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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-EIGHTH SESSION

(20 – 23 September 2005)

1. GRRF held its fifty-eighth session from 20-23 September 2005 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; Norway; Republic of Korea; Russian Federation; Slovakia; Spain; Sweden; Turkey; 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); Federation of European Manufacturers of Friction Materials (FEMFM). 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).

2. The informal documents distributed during the session are listed in Annex 1 to this report.

(a) Informal meeting of the GRRF working group on the development of a global technical regulation (gtr) regarding Braking of Passenger Vehicles (PVGTR)

3. The GRRF working group on the development of a gtr regarding braking of passenger vehicles (PVGTR) held its seventh informal meeting on 19 and 20 September 2005 (for details, see para. 17).

(b) Fifty-eighth session of the GRRF proper

1. REGULATIONS Nos. 13 AND 13-H (Braking)

1.1. Further development

Documentation: TRANS/WP.29/GRRF/2004/19/Rev.1; TRANS/WP.29/GRRF/2005/7; TRANS/WP.29/GRRF/2005/12; TRANS/WP.29/GRRF/2005/13; TRANS/WP.29/GRRF/2005/14; Informal documents Nos. GRRF-56-2, GRRF-56-3, GRRF 56-4, GRRF-56-5, GRRF-57-33, GRRF-58-3, GRRF-58-22, GRRF-58-25 and GRRF-58-27 of Annex 1 to the reports of the previous and current sessions respectively.

4. The expert from OICA introduced TRANS/WP.29/GRRF/2005/7, proposing to remove category M1 vehicles from the scope of Regulation No. 13 and to extend the scope of Regulation No. 13-H to category N1 vehicles. Some experts preferred to keep category M1 vehicles in Regulation No. 13. Following the discussion, GRRF agreed:

- to remove category M1 vehicles from the scope of Regulation No. 13;
- to extend the scope of Regulation No. 13-H to permit approval of category N1 vehicles.

5. GRRF also agreed on its preference that Revision 6 to Regulation No. 13 would be the best cut off for the insertion of such amendments. Recalling the purpose of GRRF-56-2, GRRF-56-3, GRRF-56-4 and GRRF-56-5, the expert from the United Kingdom volunteered to assist the secretariat in preparing a consolidated document, including the correction by Hungary (see para. 14) regarding the modification of units from bar to kPa, for consideration at the next GRRF session.

6. Regarding the activation of brake lighting in case of endurance brakes, the expert from the Russian Federation informed GRRF about the ongoing studies on this subject in his country. He volunteered to present some interim results at the next GRRF session. Underlining the need of such research studies, GRRF welcomed this initiative. With regard to the length of illumination duration, GRRF noted that WP.29 had agreed that this issue should be decided by GRE. GRRF agreed to resume consideration of this subject at its next session on the basis of a new proposal, jointly prepared by Germany, Japan, CLEPA and OICA.

7. The expert from Japan re-introduced GRRF-57-33 regarding the insertion into TRANS/WP.29/GRRF/2005/7 of new transitional provisions. GRRF agreed, in principle, on the proposal and requested the secretariat to distribute it, with an official symbol, for a final review at the next GRRF session (see ECE/TRANS/GRRF/2005/7/Amend.1).

8. GRRF considered and adopted TRANS/WP.29/GRRF/2005/14 regarding the insertion of new transitional provisions into Regulation No. 13. The Chairman highlighted the difficulty of adding transitional provisions in the way proposed in this case. He indicated that he would seek

WP.29's advice on this issue. The secretariat was requested to transmit it, in the meantime, to WP.29 and AC.1, as Corrigendum 1 to Supplement 11 to the 09 series of amendments, for consideration at their March 2006 sessions.

9. GRRF agreed that future transitional provisions should be in line with the new guidelines TRANS/WP.29/1044. With regard to the dates of entry into force of the latest amendments to Regulation No. 13, GRRF welcomed the information in GRRF-58-27, tabled by CLEPA.

10. GRRF considered TRANS/WP.29/GRRF/2004/19/Rev.1, but could not reach agreement on the transitional provisions and the approval marking. GRRF agreed to resume consideration of this subject at its next session on the basis of a revised proposal by Japan, Germany, CLEPA and OICA.

11. The expert from CLEPA introduced TRANS/WP.29/GRRF/2005/12 amending the test procedure for the determination of the energy consumption in Annex 19. During the discussion, some experts raised study reservations and GRRF agreed to resume consideration at its next session.

12. In the light of experience in applying the current test method, the expert from CLEPA presented a proposal for amendments to Regulation No. 13 (TRANS/WP.29/GRRF/2005/13). Following the concerns of some delegations, GRRF agreed to resume consideration of this subject at the next GRRF session on the basis of a new proposal by CLEPA.

13. Referring to GRRF-58-25, the expert from Denmark reported on the interim results of an ongoing survey study in his country regarding the braking behaviour of trailers in real traffic. He suggested presenting the results of that study during its next GRRF session. GRRF welcome that suggestion and agreed to keep GRRF-58-25 on the agenda.

14. The expert from Hungary introduced GRRF-58-3 proposing, upon the request by WP.29, the correct use of the unit for pressure (kPa instead of bar) in Regulation No. 13. GRRF acknowledged the work done and suggested to take this document as a basis for the next consolidated text of the Regulation. For the same purpose, GRRF considered GRRF-58-22 and adopted the text as follows:

Regulation No. 13, through the whole text, correct the unit "bar" to read "kPa", taking into account the relationship: 1 bar = 100 kPa.

15. The secretariat was requested to submit the text, as reproduced above, to WP.29 and AC.1 for consideration at their March 2006 sessions as Corrigendum 1 to Revision 5 to Regulation No. 13.

1.2. Facilitation of testing of vehicles in service

Documentation: TRANS/WP.29/GRRF/2004/22; TRANS/WP.29/GRRF/2004/23; Informal documents Nos. GRRF-58-7 and GRRF-58-8 of Annex 1 to this report.

16. The expert from the United Kingdom withdrew TRANS/WP.29/GRRF/2004/22 and GRRF-58-8. He introduced GRRF-58-7, superseding TRANS/WP.29/GRRF/2004/23, to clarify the type approval requirements to assist in periodical technical inspections of vehicles. As no common position could be found, GRRF agreed to defer the consideration of this item to its next session and invited the experts from Denmark, the United Kingdom, CLEPA and OICA to work towards finding an agreed solution before that session.

1.3. Development of a passenger vehicle braking gtr

Documentation: Informal document No. GRRF-58-6 of Annex 1 to this report.

17. GRRF was informed about the progress of work (GRRF-58-6) of the informal group on passenger vehicle gtr on braking (PVGTR). GRRF noted that difficulties were being experienced in resolving the technical requirements of the gtr proposal and that the final document could only be ready at the end of 2006.

2. MOTORCYCLE BRAKING

2.1. Harmonization of motorcycle braking requirements

Documentation: TRANS/WP.29/GRRF/2005/18 and Add.1; Informal documents Nos. GRRF-58-9, GRRF-58-16, GRRF-58-23 and GRRF-58-24 of Annex 1 to this report.

18. Regarding the elaboration of a gtr on motorcycle brakes, GRRF noted the technical report of the informal group on motorcycle braking gtr (MCGTR) (see GRRF-58-16, tabled by Canada).

19. The expert from Canada introduced the draft gtr on motorcycle brakes developed by the informal group (TRANS/WP.29/GRRF/2005/18) as well as the preamble to be included into that gtr (TRANS/WP.29/GRRF/2005/18/Add.1). The expert from IMMA added that some items of the documents marked in square brackets were still under consideration within the informal group. The expert from Germany stressed the need to have a mandatory installation of ABS braking systems on motorcycles, at least for front wheels and for motorcycles equipped with sidecars. The expert from the United States of America requested that the preamble should be completed with additional information. Following the discussion, GRRF agreed to refer GRRF-58-9 (by India), GRRF-58-23 (by Japan) and GRRF-58-24 (by the United States of America) to the MCGTR informal group.

20. GRRF noted the informal group's intention to hold the next meeting in Brussels, from 17-19 October 2005, in order to finalize the draft gtr inclusive of its preamble. GRRF experts were invited to participate at that meeting or to send their comments in due time directly to the experts from Canada or IMMA in order that the informal group could consider them. GRRF agreed to resume consideration at its next session on the basis of the final draft gtr on motorcycle brakes.

3. REGULATION No. 90 (Replacement brake linings)

Documentation: TRANS/WP.29/GRRF/2005/16; TRANS/WP.29/GRRF/2005/17; Informal document No. GRRF-58-4 of Annex 1 to this report.

21. The expert from FEMFM presented TRANS/WP.29/GRRF/2005/17 proposing new test provisions for bedding of brake linings. Following the concerns of some delegations, he volunteered to prepare a new proposal, taking into account the concerns, for a final review at the next session.

22. Regarding brake linings used specifically for park brake systems, GRRF considered and adopted TRANS/WP.29/GRRF/2005/16. GRRF agreed to postpone the submission to WP.29 and AC.1 of that proposal, awaiting the adoption of TRANS/WP.29/GRRF/2005/17 (see para. 21 above).

23. GRRF noted the oral report on the progress of work made by the informal group on replacement discs and drums (RD&D). GRRF stressed the need to ensure that replacement discs and drums should have at least the same performance as the original equipment. GRRF considered GRRF-58-4 and adopted the terms of reference of the informal group as reproduced in Annex 2 to this report. The next meeting of the informal group was scheduled to be held on 24 and 25 November 2005.

4. REGULATION No. 79 (Steering equipment)

Documentation: TRANS/WP.29/GRRF/2005/4; Informal document No. GRRF-58-15 of Annex 1 to this report.

24. Recalling the purpose of TRANS/WP.29/GRRF/2005/4, the expert from the Russian Federation introduced GRRF-58-15 in order to clarify his position on a possible subjective evaluation of the test requirements. As some study reservations were raised, GRRF agreed to keep the documents on the agenda and to defer consideration to its next session in February 2006.

5. TYRES

5.1. Harmonization of tyre Regulations

Documentation: Informal document No. GRRF-58-18 of Annex 1 to this report.

25. GRRF noted the progress report by ETRTO on the status of the development of a grt on tyres (GRRF-58-18). The presentation received some comments to be taken into consideration by the informal group dealing with the subject. The Chairman indicated that there were no plans for the informal group to meet again prior to the fifty-ninth GRRF session.

5.2. Tyre adhesion test

Documentation: TRANS/WP.29/GRRF/2004/26; TRANS/WP.29/GRRF/2005/11; Informal documents Nos. GRRF-55-25, GRRF-56-13, GRRF-57-26, GRRF-58-14, GRRF-58-26, GRRF-58-29 and GRRF-58-30 of Annex 1 to the reports of the previous and current sessions respectively.

26. GRRF considered TRANS/WP.29/GRRF/2005/11 proposing the insertion of wet grip requirements into Regulation No. 117 and superseding TRANS/WP.29/GRRF/2004/26. GRRF agreed, in principle, on that proposal including the amendments in GRRF-58-26, tabled by ETRTO (except the proposed amendment to paragraph 2.2.2.10.).

27. GRRF noted the preference of GRB (TRANS/WP.29/GRB/40, paras. 29 and 30) to have a flexible concept regarding the insertion of wet grip requirements into the Regulation, i.e. on an optional basis, but linked to the noise requirements. Thus, the EC expert introduced GRRF-58-29 proposing such amendments to the scope of Regulation No. 117. Following a discussion in which several delegations expressed their views and opinions, GRRF agreed to seek WP.29's guidance on this subject at the November 2005 session.

28. Regarding the proposed provisions and examples of tyre markings, GRRF noted informal documents GRRF-58-14 (by Japan) and GRRF-58-30 (by ETRTO). GRRF referred both documents to the informal group on wet grip requirements.

29. GRRF concluded to finalize consideration on this subject at its next session on the basis of a revised proposal by the informal group, taking into account the need for transitional provisions and the advice of WP.29 at its November 2005 session. Informal documents Nos. GRRF-55-25 and GRRF-57-26 should be taken off the agenda. GRRF-56-13 should be kept as a reference document.

30. Referring to the report of the previous GRRF session (TRANS/WP.29/GRRF/57, para. 23), the expert from the United Kingdom informed GRRF that no research was being carried out in his country. Thus, that paragraph should read ".... research carried out in Germany and the Netherlands demonstrated that"

5.3. Regulation No. 30 (Pneumatic tyres)

Documentation: TRANS/WP.29/GRRF/2003/10; TRANS/WP.29/GRRF/2003/30 and Corr.1; Informal documents Nos. GRRF-58-10 and GRRF-58-19 of Annex 1 to this report.

31. 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) concerning rolling resistance, preceded by a presentation underlining the importance of the subject (GRRF-58-10). GRRF followed with interest also a presentation on the ETRTO activity in the field of tyre rolling resistance (GRRF-58-19). The EC expert informed GRRF about an ongoing study on the same purpose within the European Union.

32. GRRF deferred consideration on this subject to its sixtieth session in September 2006, awaiting the final results of the studies by ETRTO and the European Commission.

5.4. Regulation No. 64 (temporary use spare wheels/tyres)

Documentation: TRANS/WP.29/GRRF/2002/17/Rev.4; TRANS/WP.29/GRRF/2005/5; Informal documents Nos. GRRF-58-11 and GRRF-58-20 of Annex 1 to this report.

33. The expert from OICA withdrew TRANS/WP.29/GRRF/2005/5. GRRF resumed consideration of the proposal by the United Kingdom (TRANS/WP.29/GRRF/2002/17/Rev.4) to simplify and clarify in Regulation No. 64 the existing requirements for vehicles fitted with run-flat tyres. GRRF noted a proposal for amendments tabled by Japan (GRRF-58-11) as well as the position of ETRTO on directional tyres (GRRF-58-20). The expert from OICA was of the opinion that this issue would have to be considered together with the tyre pressure monitoring systems. The expert from the United Kingdom volunteered to prepare, in cooperation with the experts from Japan and OICA, a new proposal for consideration at the next session of GRRF.

5.5. Regulation No. 106 (Pneumatic tyres for agricultural vehicles)

Documentation: TRANS/WP.29/GRRF/2005/15.

34. Following the consideration of the ETRTO proposal (TRANS/WP.29/GRRF/2005/15),

GRRF agreed to defer its discussion to its next session.

5.6. Influence of tyres in accidents to motor vehicles and motorcycles

35. No new information was received on this subject. GRRF agreed to remove this item from the agenda.

5.7. Noise emissions of retreaded tyres

36. GRRF noted that the information by BLIC */ and BIPAVER that the proposal regarding new requirements for rolling sound emission of retreaded tyres was still in progress. GRB was expecting a concrete proposal for its next session in February 2006.

5.8. Exchange of information on national and international tyre requirements

37. No new information on this subject was received.

6. OTHER BUSINESS

6.1. Electronically controlled stability enhancement systems

Documentation: Informal document No. GRRF-58-12 of Annex 1 to this report.

38. The Chairman of the informal group on Electronic Vehicle Stability Control (EVSC) gave a presentation on the progress of work made by the informal group. He also presented GRRF-58-12 proposing a first set of amendments to Regulation No. 13 to insert new provisions on EVSC systems. The presentation prompted a number of comments and the informal group agreed to consider those further. GRRF mandated the informal group to continue the work on this issue, but restricted to heavy vehicles and their trailers. A key issue to be addressed was the dynamic testing of vehicles with electronic stability control (ESC) systems on trailers tested separately. A solution could be to use computer modelling, but some delegations expressed reservations about this general idea. However, the GRRF Chairman encouraged the informal group to further investigate this testing concept and to report back at the next GRRF session.

6.2. Clarification of the scope of Regulations covered by GRRF

Documentation: TRANS/WP.29/GRRF/2005/19; Informal document No. GRRF-58-21 of Annex 1 to this report.

39. The EC expert introduced TRANS/WP.29/GRRF/2005/19 regarding amendments to the scopes of Regulations Nos. 30, 54, 75, 78, 90, 108 and 109. The expert from ETRTO suggested some amendments to the tyre Regulations (GRRF-58-21). The expert from OICA raised a study reservation on the proposals. The EC experts volunteered to organize, if necessary, an expert meeting in Brussels. GRRF expert were invited to send their comments to the EC delegate by the end of October 2005. GRRF agreed to resume consideration at its next session on the basis of a revised proposal by the EC.

*/ Liaison Office of the Rubber Industry of the EU

6.3. Regulation No. 89 (Speed limitation devices)

40. The expert from OICA announced to submit a proposal to GRRF for consideration at the next GRRF session.

6.4. Exchange of information on national and international requirements on passive safety

Documentation: Informal document No. GRRF-58-17 of Annex 1 to this report.

41. GRRF followed with interest a presentation by the expert from the Russian Federation on test methods for the evaluation of vehicle handling and stability applied in his country (GRRF-58-17). The Chairman of the EVSC informal group welcomed the presentation and invited the Russian Federation to participate in the future sessions of the informal group (see para. 38).

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

Documentation: TRANS/WP.29/GRSG/2004/20; TRANS/WP.29/GRSG/2004/23; Informal documents Nos. GRRF-58-1 and GRRF-58-28 of Annex 1 to this report.

42. The expert from CLEPA withdrew TRANS/WP.29/GRSG/2004/20. The expert from India introduced GRRF-58-1 proposing the use of electromechanical brakes as a device to prevent unauthorized use. GRRF considered the proposal but concluded that there was no need to insert such an amendment. GRRF also considered GRRF-58-28 superseding TRANS/WP.29/GRSG/2004/23. GRRF noted that there was no objection and requested the secretariat to inform GRSG and to distribute GRRF-58-28 with an official symbol for consideration at the next GRSG session.

6.6. Regulation No. 48 (Installation of lighting and light signalling devices)

Documentation: TRANS/WP.29/GRE/2005/2; Informal document No. GRRF-58-13 of Annex 1 to this report.

43. GRRF resumed consideration of TRANS/WP.29/GRE/2005/2 and noted the outcome of the discussions of the Working Party on Road Safety (WP.1) and the position of its legal expert group (TRANS/WP.1/2005/13, para. 5). GRRF was informed about the progress of work of the joint GRE/GRRF expert meetings organized by the experts from the European Commission and OICA. GRRF considered GRRF-58-13 and agreed to resume consideration at its next session on the basis of a new document by OICA (see ECE/TRANS/WP.29/GRRF/2006/2).

6.7. Regulation No. 55 (Mechanical couplings)

Documentation: Informal document No. GRRF-58-5 of Annex 1 to this report.

44. The expert from Germany briefly overviewed GRRF-58-5 proposing amendments to insert into the Regulation a new test procedure for coupling balls and towing brackets. GRRF agreed to keep the document on its agenda and to have a detailed consideration at its next session.

6.8. Guidelines for the preparation and submission of documents and for the elaboration of transitional provisions

Documentation: TRANS/WP.29/1042; TRANS/WP.29/1044.

45. GRRF noted two new documents adopted by WP.29 during its June session: (a) Guidelines for the preparation and submission of documents to WP.29 and its subsidiary bodies (TRANS/WP.29/1042) and (b) Guidelines for the elaboration of transitional provisions (TRANS/WP.29/1044). Both documents are available on the website of WP.29 at the address:
<http://www.unece.org/trans/main/welcwp29.htm>

46. Experts were invited to consult those documents when preparing new documents for transmission to the secretariat.

7. ELECTION OF OFFICERS

47. Mr. I. Yarnold (United Kingdom) was unanimously re-elected Chairman of GRRF for the sessions scheduled for the year 2006.

AGENDA FOR THE NEXT SESSION

48. GRRF did not consider the agenda for the fifty-ninth session to be held in Geneva, from 30 (14.30 h) January to 3 February (12.30 h) 2006. 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. For the above-mentioned official documents, delegates can now also access the Optical Document System (ODS) of the United Nations at the website address:
<http://documents.un.org>.

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

Annex 1LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL
DURING THE FIFTY-EIGHTH SESSION (GRRF-58-....)

No.	Transmitted by	Agenda item	Language	Title	Follow- up
1.	India	6.5.	E	ECE Regulation No. 18 on protection against unauthorized use	(a)
2.	Chairman	-	E	Provisional Agenda Item Running Order	(a)
3.	Hungary	1.1.	E	UNECE Regulation No. 13 on braking of vehicles of categories M, N and O	(a)
4.	RD&D	3.	E	Draft terms of reference (goals and tasks)	(d)
5.	Germany	6.7.	E	Proposal for a draft Supplement to the 01 series of amendments to Regulation No. 55	(c)
6.	PVGTR	1.3.	E	Report of the passenger vehicle gtr informal group on braking	(a)
7.	United Kingdom	1.2.	E	Proposal for draft amendments to Regulation No. 13 (Braking)	(c)
8.	United Kingdom	1.2.	E	Proposal for draft amendments to Regulation No. 13-H (Braking)	(a)
9.	India	2.1.	E	Proposal for draft amendment in motorcycles brakes gtr	(a)
10.	Russian Federation	5.3.	E/R	Proposed amendments to UNECE Regulation Nos. 30 and 54 regarding manufacturer's information on rolling resistance coefficient	(a)
11.	Japan	5.4.	E	Proposal for amendment of TRANS/WP.29/GRRF/2002/17/Rev.4	(a)
12.	EVSC	6.1.	E	Proposed amendments to ECE Regulation No. 13	(a)
13.	OICA	6.6.	E	Draft amendment to Regulation No. 13	(c)
14.	Japan	5.2.	E	Proposal for draft amendment to Regulation No. 117	(a)
15.	Russian Federation	4.	E/R	Clarification by the expert from the Russian Federation related to TRANS/WP.29/GRRF/2005/4	(c)
16.	Canada	2.1.	E	Motorcycle brake systems gtr –Technical report	(a)
17.	Russian Federation	6.4.	E	Test methods for evaluation of vehicle handling and stability applied in Russian Federation	(a)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
18.	ETRTO	5.1.	E	Global technical regulation for tyres – Status	(a)
19.	ETRTO	5.3.	E	Status of the ETRTO WG on rolling resistance	(a)
20.	ETRTO	5.4.	E	ETRTO position on directional tyres	(a)
21.	ETRTO	6.2.	E	Proposal for collective amendments to Regulations Nos. 30, 54,75, 108 and 109 and Regulations Nos. 78 and 90	(a)
22.	Secretariat	1.1.	E	Proposal for a draft Corrigendum to Regulations Nos. 13 and 13-H	(d,e)
23.	Japan	2.1.	E	Proposal for draft amendments to gtr on motorcycle brake systems	(a)
24.	USA	2.1.	E	United States comments to the proposal for a new gtr concerning motorcycle brake systems	(a)
25.	Germany	1.1.	E	Proposal for draft amendments to Regulation No. 13	(c)
26.	ETRTO	5.2.	E	Proposal for draft amendments to Regulation No. 117	(a)
27.	CLEPA	1.1.	E	Introduction dates of amendments to ECE Regulation No. 13	(a)
28.	CLEPA	6.5.	E	Proposal for draft amendment to Regulation No. 18	(d,f)
29.	EC	5.2.	E	Draft amendment to Regulation No. 117	(a)
30.	Tyre ad hoc	5.2.	E	Tyre drafting group report	(a)

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
- (f) To be transmitted for consideration to GRSG

Annex 2

TERMS OF REFERENCE FOR
THE GRRF INFORMAL GROUP ON
REPLACEMENT DISCS AND DRUMS (RD&D)
(REGULATION No. 90)

1. Expand ECE Regulation No. 90 (replacement pads and linings) to include replacement discs and drums.

The behaviour of vehicle owners has changed considerably in recent times. More and more are buying replacement parts, to replace worn out original equipment (OE) parts, from independent aftermarket dealers and workshops instead of from the vehicle manufacturers' authorized dealers.

2. Replacement discs and drums not provided by the vehicle manufacturer as approved under an ECE Regulation (Nos. 13, 13-H and/or 78) are to meet a minimum performance to ensure a minimum level of safety.
3. Discs and drums sold as replacement parts manufactured using the identical manufacturing procedure as used for the original parts homologated by the vehicle manufacturer are not to be subjected to the test requirements of the amendments to ECE Regulation No. 90.
4. Test procedures are to reflect the philosophy of the relevant ECE braking performance requirements and ensure a certain level of component performance.
5. All vehicle categories (M, N, O and L) have to be covered.

Annex 3

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) 944-2086 Fax: (+44-207) 944-2609 E-mail: ian.yarnold@dft.gsi.gov.uk	Mr. M. Brearley Tel: (+44-) Fax: (+44-) E-mail: malcolm.brearley-contr@trw.com
Motorcycle braking gtr (MCGTR)	Mr. D. Davis Tel: (+1-613) 998-1956 Fax: (+1-613) 990-2913 E-mail: davisda@tc.gc.ca	<u>1/</u>
Tyre gtr	Mr. I. Yarnold Tel: (+44-207) 944-2086 Fax: (+44-207) 944-2609 E-mail: ian.yarnold@dft.gsi.gov.uk	<u>1/</u>
Brake linings	Mr. W. Rothmann Tel: (+49-2171) 501- 577 Fax: (+49-2171) 501- 530 E-mail: wrothmann@tmdfriction.com	<u>1/</u>
Replacement Discs and Drums (RD&D)	Mr. W. Rothmann Tel: (+49-2171) 501-753 Fax. (+49-2171) 501-752 E-mail: wrothmann@tmdfriction.com	<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
