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1998 Agreement (Global) - Consideration and vote of draft global technical regulations and/or draft amendments to established global technical regulations

Proposal for Corrigendum 2 to global technical regulation No. 3 (Motorcycle braking)

Submitted by the Working Party on Brakes and Running Gear*

The text reproduced below was adopted by the Working Party on Brakes and Running Gear (GRRF) at its sixty-seventh session in order to correct global technical regulation No. 3 on motorcycle brake systems. It is based on ECE/TRANS/WP.29/GRRF/2010/14, not amended (ECE/TRANS/WP.29/GRRF/67, para. 20). It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Executive Committee (AC.3) for consideration.

* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Paragraph 3.3.1., amend to read:

"3.3.1. MFDD (Mean fully developed deceleration):

Calculation of MFDD:

$$d_m = \frac{V_b^{\,2} - V_e^{\,2}}{25.92 \cdot (S_e - S_b)} \qquad \text{m/s}^2$$

Where:

d_m = mean fully developed deceleration

V_b = vehicle speed at 0.8 V_1 in km/h

V_e = vehicle speed at 0.1 V_1 in km/h

S_b = distance travelled between V_1 and V_b in metres

S_e = distance travelled between V_1 and V_e in metres

V_1 = vehicle speed when rider actuates the control"

Paragraph 4.1.1.3., amend to read:

"4.1.1.3. Measurement of PBC:

The PBC is measured as specified in national or regional legislation using either:

(a) The American Society for Testing and Materials (ASTM) E1136 – 93 (Reapproved 2003) standard reference test tyre, in accordance with ASTM Method E1337-90 (Reapproved 2002), at a speed of 40 mph; or

(b) …"