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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-SIXTH SESSION

(20 – 22 September 2004)

1. GRRF held its fifty-sixth session from 20 to 22 September 2004 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; Czech Republic; Denmark; Finland; France; Germany; Hungary; India; Italy; Japan; Netherlands; Republic of Korea; Russian Federation; Slovakia, Spain; Sweden; 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: Comité de Liaison des Constructeurs de Carrosseries et Remorques (CLCCR); Federation of European Manufacturers of Friction Materials (FEMFM); Specialty Equipment Market 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.29/2004/40; TRANS/WP.29/GRRF/2004/11; TRANS/WP.29/GRRF/2004/12; TRANS/WP.29/GRRF/2004/16; TRANS/WP.29/GRRF/2004/18; TRANS/WP.29/GRRF/2004/19; TRANS/WP.29/GRRF/2004/28; informal documents Nos. GRRF-56-2; GRRF-56-3; GRRF 56-4; GRRF-56-5; GRRF-56-7 and GRRF-56-21 of Annex 1 to this report.

4. GRRF had an exchange of views on the comments of the expert from the Russian Federation (TRANS/WP.29/GRRF/2004/16) on the proposed amendments to Regulation Nos. 13 and 13-H (TRANS/WP.29/2004/38 and TRANS/WP.29/2004/40), questioning the retardation level (0.7 m/s^2) for "automatically commanded braking".

5. GRRF considered also the comments of the expert from Germany (informal document No. GRRF-56-21) on the proposed provisions concerning the endurance braking system (questioning the signal generation above 2.2 m/s^2 of deceleration).

6. GRRF agreed to allow the Chairman to discuss the subject with the Chairman of GRE and not re-open the whole discussion unless WP.29 returns the matter to GRRF. The Chairmen of GRE and GRRF may wish to propose to WP.29 the formation of an informal group between the two Working Parties to find an appropriate solution for the issues raised. The consideration of the subject will be resumed at the next GRRF session.

7. The secretariat was requested to distribute informal document No. GRRF-56-21 with an official symbol for consideration at the next session.

8. GRRF considered and adopted document TRANS/WP.29/GRRF/2004/11. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their March 2005 sessions as draft Supplement 1 to the 10 series of amendment to Regulation No. 13.

9. Several documents were presented (TRANS/WP.29/GRRF/2004/12 and TRANS/WP.29/GRRF/2004/18, informal documents Nos. GRRF-56-2, GRRF-56-3, GRRF-56-4 and GRRF-56-5) proposing to remove M₁ category of vehicles from Regulation No. 13. OICA submitted a proposal (TRANS/WP.29/GRRF/2004/28) to include N₁ category vehicles in Regulation No. 13-H.

10. The discussion of these proposals highlighted the difference of the opinions. Some experts proposed to apply for both categories the same requirements, others considered that different provisions would be necessary. As the proposed removal of category M1 from Regulation No. 13 would need very complex amendments, GRSG agreed to defer the discussion to the next session to allow delegates time to consider the issue fully.

11. OICA was requested to prepare a working document taking into account the two proposals mentioned in paragraph 9 above. Documents Nos. GRRF-56-2, GRRF-56-3, GRRF-56-4 and GRRF-56-5 will remain as informal documents to aid discussion at the next session.

12. An amendment proposal of CLEPA to Regulation No. 13 (TRANS/WP.29/GRRF/2004/19) to make mandatory the anti-lock braking systems of category A for vehicles of category O₄ obtained the support of several GRRF experts. The expert from Germany made a provisional reservation on paragraphs 12.1.2.8. and 12.1.2.10 of the proposed text. The proposal will be considered again at the next session.

13. A further amendment proposal to Regulation No. 13, transmitted by CLEPA (informal document No. GRRF-56-7) concerning performance testing of trailer braking components was briefly considered. CLEPA was requested to revise the document and transmit it to the secretariat on time for its distribution as an official document for consideration at the next session.

(b) Facilitation of testing of vehicles in service

Documentation: TRANS/WP.29/GRRF/2004/5; TRANS/WP.29/GRRF/2004/6; TRANS/WP.29/GRRF/2004/22; TRANS/WP.29/GRRF/2004/23; TRANS/WP.29/GRRF/2004/29; informal document No. GRRF-56-11 of Annex 1 to this report.

14. GRRF had an exchange of views on documents TRANS/WP.29/GRRF/2004/22 and TRANS/WP.29/GRRF/2004/23, proposing the introduction of requirements on wear indicators on brake discs and drums into Regulations Nos. 13 and 13-H. The use of an endoscope, as common inspection equipment, was raised as an issue by the expert from Germany. Other delegations were less concerned on this point. The Chairman expressed his disappointment that agreement of this proposal was delayed again when the official text had been available for several months.

15. The consideration of this item will be continued at the next session for which the experts from Denmark, Germany, United Kingdom, International Motor Vehicle Inspection Committee (CITA) and CLEPA should transmit a consolidated, common proposal.

16. Documents TRANS/WP.29/GRRF/2004/5 and TRANS/WP.29/GRRF/2004/6 were superseded by documents TRANS/WP.29/GRRF/2004/22 and TRANS/WP.29/GRRF/2004/23, informal document No. GRRF-56-11 was withdrawn.

(c) Development of a passenger vehicle braking gtr

Documentation: Informal documents Nos. GRRF-56-8 and GRRF-56-15 of Annex 1 to this report.

17. GRRF was informed (see informal document No. GRRF-56-8) that a formal proposal (TRANS/WP.29/2004/74) to develop a passenger vehicle braking gtr was transmitted to WP.29/AC.3 by Japan and the United Kingdom for consideration at their November 2004 sessions.

18. GRRF noted the progress report (informal document No. GRRF-56-15) on the work of the informal group (Passenger Vehicle gtr on Braking, PVGTR) dealing with the subject.

HARMONIZATION OF MOTORCYCLE BRAKING REQUIREMENTS

19. GRRF noted a progress report of the informal group (Motorcycle Braking gtr, MGTR) dealing with the subject.

20. The expert from the United States of America informed GRRF on the evaluation and review process of motorcycle brake standards in his country. More detailed information is available on the website: dms.dot.gov, Docket No. 11950.

REGULATION No. 90 (Replacement brake linings)

Documentation: Informal documents Nos. GRRF-56-6 and GRRF-56-10 of Annex 1 to this report.

21. GRRF noted the oral progress report on the work of the informal group dealing with the subject, given by its Chairman.

22. The expert from Germany introduced his proposal (informal document No. GRRF-56-6) concerning requirements to be introduced in Regulation No. 90 for replacement brake discs and drums sold by aftermarket.

23. As doubts were raised whether Regulation No. 90 would be appropriate to include these requirements, GRRF agreed to ask the consent of WP.29 to set up an informal group to deal with the subject. The expert from Germany offered to organize and chair the group, in case of a positive decision.

24. GRRF considered informal document No. GRRF-56-10. The text adopted of an amendment proposal (Supplement 6 to the 01 series of amendments) is reproduced below. The secretariat was requested to submit this proposal to WP.29 and AC.1 for consideration at their March 2005 sessions.

Paragraph 6.5.2., amend to read:

"6.5.2. the date of manufacture, at least month and year, or batch number,"

25. The attention of GRRF was drawn to Annex 2 - Appendix 1 of Regulation No. 13 "List of vehicle data for the purpose of Regulation No. 90 approvals". These data, to be provided by the vehicle manufacturer, are in general missing in the approvals. GRRF requested the Authorities granting approvals to take into consideration this requirement.

REGULATION No. 111 (Handling and stability of vehicles)

Documentation: Informal documents Nos. GRRF-55-20 of the fifty-fifth session.

26. GRRF had an exchange of views on informal document No. GRRF-55-20 on dynamic lateral stability tests and agreed that the informal group on electronically controlled stability enhancement systems, already endorsed by WP.29 (see para. 47 below), should consider it.

REGULATION No. 79 (Steering equipment)

Documentation: TRANS/WP.29/2004/42; TRANS/WP.29/GRRF/2004/17; informal documents Nos. GRRF-55-21 and GRRF-56-22 of Annex 1 to the reports of the previous and current sessions respectively.

27. The expert from the Russian Federation made comments (TRANS/WP.29/GRRF/2004/17 and GRRF-55-21) underlining the subjectivity of some requirements of the proposed amendments to Regulation No. 79 (TRANS/WP.29/2004/42).

28. The expert from the Russian Federation was invited to make, in cooperation with the expert from the United Kingdom, specific proposals to improve Regulation No. 79.

29. Informal document No. GRRF-56-22 was withdrawn.

TYRES

(a) Harmonization of tyre Regulations

Documentation: TRANS/WP.29/GRSG/2003/1; informal documents Nos. GRRF-56-17 and GRRF-56-23 of Annex 1 to this report.

30. GRRF followed with interest a presentation by the expert from ETRTO (informal document No. GRRF-56-23) explaining the vision of his organization on a future tyre gtr (replacing the existing proposal in document TRANS/WP.29/GRSG/2003/1) and noted the information provided by the expert from the United States of America regarding the notice of proposed rule making (informal document No. GRRF-56-17) on tyre pressure monitoring systems proposed in his country.

31. The ETRTO proposal received favourable comments from GRRF experts. With regard to the scope of the gtr, ETRTO proposed to include in it only tyres covered by Regulations Nos. 30 and 54, motorcycle tyres excluded. The future of the existing Regulations (Nos. 30 and 54) and the problem of winter tyres were evoked during the discussion.

32. Finally, GRRF agreed that the best solution to define the scope and the framework of the gtr would be a working session of the interested experts. ETRTO agreed to convene and host the inaugural meeting which would be chaired by Mr. I. Yarnold, Chairman of GRRF. The Chairman informed GRRF that France had volunteered to be the technical sponsor.

(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, and GRRF-56-28 of Annex 1 to the reports of the previous and current sessions respectively.

33. GRRF followed with interest a presentation of the informal group dealing with the subject (informal document No. GRRF-56-28) on the conclusion concerning wet grip evaluation methods. GRRF considered also document TRANS/WP.29/GRRF/2004/21 complementing document TRANS/WP.29/GRRF/2004/9 and agreed with the proposed test procedure to be included in Regulation No. 30.

34. ETRTO proposed to prepare a separate Regulation for the tyre wet adhesion requirements (TRANS/WP.29/GRRF/2004/26, informal documents Nos. GRRF-55-25 and GRRF-56-13).

35. The possibility to incorporate the requirements in the future new Regulation on rolling sound emissions was also considered.

36. GRRF mandated its Chairman to discuss with the Chairman of GRB the possibilities of incorporating tyre wet adhesion requirements into the rolling sound Regulation and jointly to propose to WP.29 the appropriate form to be given to the tyre wet adhesion requirements. GRRF will continue the consideration of the subject at its next session, focusing the debates on the limit values, having in mind that the test procedure was agreed.

(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; TRANS/WP.29/GRRF/2004/24; informal documents Nos. GRRF-56-14, GRRF-56-19, GRRF-56-24 and GRRF-56-27 of Annex 1 to this report.

37. 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, informal document No. GRRF-56-14) and followed with interest a presentation on the ETRTO activity in the field of tyre rolling resistance (informal documents Nos. GRRF-56-24 and GRRF-56-27). The expert from ETRTO also drew the attention of GRRF to the high costs associated with the introduction of the proposal from the expert from the Russian Federation without tangible benefits.

38. GRRF did not take any decision on the subject and was waiting for a proposal from ETRTO for a possible reference method for rolling resistance measurement and on the state of the art in Europe. The discussion will be resumed at the next session included the follow-up to be given to the proposal of the expert from the Russian Federation.

39. GRRF had a preliminary exchange of views on proposals to introduce requirements in Regulation No. 30 on "Run-flat" tyres (TRANS/WP.29/GRRF/2004/20 and informal document No. GRRF-56-19). The consideration of the subject will be resumed at the next session (see also paras. 41 to 43 below) on the basis of a consolidated working paper to be prepared by the experts from the United Kingdom and ETRTO.

(d) Regulation No. 54 (Pneumatic tyres for commercial vehicles)

Documentation: TRANS/WP.29/GRRF/2004/25.

40. A proposal for draft Corrigendum 1 to Revision 2 of Regulation No. 54 was adopted and will be submitted by the secretariat to WP.29 and AC.1 for consideration at their March 2005 sessions, without the reference to the list of contents, deleted during the discussion.

(e) Regulation No. 64 (Temporary use spare wheels/tyres)

Documentation: TRANS/WP.29/GRRF/2002/17/Rev.3; informal documents Nos. GRRF-56-9 and GRRF-56-18 of Annex 1 to this report.

41. GRRF had a general discussion on document TRANS/WP.29/GRRF/2002/17/Rev.3 proposing requirements to treat "uni-directional" and "run-flat tyres" as temporary use spare tyres along with the introduction of a "tyre run-flat warning system". The associated comments (informal documents Nos. GRRF-56-9 and GRRF-56-18) were also considered.

42. The question was raised again whether these requirements should be included in Regulation No. 64 or Regulation No. 30.

43. The consideration of this issue will be resumed at the next session. The secretariat was requested to distribute for the next session informal documents Nos. GRRF-56-9 and GRRF-56-18 with an official symbol

(f) Regulation No. 109 (Retreaded pneumatic tyres for commercial vehicles)

Documentation: TRANS/WP.29/GRRF/2002/19/Rev.1; TRANS/WP.29/GRRF/2003/20; TRANS/WP.29/GRRF/2004/3; TRANS/WP.29/GRRF/2004/13; informal document No. GRRF-56-16 of Annex 1 to this report.

44. Following the comments of BIPAVER (informal document No. GRRF-56-16), GRRF confirmed its agreement with the proposed amendments, adopted in principle at its fifty-fifth session (TRANS/WP.29/GRRF/55, para. 46). The secretariat was requested to submit these proposals to WP.29 and AC.1 for consideration at their March 2005 sessions as draft Supplement 3 to the original version of Regulation No. 109.

(g) Regulation No. 75 (Motorcycle tyres)

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

45. GRRF considered the amendment proposal by ETRTO (TRANS/WP.29/GRRF/2004/27). In order to clarify if snow and special tyres should be included or not, GRRF agreed to defer any decision to the next session.

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

46. The expert of the European Commission informed GRRF that the "Survey on Motor Vehicle Tyre and Related Aspects" was finalized and available on the address: http://www.europa.eu.int/comm/enterprise/automotive/projects/report_motor_vehicle_tyres.pdf

OTHER BUSINESS

(a) Electronically controlled stability enhancement systems

Documentation: TRANS/WP.29/GRRF/2000/19; TRANS/WP.15/2004/11; informal document No. GRRF-56-26 of Annex 1 to this report.

47. GRRF followed with interest a presentation by the expert from Hungary (informal document No. GRRF-56-26) on vehicle stability control systems. Mr. L. Palkovics, expert from Hungary, offered to chair the informal group endorsed by WP.29 (TRANS/WP.29/992, para. 40) and CLEPA agreed to provide the Secretary. Experts who intend to participate in the work of the group were asked to inform the expert from Hungary (see also para. 26 above).

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

Documentation: TRANS/WP.29/GRRF/2003/27; informal document No. GRRF-56-25 of Annex 1 to this report.

48. According to the request of GRRF, the expert from Germany presented a generic approach (informal document No. GRRF-56-25) related to his proposal (TRANS/WP.29/GRRF/2003/27) for a new draft Regulation assembling the type approval of all complex electronic systems. During a general exchange of views, doubts still remained on the questions of an independent Regulation versus requirements in different, current Regulations, and on complete vehicle approval against approval of vehicle parts. A proposal from the German expert for the setting up of a working group to address the issue was not agreed by GRSG. The discussion will be resumed at the next session.

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

Documentation: TRANS/WP.29/GRRF/2004/14; informal document No. GRRF-56-20 of Annex 1 to this report.

49. The amendment proposal of OICA (TRANS/WP.29/GRRF/2004/14) did not reach the general agreement of GRRF. It should be revised for further consideration at the next session, taking into

account the decisions of WP.29 taken at its one-hundred-and-twenty-fifth session (TRANS/WP.29/815, paras. 101 and 102).

50. With regard to the proposal of the expert from India (informal document No GRRF-56-20) for provisions for the case of tampering or failure of the device, doubts were expressed on its feasibility. The expert from India will verify and discuss with other experts this aspect of his proposal and in the light of the result, he will transmit a revised proposal for consideration at the next session.

(d) Draft Rule No. 2 to be annexed to the 1997 Agreement

51. GRRF took note of the decision of WP.29 taken at its one-hundred-and-thirty-third session (TRANS/WP.29/1016, para. 71) and mandated the expert from the Netherlands, Mr. E. de Haes, to represent GRRF in the informal group set up in accordance with the decision of WP.29.

(e) Draft Special Resolution No.1 on common definition of vehicle categories, masses and dimensions

Documentation: TRANS/WP.29/2004/25.

52. GRRF had an exchange of views on document TRANS/WP.29/2004/25 and found that the definitions could be improved. However, admitting that they would be used only in future gtr-s, GRRF could agree with them. It was agreed to inform WP.29 accordingly.

53. GRRF experts were requested to transmit to the secretariat their remarks aiming at improvements of the proposed definitions.

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

Documentation: Informal document No. GRRF-56-12 of Annex 1 to this report.

54. GRRF noted the information on the primary safety requirements in the Polish legislation (informal document No. GRRF-56-12).

55. The braking requirements relating to singly approved vehicles in the United Kingdom were explained. Discussion of problems related to the malfunction of the electronic throttle, raised at the fifty-fifth session (TRANS/WP.29/GRRF/55, para. 51) was deferred to the next session.

(g) New draft Regulation on wheels

56. GRRF noted that no clear indication had arrived from the European Community on the support of the proposal. Should a clear support of the proposal be expressed, this subject would be included in a future agenda.

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

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

57. GRRF opened a preliminary exchange of views on documents TRANS/WP.29/GRSG/2004/20 and TRANS/WP.29/GRSG/2004/23 seeking the opinion of braking experts on the proposals. Due to several concerns expressed, GRRF agreed to proceed to a more detailed discussion on the proposals at its next session.

AGENDA FOR THE NEXT SESSION

58. GRRF did not consider the agenda for the fifty-seventh session to be held in Geneva, from 31 January (14.30h) to 4 February (12.30h) 2005. It was agreed that the Chairman, jointly with the secretariat, would propose a draft agenda. 1/ 2/.

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.

2/ To help delegates to make arrangements for travel and accommodation, the Chairman advises delegates that the first two days (Monday afternoon to Wednesday lunchtime) will be devoted to discussions on tyres.

Annex 1

LIST OF INFORMAL DOCUMENTS GRRF-56-... DISTRIBUTED DURING THE SESSION

No.	Transmitted By	Agenda item	Language	Title	Follow- up
1.	Chairman		E	Running order of the 56th session 20-22 September 2004	(d)
2.	United Kingdom	1.1.	E	Proposal for draft amendments to Regulation No. 13 (Braking)	(c)
3.	United Kingdom	1.1.	E	Proposal for draft amendments to Regulation No. 13 (Braking)	(c)
4.	United Kingdom	1.1.	E	Proposal for draft amendments to Regulation No. 13 (Braking)	(c)
5.	United Kingdom	1.1.	E	Proposal for draft amendments to Regulation No. 13 (Braking)	(c)
6.	Germany	3.	E	Proposal for draft amendments to Regulation No. 90 (Brake linings)	(a)
7.	CLEPA	1.1.	E	Proposal for draft amendments to Regulation No. 13	(b)
8.	PVGTR informal group	1.3.	E	Justification for a Global Technical Regulation (gtr) concerning the braking of passenger vehicles	(d)
9.	Japan	6.6.	E	Proposal for amendment of TRANS/WP.29/GRRF/2002/17/Rev.3 (Run flat tyre – Zero pressure detection devices)	(b)
10.	United Kingdom	3.	E	Draft amendment to Regulation No. 90	(d)
11.	CLEPA	1.2.	E	Proposal for draft amendments to Regulation No. 13	(a)
12.	Poland	7.6.	E	Latest status on primary safety requirements of legislation in Poland	(d)
13.	ETRTO	6.2.	E	Arguments in favour of a new separate regulation for type approval of the tyre wet adhesion	(a)

No.	Transmitted By	Agenda item	Language	Title	Follow-up
14.	Russian Federation	6.3. and 6.4.	E,R	Proposed amendments to Regulations Nos. 30 and 54 regarding manufacturer's information on rolling resistance coefficient	(c)
15.	PVGTR group	1.3.	E	Passenger Vehicle GTR on braking – Progress Report to 56th GRRF	(d)
16.	BIPAVER	6.5.	E	Proposed amendments to Regulation No. 109	(d)
17.	USA	6.	E	Submission by the United States of America for information on the status of rulemaking on tire pressure monitoring systems – Tire Pressure Monitoring Systems – Notice of Proposed Rulemaking	(a)
18.	OICA	6.6.	E	Draft Amendment to Regulation No. 64 - Draft amendments to document TRANS/WP.29/GRRF/2002/17/Rev.2	(b)
19.	India	6.2.	E	Proposal from India for Draft Amendment to Regulation No. 30 – Pneumatic Tyres – Comments on TRANS/WP.29/GRRF/2004/20	(a)
20.	India	7.2.	E	Proposal from India for amendment in ECE Regulation No. 89 – Speed limitation devices	(a)
21.	Germany	1.3.	E	Proposal for Draft Supplement 10 to the 09 series of amendments to Regulation No. 13	(b)
22.	Russian Federation	5	E	Proposal with regard to amendments to the Regulation No. 79	(a)
23.	ETRTO	6.1.	E	Global Technical Regulation for Tyres	(d)
24.	ETRTO	6.2.	E	Tyre rolling resistance – ETRTO activity	(d)
25.	Germany	7.3.	E	Generic Approach for Complex Electronic Systems	(a)
26.	Hungary	7.3.	E	Vehicle Stability Control Systems	(d)

No.	Transmitted By	Agenda item	Language	Title	Follow- up
27.	ETRTO	6.3.	E	Tyre Rolling Resistance – ETRTO activity	(d)
28.	Secretariat	6.2.	E	Wet Grip Regulation – Ad hoc GRRF conclusions	(d)

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
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Annex 2

INFORMAL GROUPS OF GRRF

<u>Name</u>	<u>Chairman</u>	<u>Secretary</u>
Brake linings	Mr.W. Rothmann Tel: (+ 49-2171) 501- 577 Fax: (+ 49-2171) 501- 530 E-mail: wrothmann@tmdfriction.com	<u>1/</u> Tel: Fax: E-mail
Passenger vehicle braking gtr (PVGTR)	Mr. I. Yarnold Tel: (+ 44-207) 944-2086 Fax: (+ 44-207) 944-2609 E-mail: ian.yarnold@dft.gsi.gov.uk	<u>1/</u>
Motorcycle braking gtr (MGTR)	Mr.D.Davis Tel: (+ 1-613) 998-1956 Fax: (+ 1-613) 990-2913 E-mail: davisda@tc.gc.ca	<u>1/</u>
Electronically Controlled Stability Enhancement Systems	Mr. L. Palkovics (c/o: Mr. G. Brett Tel: (+36-1) 371-5950 Fax. (+36-1) 203-1167 E-mail: brett@tuvnord.hu	CLEPA

1/ To be determined
