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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 SPECIAL SESSION**

(Geneva, 19 June 2006)

1. GRRF held its special session of 19 June 2006 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): Australia; Canada; Germany; India; Japan; Netherlands; Spain; United Kingdom; and United States of America. Representatives of the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: European Association of Automobile Suppliers (CLEPA); International Motorcycle Manufacturers Association (IMMA).
2. The informal documents distributed during the session are listed in Annex 1 to this report.

1. MOTORCYCLE BRAKING

1.1. Harmonization of motorcycle braking requirements

Documentation: ECE/TRANS/WP.29/2006/77; informal documents Nos. GRRF-S06-1, GRRF-S06-4 and GRRF-S06-5 of Annex 1 to the report.

3. The Chairman recalled that WP.29 and the AC.3 Executive Committee of the 1998 Agreement gave their consent, at their March 2006 sessions (see report ECE/TRANS/WP.29/1050, para. 36), to have a special session on 19 June 2006 in order to finalize the draft global technical regulation (gtr) on motorcycle brake systems (ECE/TRANS/WP.29/2006/77).

4. The expert from IMMA reported on the progress of work made by the MCGTR informal group at its informal meeting held in Washington D.C. (United States of America), on 6 and 7 June 2006. GRRF agreed to consider in detail GRRF-S06-4 prepared by the informal group. The expert from Canada introduced the document and presented the remaining open issues to be addressed.

5. The expert from Germany presented additional amendments to the draft gtr (GRRF-S06-1). Where appropriate, GRRF took some of these amendments into account. With regard to applicability of the gtr for vehicles of category 3-5, the strengthening of the performance requirements for combined braking systems (CBS) and antilock brake systems (ABS), GRRF agreed to resume consideration of these issues at a future step, after the establishment of the gtr into the Global Registry.

6. The expert from India raised concerns on the performance requirements of the dry stop test (part B, para. 4.4.3.). Following the discussion, GRRF agreed to insert two alternatives of performance requirements, subject to consideration and decision by AC.3.

7. With regard to the wheel lock test (low to high μ transition) in part B of the draft gtr (para. 4.9.7.2.(b)), the expert from IMMA opposed the introduction of a one second response time due to the limited data upon which this value is based. He added that other specifications in the draft gtr had either been taken from existing regulations, where no such figure existed, or had been based on test data.

8. GRRF adopted ECE/TRANS/WP.29/2006/77, amended as reproduced in GRRF-S06-5. The secretariat was requested to submit the adopted proposal to WP.29 and AC.3, for consideration and adoption at their November 2006 sessions, as a new draft gtr under the 1998 Agreement. Note by the secretariat: At its June 2006 session, AC.3 agreed to maintain in 4.4.3. of part B only alternative 1 for the final draft gtr (see report ECE/TRANS/WP.29/1052, para. 83).

9. GRRF noted that the final report on the development of the gtr on motorcycle brake systems was included in the preamble (part A of ECE/TRANS/WP.29/2006/77, amended as reproduced in GRRF-S06-5).

1.2. REGULATION No. 78 (Braking of category L vehicles)

Documentation: ECE/TRANS/WP.29/GRRF/2006/12; informal documents Nos. GRRF-S06-2, GRRF-S06-3 and GRRF-S06-6 of Annex 1 to the report.

10. The expert from the EC presented a proposal to align the technical requirements of Regulation No. 78 with those of the new adopted draft gtr on motorcycle brake systems (ECE/TRANS/WP.29/GRRF/2006/12). GRRF noted the proposed amendments by the expert from Germany (GRRF-S06-2) and incorporated the same changes as had been agreed for the gtr. GRRF welcomed the amendments by the EC (GRRF-S06-3) to re-insert into the Regulation the provisions to forbid the use of asbestos in brake linings.

11. GRRF adopted ECE/TRANS/WP.29/GRRF/2006/12, amended as reproduced in GRRF-S06-6. The secretariat was requested to submit the adopted proposal to WP.29 and AC.1, for consideration and adoption at their November 2006 sessions, as a draft 03 series of amendments to Regulation No. 78.

2. OTHER BUSINESS

12. GRRF noted that no new information was received on this subject.

Annex 1LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL
DURING THE SPECIAL GRRF SESSION (GRRF-S06-....)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
1.	Germany	1.1	E	Proposal for amendments to the draft of global technical regulation on motorcycle brake systems (Braking)	(a)
2.	Germany	1.2.	E	Proposal for amendments to Regulation No. 78 (Braking)	(a)
3.	European Commission	1.2.	E	Proposal for amendments to ECE Regulation No. 78 (Motorcycle braking systems)	(a)
4.	Canada/MCGTR	1.1.	E	Proposal for amendments to the draft of global technical regulation on motorcycle brake systems (Braking)	(a)
5.	Canada/MCGTR	1.1.	E	Adopted draft global technical regulation on motorcycle brake systems (Braking)	(b)
6.	European Commission/MCGTR	1.2.	E	Adopted draft amendments to ECE Regulation No. 78 (Motorcycle braking systems)	(b)

Notes:

(a) Consideration completed or superseded

(b) Adopted by GRRF and to be submitted for consideration and adoption to WP.29 and AC.3
