

GLOBAL TECHNICAL REGULATION ON MOTORCYCLE BRAKE SYSTEMS.

FINAL DRAFT – Prepared 2005 – 11 – 11

*[General comment: Japan has suggested harmonising the terminology of "actuate, activate and apply. This still needs discussion.]*

1. SCOPE

This global technical regulation (gtr) specifies requirements for service brake and, where applicable, associated parking brake systems.

Its purpose is to ensure safe braking performance under normal and emergency riding conditions.

The gtr applies to power driven vehicles\* with 2 or 3 wheels as follows\*:

"Category 3 vehicle" means a power driven vehicle with 2 or 3 wheels designed and constructed for the carriage of persons and/or goods.

"Category 3-1 vehicle: two-wheeled moped" means a two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm<sup>3</sup> and whatever the means of propulsion a maximum design speed not exceeding 50 km/h.

"Category 3-2 vehicle: three-wheeled moped" means a three-wheeled vehicle of any wheel arrangement with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm<sup>3</sup> and whatever the means of propulsion a maximum design speed not exceeding 50 km/h.

"Category 3-3 vehicle: two-wheeled motorcycle" means a two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm<sup>3</sup> or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

"Category 3-4 vehicle: tricycle" means a vehicle with three wheels symmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm<sup>3</sup> or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

"Category 3-5 vehicle: motorcycle with sidecar" means a vehicle with three wheels asymmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm<sup>3</sup> or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

These categories do not include:

- a. vehicles with a V max. of < 25 km/h
- b. vehicles equipped for disabled drivers

## 2. DEFINITIONS

The following definitions apply for the purpose of interpreting this gtr and have, where appropriate, been taken from SPECIAL RESOLUTION No. 1: CONCERNING THE COMMON DEFINITIONS OF VEHICLE CATEGORIES, MASSES AND DIMENSIONS (SR1) and indicated in the gtr by \*:

2.1 *ABS (Antilock Brake System)* means a system which senses wheel slip and automatically modulates the pressure producing the braking forces at the wheel(s) to limit the degree of wheel slip.

2.2 *Baseline test* means a stop or a series of stops carried out in order to confirm the performance of the brake prior to subjecting it to a further test such as the Heating Procedure or Wet Brake Stop.

2.3 *Brake* means those parts of the brake system where the forces opposing the movement of the vehicle are developed.

2.4 *Brake system* means the combination of parts consisting of the Control, Transmission, and Brake, but excluding the engine, whose function it is to progressively to reduce the speed of a moving vehicle, bring it to a halt, and keep it stationary when halted.

2.5 *Combined Brakes System (CBS)* means:

For vehicle categories 3-1 & 3-3: a service brake system where at least two brakes on different [wheels or axles] are activated by the operation of a single control.

For vehicle categories 3-2 & 3-4: a service brake system where the brakes on all [wheels or axles] are activated by the operation of a single control.

For vehicle category 3-5: a service brake system where the brakes on at least the front and rear [wheels or axles] are activated by the operation of a single control. (If the rear wheel and sidecar wheel are braked by the same brake system, this is regarded as the rear brake.)

2.6 *Control* means the part actuated directly by the rider in order to supply the energy required for braking the vehicle to the transmission.

2.7 *Driver mass* means the nominal mass of a driver that shall be 75 kg (subdivided into 68 kg occupant mass at the seat and 7 kg luggage mass).

2.8 *Engine disconnected* means when the engine is no longer connected to the driving wheels.

2.9 *Initial Brake Temperature* means the temperature of the hottest brake before any brake application.

2.10 *Laden\** means the “gross vehicle mass”, which is the maximum mass of the fully laden solo vehicle based on its construction and design performances, as declared by the manufacturer. This shall be less than or equal to the sum of the maximum axles’ (group of axles) capacity.

[2.11 *Lightly loaded* means mass in running order plus 15 kgs for test equipment including outriggers, or the laden condition, whichever is less. In the case of ABS tests on a low friction surface (paragraphs 4.9.4 - 4.9.7), the mass for the test equipment is increased to 30 kgs. ]

2.12 *Mass in running order\** means the sum of the unladen\* vehicle mass and driver mass

2.13 *Peak Friction Coefficient (PFC)* means the measure of tire to road surface friction based on the maximum deceleration of a rolling tire, measured in accordance with the method specified in national legislation.

2.14 *Power assisted braking system* means a braking system in which the energy necessary to produce the braking force is supplied by the physical effort of the driver assisted by one or more energy supplying devices, for example vacuum assisted (with vacuum booster)

2.15 *Secondary brake system* means the second service brake system on a vehicle equipped with a combined brake system.

2.16 *Service brake system* means a brake system which is used for slowing the vehicle when in motion.

2.17 *Single brake system* means a brake system which acts on only one axle.

2.18 *Split service braking system (SSBS)* means a brake system consisting of two or more subsystems activated by a single control designed so that a single failure in any subsystem (such as a leakage type failure of a hydraulic subsystem) does not impair the operation of any other subsystem.

2.19 *Stopping distance* means the distance travelled by the vehicle from the point of application of the control to the point at which the vehicle reaches a full stop.

2.20 *Test speed* means the vehicle speed measured at the moment of application of the brake control(s)

2.21 *Transmission* means the combination of components that provide the functional link between the control and the brake.

2.22 *V<sub>max</sub>* means the speed attainable by accelerating at a maximum rate from a standing start for a distance of 1.6 km on a level surface, with the vehicle lightly loaded.

2.23 *Wheel lock* means the condition that occurs when there is a slip ratio of 1.00.

### 3. GENERAL REQUIREMENTS

#### 3.1 Brake system requirements

3.1.1 Each vehicle must meet each of the tests specified for that vehicle category and for those brake features on the vehicle.

##### 3.1.2 Service brake control operation

Vehicles shall have configurations that enable a driver to operate the brake control whilst seated in the normal driving position and with both hands on the steering control.

##### 3.1.3 Secondary brake control operation

Vehicles shall have configurations that enable a driver to operate the brake control whilst seated in the normal driving position and with at least one hand on the steering control.

##### 3.1.4 Parking brake system

If a parking brake system is fitted, it shall hold the vehicle stationary on the prescribed slope.

The parking brake shall:

- a. have a control which is separate from the service brake controls and
- b. be held in the locked position by solely mechanical means.

Vehicles shall have configurations that enable a driver to be able to activate the parking brake whilst seated in the normal driving position.

3.1.5 Two-wheeled vehicles of categories 3-1 and 3-3 shall be equipped with either two separate service brake systems, or a split service brake system, with at least one brake operating on the front wheel and at least one brake operating on the rear wheel.

3.1.6 Two-wheeled vehicles of vehicles category 3-5 shall comply with the brake system requirements set out in paragraph 3.1.4 above. A brake on the sidecar wheel is not required if the vehicle meets the performance requirements prescribed in section 4.

3.1.7 Three-wheeled vehicles of category 3-2 shall be equipped with a parking brake system plus one of the following service brake systems:

3.1.7.1 two separate service brake systems, except CBS, which, when applied together, activate the brakes on all wheels, or

3.1.7.2 a split service braking system, or

3.1.7.3 a CBS that activates the brakes on all wheels and a secondary brake system which may be the parking brake.

3.1.8 Category 3-4 vehicles shall be equipped with:

3.1.8.1 a parking brake system, and

3.1.8.2 a foot operated service brake system which operates on all wheels, by way of either,

- a. a split service brake system or
- b. a **CBS** and a secondary brake system, which may be the parking brake system.

3.1.9 In cases where two separate service brake systems are installed, the systems may share a common brake, if a failure in one system does not affect the performance of the other.

3.1.10 For vehicles that use hydraulic fluid for brake force transmission, the master cylinder shall:

- a. have a [sealed, covered,] separate reservoir for each brake system;
- b. have a minimum reservoir capacity equivalent to 1.5 times the total fluid displacement required to satisfy the new to fully worn lining condition with the worst case brake adjustment condition; and
- c. have a reservoir where the fluid level is visible for checking without removal of the cover.

3.1.11 Vehicles that are equipped with a split service brake system shall be fitted with a red warning lamp, that is mounted in clear view of the rider and which shall be activated:

- a. when there is a hydraulic failure on the application of a force of  $\leq 90$  N to the control;
- and

b. without activation of the brake control, when the brake fluid level in the master cylinder reservoir falls below the greater of:

- (1) the level specified by the manufacturer and
- (2) the level less than or equal to half of the fluid reservoir capacity.

To permit function checking, the warning lamp shall be illuminated by the activation of the ignition switch and shall be extinguished when the check has been completed.

The warning lamp shall remain on whilst a failure condition exists whenever the ignition switch is in the “on” position.

3.1.12 Vehicles that are equipped with an ABS system shall be fitted with a yellow warning lamp that is mounted in clear view of the rider. The lamp shall be activated whenever there is a malfunction that affects the generation or transmission of signals in the vehicle’s ABS system.

To permit function checking, the warning lamp shall be illuminated by the activation of the ignition switch and extinguished when the check has been completed.

The warning lamp shall remain on whilst a failure condition exists whenever the ignition switch is in the “on” position.

### 3.2 Durability

3.2.1 – Wear of the service brakes shall be compensated for by means of a system of automatic or manual adjustment.

3.2.2 - The friction material thickness shall either be visible without disassembly, or where the friction material is not visible, wear shall be assessed by means of a device designed for that purpose.

3.2.3 - During all the tests in this gtr and on their completion, there shall be no friction material detachment and no leakage of brake fluid.

### 3.3 Measurement of Dynamic performance

The method utilized to measure performance is as specified in the respective tests in section 4. There are three ways in which the service brake system performance may be measured:

#### 3.3.1: MFDD (Mean Fully Developed Deceleration)

Calculation of MFDD :

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

Where :

$d_m$  = mean fully developed deceleration  
 $V_1$  = vehicle speed when rider activates control  
 $V_b$  = 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

### 3.3.2: Stopping distance:

Based on the basic equations of motion:

$$S = 0.1 V + (X) V^2$$

Where:

$S$  = stopping distance in metres  
 $V$  = vehicle speed in km/h  
 $X$  = a variable based on the requirement for each test

To calculate the corrected stopping distance using the actual vehicle test speed, the following formula is used:

$$S_s = 0.1 V_s + (S_a - 0.1 V_a) \times V_s^2 / V_a^2$$

Where:

$S_s$  = corrected stopping distance in metres  
 $V_s$  = specified vehicle test speed in km/h  
 $S_a$  = actual stopping distance in metres  
 $V_a$  = actual vehicle test speed in km/h

Note: This equation is only valid when the actual test speed ( $V_a$ ) is within  $\pm 5$  km/h of the specified test speed ( $V_s$ )

### 3.3.3 Continuous Deceleration Recording:

For tests such as the Wet Brake and Heat Fade – Heating Procedure, there is a continuous recording of the vehicle deceleration from the point where the brake control is applied until the end of the stop.

## 4. TEST CONDITIONS, PROCEDURES AND PERFORMANCE REQUIREMENTS.

### 4.1 General

#### 4.1.1 Test surfaces:

##### 4.1.1.1 Dynamic brake tests (excluding low friction ABS tests):

The test area is a clean, dry and level surface, with a gradient  $\leq 1\%$

The surface has a nominal peak friction coefficient (PFC) of 0.9, unless otherwise specified.

#### 4.1.1.2 Low friction ABS tests:

Vehicles with ABS are also tested on a clean and level surface, with a gradient  $\leq 1\%$ , with a peak friction coefficient of  $\leq 0.45$ .

#### 4.1.1.3 Parking brake tests:

The specified test slope has a clean and dry surface that does not deform under the weight of the vehicle.

#### 4.1.1.4 Test lane width:

For 2 wheeled vehicles (vehicle categories 3-1 and 3-3) the test lane width is 2.5m.  
For 3 wheeled vehicles (vehicle categories 3-2, 3-4 and 3-5) the test lane width is 2.5m + the vehicle width.

#### 4.1.2 Ambient temperature:

The ambient temperature is between 4° C and 45° C.

#### 4.1.3 Wind speed:

The wind speed is not more than 5 m/s

#### 4.1.4 Test speed tolerance:

The test speed tolerance is  $\pm 5$  km/h.

In the event of the actual test speed deviating from the specified test speed, the actual stopping distance is corrected using the formula in paragraph 3.3.2

#### 4.1.5 Automatic transmission:

Vehicles with automatic transmission shall complete all tests - whether they are for “engine connected” or “engine disconnected”.

If an automatic transmission has a neutral position, the neutral position is selected for tests where “engine disconnected” is specified.

#### 4.1.6 Vehicle position and wheel lock:

- The vehicle is positioned in the centre of the test lane for the beginning of each stop.
- Stops are made without the vehicle wheels passing outside the applicable test lane and without wheel lock.

#### 4.1.7 Test sequence

TEST ORDER	PARAGRAPH
1. Dry Stop - single brake control activated	4.3
2. Dry Stop - all service brake controls activated	4.4
3. High Speed	4.5



4. Wet Brake	4.6
5. Heat Fade (1)	4.7
<b>6. If fitted:</b>	
6.1 Parking Brake	4.8
6.2 ABS	4.9
6.3 Partial failure, for split service brake systems	4.10
6.4 Power-assisted braking system failure	4.11

Note (1): Heat Fade is always be the last test carried out

## 4.2 Preparation

### 4.2.1 Engine idle speed:

The engine idle speed is set to the manufacturer's specification.

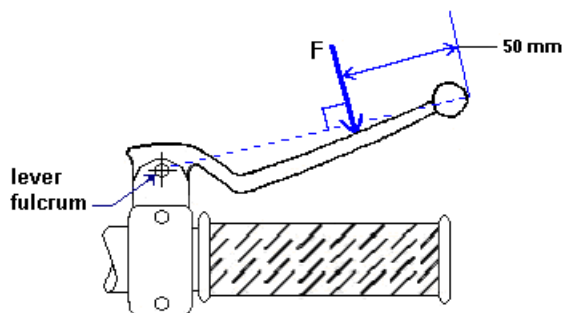
### 4.2.2 Tyre pressures:

The tyres are inflated to the manufacturer's specification for the vehicle loading condition for the test.

### 4.2.3 Control lever application points and direction:

For a hand control lever, the input force ( $F$ ) is applied on the control lever's forward surface perpendicular to the axis of the lever fulcrum and its outermost point on the plane along which the control lever rotates. (see figure below).

The input force is applied to a point located 50 mm from the outermost point of the control lever, measured along the axis between the central axis of the fulcrum of the lever and its outermost point.



For a foot control pedal, the input force is applied to the centre of, and at right angles to, the control pedal.

### 4.2.4 Brake temperature measurement:

The brake temperature is measured on the approximate centre of the braking path of the disc or drum using:

- a. a rubbing thermocouple that is in contact with the surface of the disc or drum or
- b. a thermocouple that is embedded in the friction material

[Contracting Parties may specify which method is acceptable for the purpose of establishing compliance with these requirements.]

#### 4.2.5 Burnishing procedure:

The following procedure is used, [unless the manufacturer supplies the vehicle for testing with the brakes already burnished]:

- Vehicle lightly loaded.
- Engine disconnected
- Specified speed:
  - Initial speed:  $\geq 50$  km/h for vehicle category 3-3, 3-4 and 3-5
  - $\geq 0.8 V_{\max}$  for vehicle category 3-1 and 3-2
  - Final speed = 5 to 10 km/h
- Brake application:
  - Each brake control applied separately.
- Vehicle deceleration:
  - Single front brake system only:
    - 3.0-3.5  $m/s^2$  for vehicle category 3-3, 3-4 and 3-5
    - 1.5-2.0  $m/s^2$  for vehicle category 3-1 and 3-2
  - Single rear brake system only: 1.5-2.0  $m/s^2$
  - CBS or split service brake system: 3.5-4.0  $m/s^2$
- Number of decelerations: 100 per brake system
- Initial brake temperature before each brake application  $\leq 100^\circ C$ .
- For the first stop, accelerate the vehicle to the initial speed and then activate the brake control under the conditions specified until the final speed is reached. Then reaccelerate to the initial speed and maintain that speed until the brake temperature falls to the specified initial value. When these conditions are met, reapply the brake control as specified. Repeat this procedure for the number of specified decelerations.

### 4.3 Dry Stop Test – single brake control activated

#### 4.3.1 Vehicle condition.

- The test is applicable to all vehicle categories.
- Laden  
For vehicles fitted with CBS and split service brake systems: the vehicle is tested in the lightly loaded condition in addition to laden condition.
- Engine disconnected

#### 4.3.2 Test conditions and procedure

- Initial brake temperature:  $\geq 55^{\circ}\text{C}$  and  $\leq 100^{\circ}\text{C}$
- Test speed :  
Vehicle categories 3-1 and 3-2: 40 km/h or 0.9 Vmax, whichever is the lower  
Vehicle categories 3-3, 3-4 and 3-5: 60 km/h or 0.9 Vmax, whichever is the lower
- Brake application:  
Each brake control separately.
- Brake actuation force:  
Hand control:  $\leq 200\text{N}$   
Foot control:  $\leq 350\text{N}$  for vehicle categories 3-1, 3-2, 3-3 and 3-5  
 $\leq 500\text{N}$  for vehicle category 3-4
- Number of stops : until the vehicle meets the performance requirements, with a maximum of 6 stops
- For each stop, accelerate the vehicle to the test speed and then activate the brake control under the conditions specified above

#### 4.3.3 Performance requirements

When the brakes are tested in accordance with the test procedure set out in paragraph 4.3.2, the stopping distance shall be as specified in column 2 or the MFDD shall be as specified in column 3 of the following table:

	column 2	column 3
Vehicle Category	STOPPING DISTANCE (S) (Where V is the specified test speed in km/h and S is the required stopping distance in metres)	MFDD
Single front brake system only:		
3-1	$S \leq 0.1 V + 0.0111V^2$	$\geq 3.4\text{m/s}^2$
3-2	$S \leq 0.1 V + 0.0143V^2$	$\geq 2.7\text{m/s}^2$

3-3	$S \leq 0.1 V + 0.0087V^2$	$\geq 4.4m/s^2$
3-4	Not applicable	Not applicable
3-5	$S \leq 0.1 V + 0.0105V^2$	$\geq 3.6m/s^2$
Single rear brake system only		
3-1	$S \leq 0.1 V + 0.0143V^2$	$\geq 2.7 m/s^2$
3-2	$S \leq 0.1 V + 0.0143V^2$	$\geq 2.7m/s^2$
3-3	$S \leq 0.1 V + 0.0133V^2$	$\geq 2.9m/s^2$
3-4	Not applicable	Not applicable
3-5	$S \leq 0.1 V + 0.0105V^2$	$\geq 3.6m/s^2$
Vehicles with CBS or Split Service Brake Systems: laden and or lightly loaded.		
3-1 and 3-2	$S \leq 0.1 V + 0.0087V^2$	$\geq 4.4m/s^2$
3-3	$S \leq 0.1 V + 0.0076V^2$	$\geq 5.1m/s^2$
3-4	$S \leq 0.1 V + 0.0077V^2$	$\geq 5.0m/s^2$
3-5	$S \leq 0.1 V + 0.0071V^2$	$\geq 5.4m/s^2$
Vehicles with CBS – secondary brake only		
ALL	$S \leq 0.1 V + 0.0154V^2$	$\geq 2.5 m/s^2$

#### 4.4 Dry Stop Test – all service brake controls activated

##### 4.4.1 Vehicle condition.

- The test is applicable to vehicle categories 3-3, 3-4 and 3-5.
- Lightly loaded.
- Engine disconnected

##### 4.4.2 Test conditions and procedure

- Initial brake temperature:  $\geq 55^\circ C$  and  $\leq 100^\circ C$ .
- Test speed: 100 km/h or 0.9 Vmax, whichever is the lower.
- Brake application:  
Simultaneous actuation of both brake controls, if so equipped, or of the single brake control in the case of a service brake system that operates on all wheels.
- Brake actuation force:

Hand control:  $\leq 250\text{N}$

Foot control:  $\leq 400\text{N}$  for vehicle category 3-3 and 3-5  
 $\leq 500\text{N}$  for vehicle category 3-4

- Number of stops : until the vehicle meets the performance requirements, with a maximum of 6 stops
- For each stop, accelerate the vehicle to the test speed and then apply the brake controls under the conditions specified above

#### 4.4.3 Performance requirements

When the brakes are tested in accordance with the test procedure set out in paragraph 4.4.2, the stopping distance (S) shall be:

a. For test speeds  $< 80.5\text{ km/h}$  ,  $S \leq 0.0055 V^2$

b. For test speeds  $\geq 80.5\text{ km/h}$  ,  $S \leq 0.0060 V^2$

(where V is the specified test speed in km/h and S is the required stopping distance in metres)

### 4.5 High Speed Test

#### 4.5.1 Vehicle condition

- The test is applicable to vehicle categories 3-3, 3-4 and 3-5
- Test is not required for vehicles with  $V_{\text{max}} \leq 125\text{ km/h}$
- Lightly loaded.
- Engine connected with the transmission in the highest gear

#### 4.5.2 Test conditions and procedure

- Initial brake temperature :  $\geq 55^\circ\text{C}$  and  $\leq 100^\circ\text{C}$
- Test speed:  $0.8 V_{\text{max}}$  for vehicles with  $V_{\text{max}} > 125\text{ km/h}$  and  $< 200\text{ km/h}$ .  
 $160\text{ km/h}$  for vehicles with  $V_{\text{max}} \geq 200\text{ km/h}$
- Brake application:  
Simultaneous application of both brake controls, if so equipped, or of the single brake control in the case of a service brake system that operates on all wheels
- Brake actuation force:  
Hand control  $\leq 200\text{N}$   
Foot control  $\leq 350\text{N}$  for vehicle categories 3-3, and 3-5

$\leq 500\text{N}$  for vehicle category 3-4

- Number of stops : until the vehicle meets the performance requirements, with a maximum of 6 stops
- For each stop, accelerate the vehicle to the test speed and then activate the brake control(s) under the conditions specified.

#### 4.5.3 Performance requirements

When the brakes are tested in accordance with the test procedure set out in paragraph 4.5.2:

- The stopping distance (S) shall be  $\leq 0.1 V + 0.0067V^2$   
(where V is the specified test speed in km/h and S is the required stopping distance in metres)  
or the MFDD shall be  $\geq 5.8\text{m/s}^2$

### 4.6 Wet Brake Test

#### 4.6.1 General information:

- The test comprises two parts that are carried out consecutively for each brake system:
  - a. A **baseline** test based on the Dry Stop Test - single brake control activated (paragraph 4.3).
  - b. A single **wet brake** stop using the same test parameters as in a. above but with the brake(s) being continuously sprayed with water while the test is conducted in order to measure the brakes performance in wet conditions.
- [The test is not applicable to parking brakes]
- Drum brakes or fully enclosed disc brakes are exempt from this test unless ventilation or open inspection ports are present.
- This test requires the vehicle to be fitted with instrumentation that gives a continuous recording of brake control force and vehicle deceleration. The MFDD and the stopping distance measurements are not appropriate in this case.

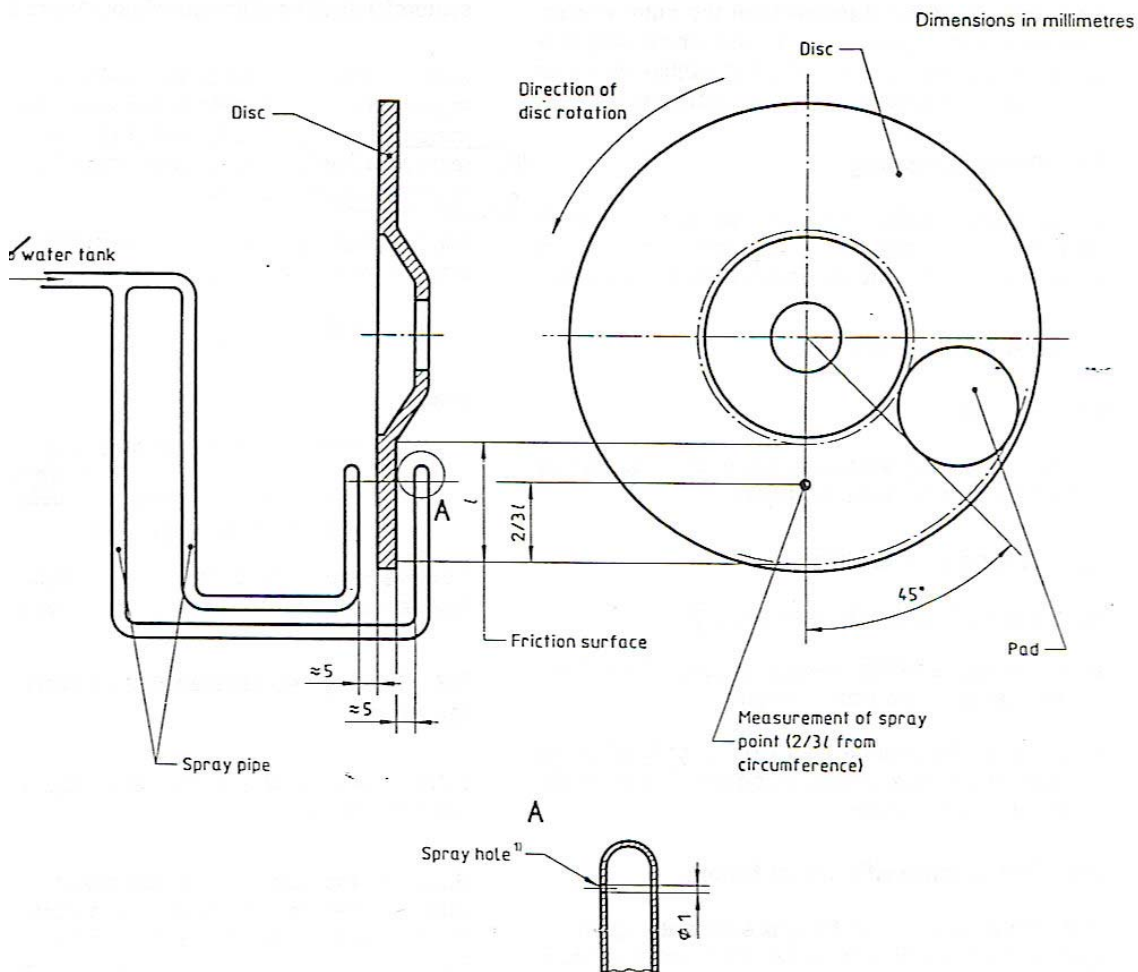
#### 4.6.2 Vehicle condition.

- The test is applicable to all vehicle categories
- Laden

For vehicles fitted with CBS and split service brake systems: the vehicle is tested in the lightly loaded condition in addition to laden condition.

- Engine disconnected
- Each brake is fitted with water spray equipment

a. Disc Brakes : Sketch of water spray equipment:



Spray water shall not be dispersed.

The disc brake water spray equipment shall be installed as follows:

- Water shall be sprayed onto each brake with a flow rate of 15 litres/hr. The water shall be equally distributed on each side of the rotor.
- If the surface of the rotor has any shielding, the spray shall be applied 45° prior to the shield.
- If it is not possible to locate the spray in the position shown on the sketch, or if the spray coincides with a brake ventilation hole or similar, the spray nozzle may be advanced by an additional 90° maximum from the edge of the pad, using the same radius.

b. Drum Brakes with ventilation and open inspection ports:

The water spray equipment is installed as follows:

- Water is sprayed equally onto both sides of the drum brake assembly (on the stationary back plate and on the rotating drum) with a flow rate of 15 litres/hr.
- The spray nozzles are positioned two thirds of the distance from the outer circumference of the rotating drum to the wheel hub centre.



- The nozzle position is  $> 15^\circ$  from the edge of any opening in the drum back plate.

#### 4.6.3 Baseline Test:

##### 4.6.3.1. Test conditions and procedure

- The test in paragraph 4.3 (Dry Stop Test - single brake control activated) is carried out for each brake system but with the brake control force that results in a vehicle deceleration of  $2.5 - 3.0 \text{ m/s}^2$ , and the following is determined:
  - a. The average brake control force measured when the vehicle is travelling between 80% and 10% of the specified test speed.
  - b. The average vehicle deceleration in the period 0.5 to 1.0 seconds after the point of application of the brake control.
  - c. The maximum vehicle deceleration during the complete stop but excluding the final 0.5 seconds.
  - d. Conduct 3 baseline stops and average the values obtained in a, b, and c above.

#### 4.6.4 Wet Brake Stop:

##### 4.6.4.1 Test conditions and procedure

- a. The vehicle is ridden at the test speed used in the baseline test set out in paragraph 4.6.3 with the water spray equipment operating on the brake(s) to be tested and with no activation of the brake system.
- b. After a distance of  $\geq 500 \text{ m}$ , apply the averaged brake control force determined in the baseline test for the brake system being tested.
- c. Measure the average vehicle deceleration in the period 0.5 to 1.0 seconds after the point of application of the brake control.
- d. Measure the maximum vehicle deceleration during the complete stop but excluding the final 0.5 seconds.

##### 4.6.5. Performance requirements

When the brakes are tested in accordance with the test procedure set out in paragraph 4.6.4.1, the wet brake deceleration performance shall be:

The value measured in 4.6.4.1c  $\geq 60\%$  of the average deceleration value recorded in the baseline test 4.6.3.1b  
 ie. in the period 0.5 to 1.0 seconds after the point of application of the brake control)

The value measured in 4.6.4.1d  $\leq 120\%$  of the averaged deceleration value recorded in the baseline test 4.6.3.1c  
 (during the complete stop but excluding the final 0.5 seconds)

## 4.7 Heat Fade Test

### 4.7.1 General information:

- The test comprises three parts that shall be carried out consecutively for each brake system:
  - a A **baseline** test using the Dry Stop Test - single brake control activated (paragraph 4.3).
  - b A **heating procedure** which consists of a series of repeated stops in order to heat the brake(s)
  - c. A **hot brake** stop using the Dry Stop Test - single brake control activated (paragraph 4.3), to measure the brake's performance after the heating procedure.
- The test is applicable to vehicle categories 3-3, 3-4 and 3-5.
- The test is not applicable to parking brakes and secondary brakes.
- All stops are carried out with the vehicle laden
- The heating procedure requires the vehicle to be fitted with instrumentation that gives a continuous recording of brake control force and vehicle deceleration. The MFDD and stopping distance measurements are not appropriate for the heating procedure. The baseline test and the hot brake stop require the measurement of either MFDD or the stopping distance.

### 4.7.2 Baseline Test:

#### 4.7.2.1 Vehicle condition.

- Engine disconnected

#### 4.7.2.2 Test conditions and procedure

- Initial brake temperature :  $\geq 55^{\circ} \text{C}$  and  $\leq 100^{\circ} \text{C}$
- Test speed: 60 km/h or  $0.9 V_{\text{max}}$ , whichever is the lower.
- Brake application:  
Each brake control actuated separately
- Brake actuation force:  
Hand control  $\leq 200\text{N}$   
Foot control  $\leq 350\text{N}$  for vehicle categories 3-3 and 3-5

$\leq 500\text{N}$  for vehicle category 3-4

- Accelerate the vehicle to the test speed, activate the brake control under the conditions specified and record the control force required to achieve the vehicle braking performance specified in the table to paragraph 4.3.3

#### 4.7.3 Heating Procedure

##### 4.7.3.1 Vehicle condition

- Engine transmission:
  - a. From the specified speed to 50% specified speed: connected, with the highest appropriate gear selected such that the engine speed remains above the manufacturer's specified idle speed.
  - b. From 50% specified speed to standstill: disconnected.

##### 4.7.3.2 Applicable conditions and procedure

- Initial brake temperature prior to first stop only:  $\geq 55^\circ\text{C}$  and  $\leq 100^\circ\text{C}$
- Specified speed:

Single front brake system only: 100 km/h or 0.7V max, whichever is the lower.  
Single rear brake system only: 80 km/h or 0.7V max, whichever is the lower.  
CBS or split service brake system: 100 km/h or 0.7V max, whichever is the lower.
- Brake application:

Each brake control actuated separately
- Brake actuation force:

For the first stop:  
The constant control force that achieves a vehicle deceleration rate of  $3.0 - 3.5\text{ m/s}^2$  for the period when the vehicle is travelling between 80% and 10% of the specified speed.

For the remaining stops:  
The same constant brake control force that is used for the first stop.

[Note that if the vehicle is unable to achieve the specified vehicle deceleration rate, these stops are carried out at the maximum achievable value.]
- Number of stops: 10
- Interval between stops: 1000 m.

- Carry out a stop to the conditions specified above and then immediately use maximum acceleration to reach the specified speed and maintain that speed until the next stop is made.

#### 4.7.4 Hot Brake Stop:

##### 4.7.4.1 Test conditions and procedure

Perform a single stop under the conditions used in the baseline test (paragraph 4.7.2) for the brake system that has been heated during the procedure in accordance with paragraph 4.7.3. This stop is carried out within one minute of the completion of the procedure set out in paragraph 4.7.3 with a brake actuation force less than or equal to the force used during the test set out in paragraph 4.7.2.

##### 4.7.5 Performance Requirements

When the brakes are tested in accordance with the test procedure set out in paragraph 4.7.4.1:

- The stopping distance:  $S_2 \leq 1.67 S_1 - 0.67 \times 0.1V$

Where:

$S_1$  = corrected stopping distance in metres achieved in the baseline test set out in paragraph 4.7.2

$S_2$  = corrected stopping distance in metres achieved in the hot brake stop set out in paragraph 4.7.4.1

$V$  = specified test speed in km/h.

or

- The MFDD  $\geq$  60% of the MFDD recorded in the test set out in paragraph 4.7.2

#### 4.8 Parking Brake Test – for vehicles equipped with parking brakes

##### 4.8.1 Vehicle condition.

- The test is applicable to vehicle categories 3-2, 3-4 and 3-5.
- Laden
- Engine disconnected

##### 4.8.2 Test conditions and procedure

- Initial brake temperature:  $\leq 100^\circ \text{C}$

- Test surface gradient = 18%
- Brake actuation force:  
Hand control  $\leq$  400 N.  
Foot control  $\leq$  500 N.
- For the first part of the test, park the vehicle on the test surface gradient facing up the slope by activating the brake system under the conditions specified above. If the vehicle remains stationary, start the measurement of the test period.
- On completion of the test with vehicle facing up the gradient, repeat the same test procedure with the vehicle facing down the gradient.

#### 4.8.3 Performance requirements

When tested in accordance with the test procedure set out in paragraph 4.8.2, the parking brake system shall hold the vehicle stationary for 5 minutes when the vehicle is both facing up and facing down the gradient.

### 4.9 ABS Tests

#### 4.9.1 General information:

- The tests are only applicable to the ABS fitted on vehicle categories 3-1 and 3-3.
- The tests are to confirm the performance of brake systems equipped with ABS and their performance in the event of ABS electrical failure.
- In practice, wheel lock is judged to have occurred when a vehicle's speed exceeds 15 km/h while its wheel speed falls below 5 km/h at the tyre to road interface (as defined in ISO 12364 – Two-wheeled motorcycles – Antilock braking systems (ABS) – Tests and measurement methods).
- "Fully cycling" means that the anti-lock system is repeatedly modulating the brake force to prevent the directly controlled wheels from locking. Brake applications where modulation only occurs once during the stop shall not be considered to meet this definition (as defined in annex 6 of ECE Regulation No. 13H)
- The test series comprises the following individual tests, which may be carried out in any order:

ABS TESTS	PARAGRAPH
a. [Stops on a high friction surface - as specified in paragraph 4.1.1.1]	4.9.3
b. Stops on a low friction surface - as specified in paragraph 4.1.1.2]	4.9.4
c. Wheel lock checks on high and low friction surfaces.	4.9.5
d. Wheel lock check - high to low friction surface transition.	4.9.6
e. Wheel lock check - low to high friction surface transition.	4.9.7
f. Stops with an ABS electrical failure.	4.9.8

#### 4.9.2 Vehicle condition

- Lightly loaded.
- Engine disconnected

#### [4.9.3 Stops on a high friction surface:

##### 4.9.3.1 Test conditions and procedure

- Initial brake temperature :  $\geq 55^{\circ} \text{C}$  and  $\leq 100^{\circ} \text{C}$
- Test speed: 60 km/h or 0.9  $V_{\text{max}}$ , whichever is lower.
- Brake application:  
Each brake control separately.
- Brake actuation force:  
Hand control =  $200\text{N} \pm 20\%$   
Foot control =  $350\text{N} \pm 20\%$   
These forces may be increased in order to ensure that the ABS is fully cycling during the stop.  
For systems where the brake actuation force fluctuates due to ABS operation, the nominal brake actuation force is the mean value applied for the duration of the stop.
- Number of stops: until the vehicle meets the performance requirements, with a maximum of 6 stops.
- For each stop, accelerate the vehicle to the test speed and then activate the brake control under the conditions specified above.

#### 4.9.3.2 Performance requirements

When the brakes are tested in accordance with the test procedures referred to in paragraph 4.9.3.1, there shall be no wheel lock and the vehicle wheels shall stay within the test lane.

[Periods of wheel-locking or of extreme wheel slip, such as occur at the moment of initial brake application, shall be allowed provided that the stability of the vehicle is not adversely affected.]

#### 4.9.4 Stops on a low friction surface:

##### 4.9.4.1 Test conditions and procedure:

As set out in paragraph 4.9.3.1 but using the low friction surface instead of the high friction one.

##### 4.9.4.2 Performance requirements

When the brakes are tested in accordance with the test procedures set out in paragraph 4.9.4.1, there shall be no wheel lock and the vehicle wheels shall stay within the test lane.]

#### 4.9.5 Wheel lock checks on high and low friction surfaces.

##### 4.9.5.1 Test conditions and procedure

- Test surfaces:
  - a. High friction and
  - b. Low friction
- Initial brake temperature :  $\geq 55^{\circ} \text{C}$  and  $\leq 100^{\circ} \text{C}$
- Test speed:
  - a. On high friction surface: 80 km/h or 0.8  $V_{\text{max}}$ , whichever is lower.
  - b. On low friction surface: 60 km/h or 0.8  $V_{\text{max}}$ , whichever is lower.
- Brake application:
  - a. Each brake control separately:
  - b. Where ABS is fitted to both brake systems, simultaneous actuation of both brake controls in addition to a.
- Brake actuation force:
  - Hand control =  $200\text{N} \pm 20\%$
  - Foot control =  $350\text{N} \pm 20\%$

These forces may be increased in order to ensure that the ABS is fully cycling during the stop.

For systems where the brake actuation force fluctuates due to ABS operation, the nominal brake actuation force is the mean value applied for the duration of the stop.

- Brake application rate:  
The brake actuation force shall be applied in 0.2 – 0.5 seconds
- Number of stops: until the vehicle meets the performance requirements, with a maximum of 3 stops
- For each stop, accelerate the vehicle to the test speed and then activate the brake control under the conditions specified above.

#### 4.9.5.2 Performance requirements

When the brakes are tested in accordance with the test procedures set out in paragraph 4.9.5.1, there shall be no wheel lock and the vehicle wheels shall stay within the test lane.

#### 4.9.6 Wheel lock check - high to low friction surface transition.

##### 4.9.6.1 Test conditions and procedure

- Test surfaces:  
A high friction surface immediately followed by a low friction surface.
- Initial brake temperature :  $\geq 55^{\circ}\text{C}$  and  $\leq 100^{\circ}\text{C}$
- Test speed:  
The speed that will result in 50 km/h or 0.5V max, whichever is the lower, at the point where the vehicle passes from the high friction to the low friction surface.
- Brake application:
  - a. Each brake control separately:
  - b. Where ABS is fitted to both brake systems, simultaneous actuation of both brake controls in addition to a.
- Brake actuation force:  
Hand control =  $200\text{N} \pm 20\%$   
Foot control =  $350\text{N} \pm 20\%$   
These forces may be increased in order to ensure that the ABS is fully cycling during the stop.



For systems where the brake actuation force fluctuates due to ABS operation, the nominal brake actuation force is the mean value applied for the duration of the stop.

- Number of stops: until the vehicle meets the performance requirements, with a maximum of 3 stops
- For each stop, accelerate the vehicle to the test speed and then activate the brake control before the vehicle reaches the transition from one friction surface to the other.

#### 4.9.6.2 Performance requirements

When the brakes are tested in accordance with the test procedures set out in paragraph 4.9.6.1, there shall be no wheel lock and the vehicle wheels shall stay within the test lane.

#### 4.9.7 **Wheel lock check - low to high friction surface transition.**

##### 4.9.7.1 Test conditions and procedure

- Test surfaces:  
A wet low friction surface immediately followed by a wet high friction surface of  $> 0.8$  PFC
- Initial brake temperature :  $\geq 55^{\circ}$  C and  $\leq 100^{\circ}$  C
- Test speed:  
The speed that will result in 50 km/h or 0.5V max, whichever is the lower, at the point where the vehicle passes from the low friction to the high friction surface.
- Brake application:
  - a. Each brake control separately:
  - b. Where ABS is fitted to both brake systems, simultaneous actuation of both brake controls in addition to a.
- Brake actuation force:  
Hand control =  $200\text{N} \pm 20\%$   
Foot control =  $350\text{N} \pm 20\%$   
These forces may be increased in order to ensure that the ABS is fully cycling during the stop.  
For systems where the brake actuation force fluctuates due to ABS operation, the nominal brake actuation force is the mean value applied for the duration of the stop.

- Number of stops: until the vehicle meets the performance requirements, with a maximum of 3 stops
- For each stop, accelerate the vehicle to the test speed and then activate the brake control before the vehicle reaches the transition from one friction surface to the other.
- Record the vehicle's continuous deceleration.

#### 4.9.7.2 Performance requirements

- When the brakes are tested in accordance with the test procedures set out in paragraph 4.9.7.1, there shall be no wheel lock and the vehicle wheels shall stay within the test lane.
- [After passing over the transition point between the low and high friction surfaces, the vehicle deceleration shall increase.]

#### 4.9.8 Stops with an ABS electrical failure.

##### 4.9.8.1 Test conditions and procedure

- With the ABS electrical system disabled, carry out the test set out in paragraph 4.3 (Dry stop test – single brake control activated) applying the conditions relevant to the brake system and vehicle being tested.

##### 4.9.8.2 Performance requirements

When the brakes are tested in accordance with the test procedure set out in paragraph 4.9.8.1:

- the system shall comply with the failure warning requirements of paragraph 3.1.12 and:
- the minimum requirements for stopping distance or MFDD shall be as specified in column 2 or 3, respectively, under the heading “single rear brake only” in the table to paragraph 4.3.3.

#### 4.10 Partial failure test – for split service brake systems

##### 4.10.1 General information:

- The test is only applicable to vehicles that are equipped with split service brake systems.
- The test is to confirm the performance of the remaining sub system in the event of a hydraulic system leakage failure.

#### 4.10.2 Vehicle condition

- The test is applicable to vehicle categories 3-3, 3-4 and 3-5
- Lightly loaded.
- Engine disconnected

#### 4.10.3 Test conditions and procedure

- Initial brake temperature:  $\geq 55^{\circ}\text{C}$  and  $\leq 100^{\circ}\text{C}$
- Test speeds: 50 km/h and 100 km/h or  $0.8 V_{\text{max}}$ , whichever is lower.
- Brake actuation force:
  - Hand control  $\leq 250\text{N}$
  - Foot control  $\leq 400\text{N}$
- Number of stops: until the vehicle meets the performance requirements, with a maximum of 6 stops for each test speed.
- Alter the service brake system to induce a complete loss of braking in any one subsystem. Then, for each stop, accelerate the vehicle to the test speed and then apply the brake control under the conditions specified above.
- Repeat the test for each subsystem.

#### 4.10.4 Performance requirements

When the brakes are tested in accordance with the test procedure set out in paragraph 4.10.3:

- the system shall comply with the failure warning requirements set out in paragraph 3.1.11 and
- the stopping distance (S) shall be  $\leq 0.1 V + 0.0117V^2$   
(where V is the specified test speed in km/h and S is the required stopping distance in metres)  
or the MFDD shall be  $\geq 3.3\text{m/s}^2$

### 4.11 Power-assisted braking system failure test

#### 4.11.1 General information:

- The test is not conducted when the vehicle is equipped with another separate service brake system.

- The test is to confirm the performance of the brake system in the event of failure of the power assistance.

#### 4.11.2 Test conditions and procedure

- Carry out the test set out in paragraph 4.3 (Dry Stop Test – single brake control activated) for each service brake system with the power assistance disabled.

#### 4.11.3 Performance requirements

When the brakes are tested in accordance with the test procedure set out in paragraph 4.11.2, the stopping distance shall be as specified in column 2 or the MFDD shall be as specified in column 3 of the following table:

	column 2	column 3
Vehicle Category	STOPPING DISTANCE (S) (Where V is the specified test speed in km/h and S is the required stopping distance in metres)	MFDD
Single brake system		
3-1	$S \leq 0.1 V + 0.0143V^2$	$\geq 2.7 \text{ m/s}^2$
3-2	$S \leq 0.1 V + 0.0143V^2$	$\geq 2.7 \text{ m/s}^2$
3-3	$S \leq 0.1 V + 0.0133V^2$	$\geq 2.9 \text{ m/s}^2$
3-5	$S \leq 0.1 V + 0.0105V^2$	$\geq 3.6 \text{ m/s}^2$
Vehicles with CBS or SSBS		
ALL	$S \leq 0.1 V + 0.0154V^2$	$\geq 2.5 \text{ m/s}^2$

- Note that if the power assistance may be activated by more than one control, the above performance shall be achieved when each control is applied separately.