (TYREgtr) (Agenda item 2)**

4. GRRF noted that the TYREgtr working group had held its fourth informal meeting prior to the GRRF session proper (for the results see agenda item 8(a), paras. 24 and 25).

## **IV. REGULATIONS Nos. 13 AND 13-H (Braking) (Agenda item 3)**

### **A. Exchange of views on a passenger vehicle braking gtr (Agenda item 3(a))**

5. GRRF noted the decision of AC.3 to resume consideration of this subject after the conclusion of the gtr on Electronic Stability Control (ESC) (see WP.29 report ECE/TRANS/WP.29/1064, para. 102).

### **B. Endurance brake systems (Agenda item 3(b))**

6. GRRF agreed to defer consideration of this subject to the next GRRF session, awaiting further information from the Working Party on Lighting and Light-Signalling (GRE).

C. Requirements for trailer ABS in case of failure (Agenda item 3(c))

Documentation: ECE/TRANS/WP.29/GRRF/2007/3; Informal document No. GRRF-63-18 of Annex I to the report

7. GRRF agreed to defer consideration of this subject to the next GRRF session.

D. Temporary use spare wheels/tyres (Agenda item 3(d))

Documentation: ECE/TRANS/WP.29/GRRF/2007/4

8. GRRF agreed to defer consideration of this subject to the next GRRF session.

E. ISO data communications (Agenda item 3(e))

Documentation: ECE/TRANS/WP.29/GRRF/2008/5; Informal document No. GRRF-63-40 of Annex I to the report

9. Referring to GRRF-63-40, the expert from the CLEPA introduced ECE/TRANS/WP.29/GRRF/2008/5 to ensure the compatibility between the towing vehicle and trailers with regard to the communication messages and signalling in line with standard ISO 11992. GRRF adopted the document and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their June 2008 sessions, as Supplement 1 to the 11 series of amendments to Regulation No. 13.

F. Alignment of Regulation No. 13 with Regulation No. 13-H (Agenda item 3(f))

Documentation: ECE/TRANS/WP.29/GRRF/2008/3; Informal documents Nos. GRRF-63-22 of Annex I to the report

10. GRRF agreed to defer consideration of this subject to the next GRRF session.

G. Brake Assist Systems (BAS) (Agenda item 3(g))

Documentation: ECE/TRANS/WP.29/GRRF/2008/2; Informal documents Nos. GRRF-63-05, GRRF-63-06-Rev.1, GRRF-63-07, GRRF-63-11, GRRF-63-12, GRRF-63-19, GRRF-63-21, GRRF-63-29, GRRF-63-36, GRRF-63-37, GRRF-63-38, GRRF-63-39, GRRF-63-45 and GRRF-63-46 of Annex I to the report

11. The expert from the EC introduced GRRF-63-36 justifying the insertion into Regulation No.13-H of new requirements for brake assist systems (BAS) as presented in ECE/TRANS/WP.29/GRRF/2008/2. Following an exchange of views, GRRF agreed that such systems should not be design restrictive. The expert from OICA presented GRRF-63-11 listing a number of available studies on the efficiency of such systems in terms of safety. He also introduced GRRF-63-05 to correct some editorial errors in ECE/TRANS/WP.29/GRRF/2008/2. Referring to his justification reproduced in GRRF-63-39, the expert from the CLEPA introduced

GRRF-63-06-Rev.1 proposing an amendment to ECE/TRANS/WP.29/GRRF/2008/2. The experts from Denmark, the Netherlands and the United Kingdom suggested improving the definition of BAS (GRRF-63-38, GRRF-63-37 respectively GRRF-63-29). The expert from India preferred to extend the test method to all type of energy sources (GRRF-63-19).

12. Following the discussion, GRRF agreed on the proposal as reproduced in GRRF-63-46. The expert from the EC volunteered to organize an expert group meeting in Brussels (scheduled to be held on 17 April 2008) to discuss the remaining issues (GRRF-63-07, GRRF-63-12, GRRF-63-21 and GRRF-63-45), and invited all delegates to attend. GRRF welcomed this suggestion and agreed to resume consideration of this subject at the next GRRF session in September 2008 on the basis of a revised proposal by the EC. Note: At its March 2008 session, the World Forum endorsed the GRRF Chairman's suggestion to establish under GRRF a new informal group on Brake Assist Systems (BAS) in conjunction with the European Commission (see WP.29 report ECE/TRANS/WP.29/1066, para. 27).

#### H. Other business (Agenda item 3(h))

Documentation: Informal documents Nos. GRRF-63-08, GRRF-63-13, GRRF-63-30 and GRRF-63-31 of Annex I to the report

13. The expert from Germany introduced GRRF-63-08 aiming at clarifying the provisions of Annex 11 to Regulation No. 13 and specifying which variants and versions of a brake system can be covered by a specific test and test report. GRRF welcomed that proposal and noted some comments. The expert from Germany volunteered to prepare an updated proposal for consideration at the next GRRF session as an official document. For that purpose, he invited all experts to send him (wgaupp@tuev-nord.de) in due time their written comments.

14. GRRF agreed to defer its next session the consideration of GRRF-63-13, GRRF-63-30 and GRRF-63-31.

#### V. **MOTORCYCLE BRAKING (Agenda item 4)**

##### A. Harmonization of motorcycle braking requirements (Agenda item 4(a))

Documentation: ECE/TRANS/WP.29/AC.3/2008/21, ECE/TRANS/WP.29/GRRF/2007/9, ECE/TRANS/WP.29/GRRF/2007/13; Informal documents Nos. GRRF-61-25, GRRF-62-16 and GRRF-62-37 of Annex I to the report

15. The expert from Germany introduced ECE/TRANS/WP.29/GRRF/2007/13 (superseding ECE/TRANS/WP.29/GRRF/2007/9) proposing to insert in Regulation No. 78 an alternative method for the determination of the peak braking coefficient (PBC). GRRF considered and adopted the proposal as amended by Annex II to this report. The secretariat was requested to submit the document, as amended, to WP.29 and AC.1 for consideration at their June 2008 sessions, as draft Supplement 1 to the 03 series of amendments to Regulation No. 78.

16. Upon the request of the Executive Committee (AC.3) of the 1998 Agreement (see report ECE/TRANS/WP.29/1064, para. 96), GRRF considered and endorsed the proposed amendment to paragraph 4.1.1.3. of gtr No. 3, as reproduced in ECE/TRANS/WP.29/AC.3/21.

17. GRRF preferred to adopt both amendments to Regulation No. 78 and to gtr No. 3 at the same time during the WP.29 session in June 2008. Thus, the Chairman announced his intention to inform WP.29 and AC.3.

## **VI. REGULATION No. 55 (Mechanical couplings) (Agenda item 5)**

Documentation: Informal documents Nos. GRRF-63-03, GRRF-63-04 and GRRF-63-43 of Annex I to this report

18. The expert from Germany, on behalf of the Chairman of the informal group on mechanical couplings, reported on the progress of work made by the group (GRRF-63-43). He announced the informal group's intention to convene again in Brussels, on 14 March 2008.

19. The expert from ISO informed GRRF of a new automatic coupling system which connects the pneumatic and electrical services between truck and trailer, thereby making the process of coupling and decoupling much safer for drivers. The technology is still developing, but he hoped it could feature in regulations at a point in the future. He also introduced GRRF-63-03 proposing to insert into Regulation No. 55 certain prescriptions given in standards ISO 3842:2006 and ISO 12357-2:2007 (for type approval purposes); and GRRF-63-04 to concerning certain provisions given in ISO/TS 20825:2003 as the basis of a new Rule under the 1997 Agreement (for the purpose of periodical technical inspections). GRRF welcomed both proposals and referred them to the informal group for further consideration.

## **VII. REGULATION No. 90 (Replacement brake linings) (Agenda item 6)**

Documentation: ECE/TRANS/WP.29/GRRF/2007/18/Rev.1, ECE/TRANS/WP.29/GRRF/2008/7; Informal documents Nos. GRRF-63-10, GRRF-63-41 and GRRF-63-42 of Annex I to the report

20. On behalf of the informal group on Replacement Discs and Drums (RD&D), the expert from Germany introduced GRRF-63-10 to clarify in Regulation No. 90 the type approval procedure for non-original replacement disc and drums. He added that the informal group had not yet found an agreement on the nature of the marking ("permanently marked" or "affixed"). GRRF noted a number of comments. It was agreed to resume consideration of this subject at its next session in September 2008 on the basis of a new proposal by the informal group, taking into account the comments received. Note: GRRF might wish to decide at its next session on the follow-up of TRANS/WP.29/GRRF/2005/16 which has been adopted at the fifty-eighth GRRF session, but has not yet been submitted to WP.29.

21. GRRF noted GRRF-63-41 and GRRF-63-42 to insert into the Regulation a "replacement code" to identify a brake disc and brake drum as an original replacement part. The delegates from OICA and IMMA separately reminded GRRF that matters concerning original equipment should be dealt with under the relevant vehicle approval regulation (e.g. Regulations Nos. 13,

13-H and 78) rather than Regulation No. 90. GRRF, nonetheless, agreed to resume consideration of this subject at its next session. For that purpose, the secretariat was requested to distribute both proposals with official symbols.

22. GRRF agreed to resume consideration of the remaining documents at its next session.

#### **VIII. REGULATION No. 79 (Steering equipment) (Agenda item 7)**

Documentation: Informal document No. GRRF-63-09 of Annex I to the report

23. The expert from the Russian Federation withdrew GRRF-63-09 and volunteered to prepare a new proposal for consideration at the next GRRF session, if necessary.

#### **IX. TYRES (Agenda item 8)**

##### **A. Harmonization of tyre Regulations (Agenda item 8(a))**

Documentation: Informal document No. GRRF-63-20 of Annex I to the report

24. The expert from ETRTO, as Secretary of the TYREgtr working group, informed GRRF about the progress of work on the global technical regulation (gtr) on tyres made during the informal meeting on 4 February 2008, prior to the GRRF session proper. Regarding the scope of the draft gtr, he reported that the informal group had considered a proposal by India (GRRF-63-20). He added that the group was still considering the possibility to include into the scope tyres for light trucks, possibly basing the provisions on a requirement for tyres below 4,536 kg (10,000 lbs) rather than tyres for passenger cars as indicated previously. The tyre industry would be considering the implications prior to the next meeting. He also stated that, except for the scope, good progress was being made on the remaining issues. He announced the informal group's intention to present, at the GRRF session in September 2008 on the basis of an informal document, a first draft of the gtr on tyres including a detailed impact assessment.

25. The Chairman suggested that the TYRE-gtr working group should meet again in Geneva, in conjunction with the sixty-fourth GRRF session.

##### **B. Regulation No. 30 (Pneumatic tyres) (Agenda item 8(b))**

Documentation: Informal document No. GRRF-62-25 of Annex I to the report

26. The expert from the Russian Federation introduced GRRF-62-25 proposing to insert into Regulations Nos. 30 and 54 new provisions for the indication in the type approval communication of the tyre rolling resistance coefficient. The expert from ISO informed GRRF that ISO 28580, aimed at improving the accuracy of the measurement method, was expected to be published by the end of 2008. The expert from ETRTO recalled the concerns he raised during the previous GRRF session and requested to wait for a clear view on the reliability and reproducibility of the new test method.

27. Following the discussion, a large number of experts agreed to proceed, in principle, to adopt rolling resistance measures into Regulations Nos. 30 and 54 based upon the proposals contained in GRRF-62-25. GRRF agreed with the Chairman's proposal to adopt the measures at the next GRRF session where a clearer view on the publication timetable of ISO 28580 could be taken. The secretariat was requested to distribute GRRF-62-25 with an official symbol.

C. Regulation No. 106 (Pneumatic tyres for agricultural vehicles) (Agenda item 8(c))

Documentation: ECE/TRANS/WP.29/GRRF/2007/20, ECE/TRANS/WP.29/GRRF/2007/21 and Corr.1, ECE/TRANS/WP.29/GRRF/2008/8; Informal documents Nos. GRRF-63-14 and GRRF-63-15 of Annex I to this report

28. The expert from ETRTO introduced ECE/TRANS/WP.29/GRRF/2008/8 proposing to harmonize the units used for inflation pressure. GRRF adopted the proposal and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their June 2008 sessions, as draft Supplement 6 to Regulation No. 106.

29. The expert from ETRTO also introduced ECE/TRANS/WP.29/GRRF/2007/20 to insert into the Regulation a new definition and marking for forestry tyres. GRRF noted a number of comments regarding the need to amend also the current title of the Regulation and the note to the table of Annex 7, part D. The secretariat was requested to clarify the need for an amendment to the Consolidated Resolution on the Construction of Vehicles (R.E.3) in order to insert a definition for non-road mobile machinery. GRRF agreed to have, at its next session in September 2008, a final review of the document.

30. The expert from ETRTO presented ECE/TRANS/WP.29/GRRF/2007/21 and Corr. 1 to insert into the Regulation a new definition and marking for forestry tyres. GRRF noted some reservations regarding the deletion of some sizes of tyres for "all terrain vehicles" and the potential impact this could have on tyres for other vehicle categories. GRRF agreed to resume consideration of this subject at its next session in September 2008.

31. GRRF considered GRRF-63-14 tabled by ETRTO to align in Regulation No. 106 the provisions concerning the notice of approval with those of Regulations Nos. 30, 54 and 75. The expert from the United Kingdom preferred to maintain the requirement that drawings should be supplied by the applicant for approval. The expert from ETRTO volunteered to prepare a revised proposal. GRRF agreed to resume consideration of this subject at its next session on the basis of an official document. Thus, the GRRF Chairman invited all experts to clarify their position on this issue to allow a decision at the next session.

32. GRRF also considered a proposal by ETRTO to correct in the Regulation the provision for the load/speed test procedure with regard to the test drum speed (GRRF-63-15). GRRF adopted the proposal as reproduced below and requested the secretariat submit it to WP.29 and AC.1 for consideration at their June 2008 sessions, as Corrigendum 1 to Supplement 5 to Regulation No. 106.



Annex 9, paragraph 3.2., correct to read:

"3.2. Test drum speed: **20 km/h** "

D. Regulation No. 109 (Retreaded pneumatic tyres for commercial vehicles and their trailers) (Agenda item 8(d))

Documentation: ECE/TRANS/WP.29/GRRF/2008/6; Informal documents Nos. GRRF-63-16 and GRRF-63-24 of Annex I to this report

33. Recalling the discussion during the previous GRRF session, the expert from the Netherlands introduced ECE/TRANS/WP.29/GRRF/2008/6 proposing to insert into Regulation No. 109 new requirements regarding retreaded tyres with additional sidewall protection (ASP). The expert from France suggested complementing that proposal with a definition of ASP as outlined in GRRF-63-24. The expert from ETRTO also suggested adapting the method of examining a retreaded tyre to the technical progress to allow other means for such verification.

34. Following the discussion, the expert from the Netherlands volunteered to prepare a new proposal taking into account the comments received. GRRF agreed to resume consideration of this subject at its next session on the basis of an official document.

E. Tyre pressure monitoring systems (TPMS) (Agenda item 8(e))

Documentation: Informal documents Nos. GRRF-63-23 and GRRF-63-33 of Annex I to this report

35. The expert from Germany, on behalf of the Chairman of the informal group on tyre pressure monitoring (TPM), reported on the outcome of the group's meeting held in Bonn on 28-29 November 2007. He added that all working papers were available at the GRRF website at: <<http://www.unece.org/trans/main/wp29/wp29wgs/wp29grrf/grrf-inftpm1.html>> He announced the informal group's intention to convene again in Bonn, on 18-19 March 2008.

36. GRRF considered GRRF-63-33 and adopted the terms of reference and rules of procedures of the informal group on TPM as reproduced in Annex III to this report. In this respect, the Chairman reminded the informal group of the need to develop proposals in due time for consideration at the next GRRF session in September 2008.

37. The expert from Germany proposed a new draft Regulation for provisions concerning the approval of systems for time based tyre pressure loss reminder systems and tyre pressure monitoring systems and tyre leak alerting systems for motor vehicles (GRRF-63-23). GRRF noted a number of comments and referred the proposal to the informal group on TPM for further consideration.

F. Exchange of information on national and international tyre requirements (Agenda item 8(f))

38. GRRF noted that no new information was presented regarding this subject.

**X. OTHER BUSINESS (Agenda item 9)**

A. Clarification of the scope of Regulations covered by GRRF (Agenda item 9(a))

Documentation: ECE/TRANS/WP.29/GRRF/2008/4

39. GRRF agreed to defer consideration of this subject to the next GRRF session.

B. Exchange of information on national and international on primary safety (Agenda item 9(b))

Documentation: Informal document No. GRRF-63-28 of Annex I to this report

40. GRRF followed with interest a presentation by Japan on statistics concerning rear-end collisions caused by large trucks (GRRF-63-28). He announced his intention to prepare a draft regulation on collision damage mitigation brake systems. Thus, the Chairman invited all experts to address any relevant information on this subject to the expert from Japan.

C. Regulation No. 124 (Replacement wheels) (Agenda item 9(c))

Documentation: Informal document No. GRRF-63-02 of Annex I to this report

41. The expert from Germany introduced GRRF-63-02 proposing to extend the scope of Regulation No. 124 and to clarify or improve the text of some provisions. GRRF agreed to consider this subject at its next session. For that purpose, the secretariat was requested to distribute GRRF-63-02 with an official symbol.

**XI. MEETING OF THE GRRF WORKING GROUP ON ELECTRONIC STABILITY CONTROL (ESC) (Agenda item 10)**

A. Development of the draft gtr on ESC (Agenda item 10(a))

Documentation: ECE/TRANS/WP.29/GRRF/2007/14;  
ECE/TRANS/WP.29/GRRF/2007/27/Rev.1 and Corr.1; Informal documents Nos. GRRF-63-26-Rev.1, GRRF-63-34, GRRF-63-35 and GRRF-63-44-Rev.1 of Annex I to the report

42. The expert from the United States of America, chairing the ESC working group, reported on the progress of work on the global technical regulation (gtr) on electronic stability control systems made during the third informal meeting in Paris on 8-10 January 2008. He recalled the request by AC.3 to submit the draft gtr, if necessary with unresolved issues in square brackets, for policy decision at the March 2008 session that should permit voting on its establishment into the Global Registry at the June 2008 session. Referring to ECE/TRANS/WP.29/GRRF/2007/14, he informed GRRF that the informal group made good progress and that the outcome of discussions of the meeting was reflected in GRRF-63-26.

43. The expert from CLEPA introduced ECE/TRANS/WP.29/GRRF/2007/27/Rev.1 and Corr.1 concerning the confidentiality of data on ESC systems with regard to the intellectual property. Regarding the provisions for the ESC malfunction detection, the expert from the United States of America suggested an alternative wording for paragraph 5.5.1. regarding the default mode switching of ESC systems (GRRF-63-35). The experts from Denmark preferred to have an automatic reactivation of ESC when the vehicle would exceed a certain speed (GRRF-63-34).

44. With regard to the control symbol referred to in paragraph 5.5.3. of the draft gtr, GRRF noted the preference by Korea and the United States of America for the symbol "ESC OFF" and the preference by Belgium, the European Commission, France, Germany, India, the Netherlands and the United Kingdom for the ESC symbol only, without the word "OFF".

45. Following a detailed discussion, GRRF resolved a large number of open issues. However, GRRF could not find an agreement on the alternative proposals for paragraphs 5.5.1. and 5.5.3. of the draft gtr and agreed to keep both alternative texts in square brackets. GRRF adopted the draft gtr on ESC as reproduced in GRRF-63-26-Rev.1. The secretariat was requested to submit the adopted proposal to WP.29 and AC.3 for policy decision at their March 2008 sessions and, subject to AC.3 decision, for establishment by vote into the Global Registry at their June 2008 sessions. Note: At its March 2008 session, AC.3 agreed by consensus decision with the proposal by the GRRF Chairman (see WP.29 report ECE/TRANS/WP.29/1066, para. 65 and informal document No. WP.29-144-28).

46. The expert from the United States of America, as sponsor of the gtr on ESC, presented the progress report (GRRF-63-44) and recommendation on the development of the draft gtr. GRRF adopted that report as reproduced in Annex IV to this report (GRRF-63-44-Rev.1).

B. Alignment of Regulations Nos. 13 and 13-H (Agenda item 10(b))

Documentation: ECE/TRANS/WP.29/GRRF/2007/28; Informal documents Nos. GRRF-63-17, GRRF-63-27 and GRRF-63-32-Rev.1 of Annex I to the report

47. Recalling the purpose of ECE/TRANS/WP.29/GRRF/2007/28, the EC expert introduced GRRF-63-32 proposing the alignment of Regulation No. 13-H with the new provisions on electronic stability control. The expert from the FIA Foundation expressed his preference for a mandatory installation of ESC systems on all vehicles. GRRF noted a number a comments and agreed to have an optional installation of ESC systems on motor vehicles. Contracting Parties could nevertheless make the installation mandatory while transposing the new ESC requirements into their national or regional legislation.

48. In view of the proposed optional installation of ESC systems on vehicles, the experts from Japan and the Russian Federation withdrew GRRF-63-17 and GRRF-63-27.

49. Following the discussion, GRRF adopted ECE/TRANS/WP.29/GRRF/2007/28 as reproduced in Annex VI to this report (see ECE/TRANS/WP.29/GRRF/63/Add.1). The secretariat was requested to submit it as draft Supplement 7 to Regulation No. 13-H to WP.29 and AC.1 for consideration at their November 2008 session, subject to a final review at the sixty-

fourth GRRF session in September 2008. Note: The World Forum agreed at its March 2008 session to amend the transitional provisions with fixed dates and to read "1 November 2011" instead of "24 month after the date of entry into force" (see WP.29 report ECE/TRANS/WP.29/1066, para. 25).

## **XII. PROVISIONAL AGENDA FOR THE NEXT SESSION**

50. GRRF did not consider the agenda for the sixty-fourth session to be held in Geneva, from 16 (2.30 p.m.) to 19 (12.30 p.m.) September 2008. It was agreed that the Chairman, jointly with the secretariat, would propose a draft agenda. The deadline for the submission of official document to that session is 27 June 2008. 2/

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

Annex ILIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL  
DURING THE SIXTY-THIRD SESSION (GRRF-63-....)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
01	Chairman	-	E	Provisional agenda, running order	(a)
02	Germany	9(c)	E	Proposal for draft amendments to Regulation No. 124 (Replacement wheels)	(b)
03	ISO	5	E	Proposal for draft amendments to Regulation No. 55 (Mechanical couplings)	(e)
04	ISO	5	E	Proposal for a new draft addendum to the 1997 Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles	(e)
05	OICA	3(g)	E	Proposed Corrigendum to ECE/TRANS/WP.29/GRRF/2008/2 (BAS)	(a)
06- Rev.1	CLEPA	3(g)	E	Proposal for amendments to ECE/TRANS/WP.29/GRRF/2008/2 (BAS)	(a)
07	OICA	3(g)	E	Proposed amendment to ECE/TRANS/WP.29/GRRF/2008/2	(a)
08	Germany	3(h)	E	Proposal for draft amendments to Regulation No. 13	(a)
09	Russian Federation	7	E	Proposal for draft amendments to Regulation No. 79	(a)
10	RD&D	6	E	Proposal for draft amendments to Regulation No. 90	(a)
11	OICA	3(g)	E	List of available studies on efficiency of Brake Assist Systems in terms of safety (BAS)	(a)
12	OICA	3(g)	E	Justification to GRRF-63-07 (Brake Assist Systems)	(a)
13	OICA	3(h)	E	Draft proposal for amendments to Regulation No. 13 (Braking)	(c)
14	ETRTO	8(c)	E	Proposal for draft amendments to Regulation No. 106 (Pneumatic tyres for agricultural tractors)	(a)
15	ETRTO	8(c)	E	Proposal for a draft Corrigendum to Regulation No. 106	(a)
16	ETRTO	8(d)	E	Proposal for a draft amendment to Regulation No. 109 (Retreaded tyres for commercial vehicles)	(a)
17	Russian Federation	10(b)	E	Proposal by the Russian Federation on adoption of the provisions concerning vehicle electronic stability control systems (ESC) by the ECE Regulation	(a)
18	India	3(c)	E	Proposal from India for a draft amendment to Regulation No. 13 (Braking)	(c)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
19	India	3(g)	E	Proposal from India for a draft amendment to Regulations Nos. 13 and 13-H (Braking)	(a)
20	India	8(a)	E	Proposal from India for amending the scope of tyre gtr	(a)
21	Japan	3(g)	E	Proposed amendment to ECE/TRANS/WP.29/GRRF/2008/2 (BAS)	(a)
22	Germany	3(f)	E	UNECE Regulation No. 13: Proposed changes with regard to Revision 6	(c)
23	Germany	8(e)	E	Proposal for a new draft Regulation: Uniform provisions concerning the approval of systems for time based tyre pressure loss reminder systems (TBW), tyre pressure monitoring systems (TPMS) and tyre leak alerting systems for motor vehicles	(a)
24	France	8(d)	E	Proposal for draft amendments to Regulation No. 109	(a)
25	Russian Federation	8(b)	E	Proposal for amendments to Regulations Nos. 30 and 54 regarding manufacturer's information on rolling resistance coefficient	(b)
26- Rev.1	ESC/USA	10(a)	E	Draft global technical regulation on electronic stability control systems (ESC version 5)	(d)
27	Japan	10(b)	E	Proposal for a new draft Regulation: Uniform provisions concerning the approval of motor vehicles with regard to electronic stability control system	(a)
28	Japan	9(b)	E	Rear-end collisions caused by large trucks (statistics in Japan)	(a)
29	United Kingdom	3(g)	E	Proposal for amendments to ECE/TRANS/WP.29/GRRF/2008/2 (BAS)	(a)
30	United Kingdom	3(h)	E	Other business: Regulation No. 13	(c)
31	United Kingdom	3(h)	E	Proposal for draft amendment to Regulation No. 13 (M, N and O braking systems)	(c)
32- Rev.1	European Commission	10(b)	E	Proposal for amendments to Regulation No. 13-H (Braking)	(d)
33	TPM/ Germany	8(e)	E	Setting up an informal group on TPM	(f)
34	USA	10(a)	E	Proposal for amendments to draft gtr on ESC	(a)
35	Denmark	10(a)	E	Proposal for amendments to draft gtr on ESC	(a)
36	EC/TRL	3(g)	E	Brake Assist Systems: Rationale for the proposed requirements	(a)
37	Netherlands	3(g)	E	Proposal for amendments to ECE/TRANS/WP.29/GRRF/2008/2 (BAS)	(a)
38	Denmark	3(g)	E	Proposal for amendments to ECE/TRANS/WP.29/GRRF/2008/2 (BAS)	(a)
39	CLEPA	3(g)	E	EU Directive on brake assist	(a)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
40	CLEPA	3(e)	E	ISO 11992 messages and signalling	(a)
41	CLEPA	6	E	Draft proposal for amendment to Regulation No. 13-H (Braking)	(b)
42	CLEPA	6	E	Draft proposal for amendment to Regulation No. 13 (Braking)	(b)
43	Germany	5	E	Progress report on the work done by the informal group on mechanical couplings (Regulation No. 55)	(a)
44- Rev.1	USA	10(a)	E	Progress report and recommendation on the development of a global technical regulation on electronic stability control (ESC) for light vehicles	(d)
45	OICA	3(g)	E	OICA proposal concerning transitional provisions and communication for BAS§	(a)
46	Secretariat	3(g)	E	Proposed amendments to ECE/TRANS/WP.29/GRRF/2008/2 as agreed at the 63rd GRRF session	(c)

Notes:

- (a) Consideration completed or superseded
- (b) Continue consideration at the next session with an official symbol
- (c) Continue consideration at the next session as an informal document
- (d) Adopted and submitted to WP.29 with an official symbol
- (e) Referred to the working group couplings devices (Regulation No. 55)
- (f) Referred to the working group on TPM

Annex II

DRAFT AMENDMENTS TO REGULATION No. 78 (MOTORCYCLE BRAKING)  
(adopted by GRRF at its sixty-third session, see para. 15)

Annex 3

Paragraph 1.1.1.(c), amend to read (inserting a new footnote \*/):

- "c) the surface has a nominal peak braking coefficient (PBC) of  $\geq 0.9$  unless otherwise specified. \*/  
**If rear wheel lift occurs, a surface with a peak braking coefficient (PBC) lower than 0.9 may be used in that case."**

New Appendix 1, paragraphs 1.2. and 1.3., amend to read:

"1.2. Vehicle condition:

- (a) The test is applicable to vehicle categories L<sub>1</sub> and L<sub>3</sub>.
- (b) The anti-lock system shall be **either** disconnected or inoperative, between 40 km/h and 20 km/h.
- (c) Lightly loaded.
- (d) Engine disconnected.

1.3. Test conditions and procedure:

- (a) Initial brake temperature:  $\geq 55$  °C and  $\leq 100$  °C.
- (b) Test speed: 60 km/h or 0.9 V<sub>max</sub>, whichever is lower.
- (c) Brake application:  
Simultaneous actuation of both service brake system controls, if so equipped, or of the single service brake system control in the case of a service brake system that operates on all wheels.  
For vehicles equipped with a single service brake system control, it may be necessary to modify the brake system if one of the wheels is not approaching maximum deceleration.
- (d) Brake actuation force:  
The control force that achieves the maximum vehicle deceleration rate as defined in paragraph 1.1.(c).  
The application of the control force must be constant during braking.
- (e) Number of stops: until the vehicle meets its maximum deceleration rate.
- (f) For each stop, accelerate the vehicle to the test speed and then actuate the brake control(s) under the conditions specified in this paragraph."

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\*/ **The term "nominal" means the target value for the surface when it is certified.**



Annex III

TERMS OF REFERENCES AND RULES OF PROCEDURES OF THE  
INFORMAL GROUP ON TYRE PRESSURE MONITORING (TPM)

(adopted by GRRF at its sixty-third session, see para. 36)

A. Terms of Reference

The "Informal Working Group on Tyre Pressure Monitoring issues" (hereinafter referred to as GRRF-TPM) shall:

1. Investigate tyre pressure monitoring and identify the potential for improvement of road safety and fuel efficiency.
2. Identify and develop working items, draft and proceed with a road map.
3. Perform cost/benefit analysis for identified relevant potential solutions.
4. Submit draft regulatory proposals to GRRF.
5. Take into consideration international standardization activities.
6. The mandate of the informal group on TPM shall be limited to February 2009.

B. Rules of Procedures

1. Participation

The informal group is open to all participants of GRRF. A Chairman and a Secretary are governing GRRF-TPM.

2. Sessions

The secretariat, at least 2 weeks before the commencement of a session, shall distribute a notice of its opening date, together with a message that the documents and the provisional agenda are available on the WP.29 website.

The basic documents relating to each item appearing on the provisional agenda of a session shall be available for the Secretary and the Chairman at least 3 weeks before the meeting. The report of the previous meeting shall be available at least 3 weeks before the next scheduled session.

3. Language

The official language of the informal group shall be English.

4. Consensus

The process shall pursue consensus. When consensus cannot be reached, the Chairman of the informal group shall present the different positions to GRRF.

Annex IV

PROGRESS REPORT AND RECOMMENDATION ON THE DEVELOPMENT OF  
A GLOBAL TECHNICAL REGULATION ON  
ELECTRONIC STABILITY CONTROL (ESC) FOR LIGHT VEHICLES

A. OBJECTIVE OF THE REPORT

The purpose of this report is to provide details on the progress made on the development of a global technical regulation (gtr) for Electronic Stability Control systems for Light Vehicles (ESC) and seek guidance on the last few remaining issues that could not be resolved at GRRF. It also makes recommendations concerning adoption of the regulation should the issues be resolved by the Executive Committee of the 1998 Agreement.

B. Development of the regulation

The Executive Committee of the 1998 Agreement (AC.3) tasked GRRF to develop the regulation following its acceptance of the formal proposal from the United States of America (United States) seeking to establish a gtr in this area. The document, which contains the safety rationale, consulted regulations and standards, etc., can be found under the following reference: ECE/TRANS/WP.29/AC.3/16 dated on 2 May 2007. AC.3 further instructed GRRF to plan its work expeditiously so that the regulation can be adopted by mid 2008.

Under the guidelines governing the development of a gtr, GRRF immediately began work through an informal working group that met June 2007. The ESC informal working group deliberated further at a second meeting in September 2007 before providing a progress report to the GRRF September session. GRRF accepted much of the work, provided guidance on the remaining parts, and further tasked the informal working group to meet for a third time to address the open issues (this meeting took place in January 2008). The informal working group presented its second progress report to GRRF at its February 2008 session, where the updated latest draft was accepted with just a few issues still remaining. GRRF is now seeking guidance from AC.3 to help resolve the last outstanding issues.

C. Description of outstanding issues

Informal document No. GRRF-63-26-Rev.1 is the latest complete draft of the gtr on ESC. That draft contains bracketed alternatives on two areas of disagreement in the text of the regulation. These are:

1. Paragraph 5.5.1.: The last paragraph in the paragraph requires the default mode of an ESC system for a particular drive configuration (for the rare cases when there are multiple ESC modes available that all satisfy the requirements of the regulation) to be the one with the highest margin of compliance relative to the stability requirement described in paragraph 5.1. The manufacturers and several Contracting Parties (CPs) argue that the best default modes for each drive configuration are not necessarily the ones with the highest margin of compliance relative to the stability performance requirement in

paragraph 5.1., but the ones that manufacturers specify based on their own analysis. As such, they have proposed alternative text that allows each manufacturer to specify the safest mode for each vehicle drive configuration.

2. Paragraph 5.5.3.: This paragraph requires multipurpose controls that have the function of deactivating the ESC system to be labelled with either the text "ESC OFF" or the ISO ESC symbol in conjunction with the word "OFF". Industry and most CPs have opposed this as unnecessary (with regard to safety) since there is also a tell-tale that indicates when ESC has been deactivated. The alternative text offered simply requires that the control be labelled with either "ESC" or the ISO symbol for ESC.

Annex V

GRRF INFORMAL GROUPS

<u>Informal group on</u>	<u>Chairperson</u>	<u>Secretary</u>
Passenger vehicle braking gtr (PVGTR)	Mr. I. Yarnold Tel: 44 207 944 2080 Fax: 44 207 944 2169 E-mail: <a href="mailto:ian.yarnold@dft.gsi.gov.uk">ian.yarnold@dft.gsi.gov.uk</a>	Mr. M. Brearley (CLEPA) E-mail: <a href="mailto:malcolm.brearley-contr@trw.com">malcolm.brearley-contr@trw.com</a>
TYREgtr	Mr. I. Yarnold Tel: 44 207 944 2080 Fax: 44 207 944 2169 E-mail: <a href="mailto:ian.yarnold@dft.gsi.gov.uk">ian.yarnold@dft.gsi.gov.uk</a>	Mr. J.-C. Noirhomme (ETRTO) Tel: 32 2 344 4059 Fax: 32 2 344 1234 E-mail: <a href="mailto:info@etrto.org">info@etrto.org</a>
Replacement Discs and Drums (RD&D)	Mr. W. Gaupp Tel: 49 201 825 4139 Fax: 49 201 825 4185 E-mail: <a href="mailto:wgaupp@tuev-nord.de">wgaupp@tuev-nord.de</a>	Mr. M. Pehle (CLEPA) Tel: 49 226-2781974 Fax: 49 226-2786550 E-mail: <a href="mailto:pehle@bpw.de">pehle@bpw.de</a>
Electronic Stability Control (ESC)	Mr. E. Wondimneh Tel: 1 202 3660846 Fax: 1 202 4932990 E-mail: <a href="mailto:ezana.wondimneh@dot.org">ezana.wondimneh@dot.org</a>	Mr. O. Fontaine (OICA) Tel: 33 1 43590013 Fax: 33 1 43638441 E-mail: <a href="mailto:oica@oica.net">oica@oica.net</a>
Mechanical couplings	Mr. A. Sigwart Tel: 49 221 903 4700 Fax: 49 221 903 2938 E-mail: <a href="mailto:asigwart@ford.com">asigwart@ford.com</a>	Mr. J. Westphäling Tel: 49 89 32950 722 Fax: 49 89 32950 720 E-mail: <a href="mailto:juergen.westphaeling@tuev-sued.de">juergen.westphaeling@tuev-sued.de</a>
Tyre Pressure Monitoring (TPM)	Mr. W. Reithmaier Tel: 49 895 190 3453 Fax: 49 895 190 3547 E-mail: <a href="mailto:walter.reithmaier@tuev-sued.de">walter.reithmaier@tuev-sued.de</a>	Mr. M. Hörner Tel: 49 61 074306 E-mail: <a href="mailto:m.hoerner@arcor.de">m.hoerner@arcor.de</a>
Brake Assist Systems (BAS)	<u>1/</u>	<u>1/</u>

1/ To be determined (see para. 12 of this report)

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