

## **REPORT of the PASSENGER VEHICLE GTR INFORMAL WORKING GROUP on BRAKING**

Not counting the PVGTR No. 7 meeting which will just have taken place in Geneva, the Informal Group has held two meetings since the February GRRF, No. 5, in London in April 2005 and a 6<sup>th</sup> meeting held in Paris at the end of June 2005.

After examining the areas of contention and making proposals, the PVGTR Sub-working Group has been abandoned because all the same points were being re-discussed in the Informal Group once ratification was being sought.

Some progress has been made in resolving differences but only on issues which deal with requirement details, with the main elements of contention remaining unresolved for reasons of philosophy, explained in the last report made to the 57<sup>th</sup> GRRF.

There are several important requirement sections in Regulation No. 13-H which have been added since the earlier harmonisation programme. These cover the regulation of new technology systems which are appearing on passenger cars produced by the world's manufacturers but, due to philosophical differences in rulemaking, similar requirements have not been added to FMVSS 135.

At the point of compiling this report, the Group has no reason to believe that such requirements will be universally accepted into the GTR or that established sections of Regulation No. 13-H can be deleted by agreement with delegates of Contracting Parties which operate this Regulation.

In this impasse, the solution being seriously considered is to make those sections of Regulation No. 13-H concerned, **optional within the GTR** and able to be selected for enforcement, on a National or Regional basis, by the appropriate Administration Authority.

This course of action will permit a single Global Regulation but one which is subject to different interpretations in the various Regions in which it is operated.

A likely result will be the emergence of a '**Premium Specification**' embracing all the requirements coming from Regulation No. 13-H and a somewhat '**Reduced Specification**' based on the full GTR but with sections which, by interpretation Nationally, are not mandated.

It is hoped that options can be grouped into a single package for primary application in North America so that only two effective versions of the GTR will evolve.

Such a split would be designed to limit the complication resulting from variations in enforcement, to a level which will be manageable by vehicle manufacturers.

However, with the loss of a single interpretation, there is no guarantee that, on a world stage, more variations will not emerge.

The main technical issues outstanding are as follows:

- 1) ABS performance testing.
- 2) Preparation to be included for PTI purposes.
- 3) Requirements for Electric Parking Brake systems
- 4) Requirements for braking systems with Electric Control Transmission.
- 5) Hill holding performance with a non-braking trailer.
- 6) Regenerative Braking system - operational rules.

### **Introduction of a new rule change.**

The current practice being employed by some Technical Services is to make the Type 0 test with full pedal force causing ABS cycling, has come to light during the recent discussions. Part of the approach to the GTR is to be very clear in specifying the procedure for making each of the braking tests so as to avoid different interpretations.

This new procedure is therefore, being incorporated into the PVGTR to reflect the wide, though not currently universal, situation of ABS now being installed in production passenger vehicles. Complications with Cold, Hot and Recovery comparisons will also be addressed.

The target in the timing plan, of production of a complete, checked and agreed text by early in 2006 does not appear to still be possible but, given some in-built optionality and therefore better progress, before the end of 2006 would seem feasible.

MB

-----