



Economic Commission for Europe
Inland Transport Committee
World Forum for Harmonization of Vehicle Regulations
Working Party on Brakes and Running Gear
Seventy-fifth session

Geneva, 17–19 September 2013

**Report of the Working Party on Brakes and Running Gear
 on its seventy-fifth session**
Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1	3
II. Adoption of the agenda (agenda item 1)	2-4	3
III. Advanced Emergency Braking Systems (agenda item 2).....	5-6	3
IV. Regulations Nos. 13 and 13-H (Braking) (agenda item 3)	7-18	4
A. Electronic Stability Control (ESC)	7	4
B. Automated Connections between Vehicles (ACV).....	8	4
C. Clarifications	9	4
D. Braking symbols in Regulation No. 121 (Identification of controls, tell-tales and indicators).....	13	5
E. Any other business.....	14	5
V. Regulation No. 55 (Mechanical couplings) (agenda item 4)	19	5
VI. Motorcycle braking (agenda item 5)	20-23	6
A. Regulation No. 78.....	20	6
B. Global Technical Regulation No. 3	22	6
VII. Regulation No. 90 (Replacement brake linings) (agenda item 6).....	24	6
VIII. Tyres (agenda item 7).....	25-35	7
A. Global Technical Regulation on tyres.....	25	7

B.	Regulation No. 117	26	7
C.	Other business.....	30	8
IX.	Intelligent Transport Systems (ITS)	36	8
X.	Steering equipment (agenda item 9).....	37-38	9
A.	Regulation No. 79.....	37	9
B.	Lane Keeping Assist System (LKAS) and Parking Assist System (PAS)	38	9
XI.	International Whole Vehicle Type Approval (IWVTA) (agenda item 10).....	39-43	9
A.	Regulation on tyre installation	41	9
B.	Regulation No. 13-H.....	42	10
XII.	1997 Agreement (agenda item 11)	44	10
XIII.	Election of officers (agenda item 12).....	45	10
XIV.	Other business (agenda item 13)	46-50	10
A.	Highlights of the March and June 2013 sessions of WP.29.....	46	10
B.	Revision and extension of approvals	47	11
C.	Abbreviations and acronyms used in UN Regulations	48	11
D.	Other business.....	49	11
E.	Release of particulate emissions from tyre wear and brake pad wear.....	50	11
XV.	Provisional agenda for the seventy-sixth session	51	11
Annexes			
I.	List of informal documents considered during the session		13
II.	Adopted amendments to ECE/TRANS/WP.29/GRRF/2013/12.....		15
III.	Adopted addendum to ECE/TRANS/WP.29/GRRF/2013/15		17

I. Attendance

1. The Working Party on Brakes and Running Gear (GRRF) held its seventy-fifth session from 17 to 19 September 2013 in Geneva. The meeting was chaired by Mr. B. Frost (United Kingdom). Experts from the following countries participated in the work, following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690, ECE/TRANS/WP.29/690/Amend.1 and Amend. 2): Australia, Belgium, Canada, China, Czech Republic, Denmark, Finland, France, Germany, Hungary, India, Italy, Japan, Kuwait, Latvia, the Netherlands, Norway, Oman, Republic of Korea, Russian Federation, Slovakia, Spain, Sweden, South Africa, the United Kingdom of Great Britain and Northern Ireland (UK) and the United States of America (USA). An expert from the European Commission (EC) also participated. Experts from the following non-governmental organizations (NGOs) participated: the European Association of Automotive Suppliers (CLEPA), the International Motorcycle Manufacturers Association (IMMA), the International Organization for Standardization (ISO), the European Tyre and Rim Technical Organisation (ETRTO) and the International Organization of Motor Vehicle Manufacturers (OICA). Upon the special invitation of the Chair, experts from the following NGOs participated: the retread industry's trade association "Bureau International Permanents des Associations de Vendeurs et Rechaumeurs de Pneumatiques" (BIPAVER) and the Federation of European Manufacturers of Friction Materials (FEMFM).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRRF/2013/11 and Add.1
Informal documents GRRF-75-01, GRRF-75-36-Rev.1 and
GRRF-75-44

2. GRRF considered and adopted the agenda prepared for the seventy-fifth session (ECE/TRANS/WP.29/GRRF/2013/11 and Add.1).
3. GRRF also adopted the running order for the session as proposed in GRRF-75-01 and the updated consolidated agenda GRRF-75-36-Rev.1. GRRF noted that the list of decisions and the follow-up actions for the documentation would be reflected after the session in GRRF-75-44.
4. The informal documents distributed during the session are listed in Annex I of this report.

III. Advanced Emergency Braking Systems (agenda item 2)

Documentation: Informal documents GRRF-75-24 and GRRF-75-38

5. Following a bilateral discussion with OICA, the expert from India withdrew GRRF-75-24 and requested OICA to provide clarifications on the table in Annex 3 to UN Regulation No. 131. GRRF agreed to resume consideration of this item at its February 2014 session on the basis of a revised document.
6. The expert from CLEPA introduced GRRF-75-38 proposing a minor correction of the table of content of the Regulation. GRRF requested the secretariat to take into account this correction in Revision 1 to this Regulation.

IV. Regulations Nos. 13 and 13-H (Braking) (agenda item 3)

A. Electronic Stability Control (ESC)

7. This item was discussed in conjunction with agenda item 10(b).

B. Automated Connections between Vehicles (ACV)

Documentation: ECE/TRANS/WP.29/GRRF/2013/12
Informal documents GRRF-75-03, GRRF-75-22 and GRRF-75-23

8. The Chair of the informal working group on Automated Connections between Vehicles (ACV) introduced ECE/TRANS/WP.29/GRRF/2013/12 proposing to insert provisions on automated couplings into UN Regulation No. 13. He presented GRRF-75-03, containing the ISO standard which is referred to in the proposal. He also introduced GRRF-75-23 amending ECE/TRANS/WP.29/GRRF/2013/12. He provided updated information requested during the seventy-fourth session of GRRF (GRRF-75-22). GRRF adopted this proposal, as amended by Annex II to this report and requested the secretariat to submit the proposal to WP.29 and the Administrative Committee of the 1958 Agreement (AC.1) for consideration at their March 2014 sessions as draft Supplement 11 to the 11 series of amendments to UN Regulation No. 13.

C. Clarifications

Documentation: ECE/TRANS/WP.29/GRRF/2013/13
ECE/TRANS/WP.29/GRRF/2013/29
Informal documents GRRF-75-13 and GRRF-75-17

9. The expert from OICA presented ECE/TRANS/WP.29/GRRF/2013/13 proposing to introduce harmonized cross references to UN Regulation No. 10 into UN Regulations Nos. 13, 13-H, 79, 89, 130 and 131. GRRF adopted the document, as amended below, and requested the secretariat to submit the amendments to WP.29 and AC.1, as part of upcoming amendments to the corresponding UN Regulations. In this respect, the document will be kept on the agenda of GRRF, pending the submission of the adopted text to WP.29 and AC.1.

*Though the text for "fulfilling the technical requirements and transitional...", read "fulfilling the technical requirements and **respecting the** transitional..."*

Though the text, for "RESS" read "rechargeable energy storage system".

10. The expert from the United Kingdom proposed introducing similar amendments into Regulation No. 78. The expert from IMMA offered his support to check Regulation No. 78 for the next session. GRRF agreed to resume consideration of this proposal at its next session.

11. The expert from Germany presented ECE/TRANS/WP.29/GRRF/2013/29 introducing provisions for electrical or hydraulic transmissions for brake systems. The expert from OICA, with reference to GRRF-75-13, answered to this proposal. GRRF noted a number of comments and agreed to resume consideration of this item at its next session on the basis of a revised document that the expert from Germany volunteered to prepare.

12. The expert from CLEPA introduced GRRF-75-17, clarifying provisions of UN Regulation No. 13. GRRF agreed to resume consideration of this proposal at its next session.

D. Braking symbols in Regulation No. 121 (Identification of controls, tell-tales and indicators)

Documentation: ECE/TRANS/WP.29/2012/30
ECE/TRANS/WP.29/GRRF/2013/27
ECE/TRANS/WP.29/GRRF/2013/28
Informal document GRRF-75-40

13. The expert from UK, recalling the purpose of ECE/TRANS/WP.29/2012/30, reported on the outcome of the group of experts working on updated transitional provisions of UN Regulations Nos. 13 and 13-H as reproduced in GRRF-75-40 superseding ECE/TRANS/WP.29/GRRF/2013/27. GRRF noted a number of comments. GRRF agreed to reconsider ECE/TRANS/WP.29/GRRF/2013/27, ECE/TRANS/WP.29/GRRF/2013/28 and GRRF-75-40 at its next session.

E. Other business

Documentation: ECE/TRANS/WP.29/GRRF/2013/14
ECE/TRANS/WP.29/GRRF/2013/15
Informal documents GRRF-75-05, GRRF-75-06, GRRF-75-07,
GRRF-75-08, GRRF-75-09, GRRF-75-35 and GRRF-75-37

14. GRRF requested the secretariat to take the proposed editorial corrections to Revision 7 of Regulation No.13 in ECE/TRANS/WP.29/GRRF/2013/14, GRRF-75-06 and GRRF-75-35, proposing editorial corrections to Revision 7 of Regulation No. 13 into consideration while preparing Revision 8 of the Regulation. GRRF agreed to resume consideration of these documents at its next session.

15. The expert from OICA withdrew GRRF-75-05.

16. The expert from the Russian Federation introduced GRRF-75-07 amending ECE/TRANS/WP.29/GRRF/2013/15 and proposing corrections to the Russian translation of Regulation No. 13. GRRF adopted the proposal as amended by Annex III to this report (based on GRRF-75-07) and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2014 sessions as draft Corrigendum to UN Regulation No. 13 (Russian text only).

17. The expert from Sweden proposed amendments to UN Regulation No. 13 requesting the presence of a sticker in the vehicle showing a diagram of the Brake Reference Force (GRRF-75-37). GRRF noted some comments and agreed to resume consideration of this proposal at its next session.

18. The expert from Germany introduced GRRF-75-08 and GRRF-75-09 proposing to delete the exemption for vehicles of categories O₁ and O₂ from automatic brake adjustment devices, as such technology were broadly available on the market. GRRF requested the expert from Germany to provide, if possible, for the next session further elements on costs and benefits as well as additional statistical data in support of the proposed amendment.

V. Regulation No. 55 (Mechanical couplings) (agenda item 4)

Documentation: ECE/TRANS/WP.29/GRRF/2013/16
Informal document GRRF-75-21

19. The Chair of the informal working group on Regulation No. 55 (Mechanical Couplings) introduced ECE/TRANS/WP.29/GRRF/2013/16 as amended by GRRF-75-21,

proposing minor amendments to UN Regulation No. 55. GRRF noted that the reference to an ISO standard had been updated and requested information on the content of this standard. GRRF agreed to resume consideration of this proposal at its next session on the basis of a revised document.

VI. Motorcycle braking (agenda item 5)

A. Regulation No. 78

Documentation: ECE/TRANS/WP.29/GRRF/2013/32
ECE/TRANS/WP.29/GRRF/2013/34
Informal documents GRRF-75-25, GRRF-75-27 and GRRF-75-31

20. The expert from IMMA introduced ECE/TRANS/WP.29/GRRF/2013/32, as amended by GRRF-75-31. The proposal received some comments. The expert from India presented GRRF-75-27 and confirmed that IMMA took their comments into account in GRRF-75-31. GRRF agreed to revisit this subject at its next session on the basis of a revised document, which the expert from IMMA volunteered to prepare.

21. The expert from IMMA introduced ECE/TRANS/WP.29/GRRF/2013/34. He added that IMMA would like to address the comments made by India (GRRF-75-25). GRRF agreed to resume consideration on this subject at its next session on the basis of a revised document, which the expert from IMMA volunteered to prepare.

B. Global Technical Regulation No. 3

Documentation: ECE/TRANS/WP.29/GRRF/2013/33
ECE/TRANS/WP.29/GRRF/2013/35
ECE/TRANS/WP.29/2013/128
Informal documents GRRF-75-26, GRRF-75-28 and GRRF-75-32

22. The expert from IMMA introduced ECE/TRANS/WP.29/GRRF/2013/33 on behalf of the sponsor, Italy. He added that this document was amended by GRRF-75-32. The proposal received some comments. The expert from India presented GRRF-75-28 and noted that IMMA had considered their comments in GRRF-75-32. GRRF agreed to revisit this subject at its next session on the basis of a revised document. GRRF noted that ECE/TRANS/WP.29/2013/128 may need revision to reflect the progress made by GRRF. The expert from Italy volunteered to prepare the revised document, if necessary.

23. The expert from IMMA presented ECE/TRANS/WP.29/GRRF/2013/35 and noted the comments by the expert from India (GRRF-75-26). GRRF agreed to revisit this subject at its next session on the basis of a revised document, which the expert from IMMA volunteered to prepare.

VII. Regulation No. 90 (Replacement brake linings) (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRRF/2013/4
Informal documents GRRF-75-18, GRRF-75-19 and GRRF-75-41

24. The expert from CLEPA, recalling the purpose of ECE/TRANS/WP.29/GRRF/2013/4, reported on the work of OICA, CLEPA and CLCCR and introduced GRRF-75-18 amending the original proposal. GRRF noted the completion

of technical work. The expert from OICA also introduced GRRF-75-19 supporting the technical content of the proposal but disagreeing with legal aspects such as intellectual property, product liability and reputation issues that may occur. The expert from CLEPA addressed the concerns of OICA (GRRF-75-41). The expert from Spain noted some administrative and procedural difficulties for Type Approval Authorities that this proposal may create. The expert from France requested a justification for the deletion proposed in Annex 4B. GRRF agreed, in principle, with the technical provisions and requested the secretariat to distribute GRRF-75-18 with an official symbol for further consideration at its next session. GRRF requested the Chair to report to WP.29 at its November 2014 session on both the technical and the legal aspects.

VIII. Tyres (agenda item 7)

A. Global Technical Regulation on tyres

Documentation: ECE/TRANS/WP.29/2013/63

25. The expert from USA, referring to ECE/TRANS/WP.29/2013/63, reported on the progress made on unresolved issues before its potential adoption. He informed GRRF about their testing schedule for the wet grip test validation. The expert from China referred to the Chinese Standard GB/T 4504-2009 for resolving remaining issues with the bead-unseating test. GRRF agreed that an additional meeting of the informal group on the Tyre GTR would be necessary, subject to the authorization at the November 2013 session of WP.29 to hold an additional meeting in January 2014. GRRF agreed that the informal group should refer to the existing terms of reference. GRRF preferred to postpone the vote by WP.29 and AC.1 on ECE/TRANS/WP.29/2013/63.

B. Regulation No. 117

Documentation: ECE/TRANS/WP.29/2013/66
ECE/TRANS/WP.29/GRRF/2013/17
ECE/TRANS/WP.29/GRRF/2013/18
ECE/TRANS/WP.29/GRRF/2013/30
Informal documents GRRF-75-02 and GRB-58-13

26. The expert from ETRTO presented GRRF-75-02, justifying the wet grip limit values for C₃ tyres specified in ECE/TRANS/WP.29/2013/66. Following a tour de table, the Chair noted that half the experts were in favour of amending the proposed limits for normal and traction tyres whilst retaining the proposed limits for snow and special use tyres, while the other half were in favour of maintaining those proposed in ECE/TRANS/WP.29/2013/66. The GRRF Vice-Chair volunteered to lead a discussion with interested experts on a proposal for GRRF at its next session. GRRF preferred to postpone the vote by WP.29 and AC.1 on ECE/TRANS/WP.29/2013/66 until their June 2014 sessions.

27. The expert from the Russian Federation introduced a proposal for corrections in the Russian version of UN Regulation No. 117 with the aim of aligning the English and Russian texts (ECE/TRANS/WP.29/GRRF/2013/17). GRRF adopted the proposal and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2014 sessions as draft Corrigendum 3 to 02 series of amendments to UN Regulation No. 117 (Russian text only).

28. The expert from ETRTO introduced ECE/TRANS/WP.29/GRRF/2013/18, proposing to correct the text of UN Regulation No. 117. GRRF adopted this proposal and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March

2014 sessions as draft Corrigendum 4 to 02 series of amendments to UN Regulation No. 117.

29. The expert from ETRTO withdrew ECE/TRANS/WP.29/GRRF/2013/30 and, as a result, the experts from the Russian Federation withdrew GRB-58-13. The expert from Canada sought for information from GRRF on the temperature to test snow tyres. The expert from IMMA offered to provide information to Canada in a bilateral discussion.

C. Other business

Documentation: ECE/TRANS/WP.29/GRRF/2013/19
ECE/TRANS/WP.29/GRRF/2013/20
ECE/TRANS/WP.29/GRRF/2013/21
ECE/TRANS/WP.29/GRRF/2013/22
ECE/TRANS/WP.29/GRRF/2013/23
ECE/TRANS/WP.29/GRRF/2013/24
ECE/TRANS/WP.29/GRRF/2013/26

30. The expert from ETRTO proposed inserting new tyre sizes in Annex 5 of UN Regulation No. 54 (ECE/TRANS/WP.29/GRRF/2013/19). GRRF adopted this proposal and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their June 2014 sessions as draft Supplement 19 to UN Regulation No. 54.

31. The expert from ETRTO introduced ECE/TRANS/WP.29/GRRF/2013/26, proposing to correct the text of UN Regulation No. 54. GRRF adopted this proposal and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their June 2014 sessions as draft Corrigendum 6 to UN Regulation No. 54.

32. The expert from ETRTO introduced ECE/TRANS/WP.29/GRRF/2013/20 and sought guidance. The expert from IMMA proposed to collaborate with ETRTO on this subject. GRRF noted, the amendments proposed in ECE/TRANS/WP.29/GRRF/2013/22 were linked to this item. GRRF agreed to resume consideration of this subject at its next session on the basis of a revised proposal by the expert from ETRTO.

33. The expert from ETRTO presented ECE/TRANS/WP.29/GRRF/2013/21, proposing a clarification of "the second load/speed performance" test. GRRF adopted this proposal and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their June 2014 sessions as draft Supplement 14 to UN Regulation No. 75

34. The expert from ETRTO proposed to insert new tyre sizes in Annex 5 of UN Regulation No. 106 (ECE/TRANS/WP.29/GRRF/2013/23). GRRF adopted this proposal and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their June 2014 sessions as draft Supplement 11 to the original version of UN Regulation No. 106

35. The expert from ETRTO introduced ECE/TRANS/WP.29/GRRF/2013/24. GRRF noted that the proposed amendments to paragraph 3.1.13. need clarifications and agreed to revisit this item at its next session on the basis of a revised proposal by the expert from ETRTO.

IX. Intelligent Transport Systems (ITS) (agenda item 8)

36. In the absence of a new proposal, GRRF agreed to defer this agenda item to its next session.

X. Steering equipment (agenda item 9)

A. Regulation No. 79

Documentation: ECE/TRANS/WP.29/GRRF/2013/25
Informal document GRRF-75-11

37. On behalf of CLCCR, the expert from CLEPA proposed amendments to UN Regulation No. 79 (ECE/TRANS/WP.29/GRRF/2013/25) inserting new requirements for trailers with a steering control system utilising electrical energy from the towing vehicle. The proposal received some comments (GRRF-75-11). The expert from Japan noted the absence of a definition for "IP54". GRRF agreed to resume consideration of this subject at its next session on the basis of a revised proposal.

B. Lane Keeping Assist System (LKAS) and Parking Assist System (PAS)

Documentation: ECE/TRANS/WP.29/GRRF/2013/6
Informal documents GRRF-74-05, GRRF-74-18, GRRF-75-04,
GRRF-75-12, GRRF-75-33 and GRRF-75-34

38. The expert from Japan withdrew ECE/TRANS/WP.29/GRRF/2013/6 as amended by GRRF-74-05. Referring to GRRF-75-34, he presented GRRF-75-33 with statistical data and estimations on LKAS benefits and invited interested experts to a meeting to further discuss this item. The expert from OICA introduced GRRF-75-12 as well as GRRF-75-04 correcting GRRF-74-18 containing comments on the Japanese proposal to regulate LKAS and PAS. The expert from the Russian Federation noted that including specific requirements on LKAS into Regulation No. 79 would be against the spirit of IWVTA. GRRF agreed to resume consideration of this subject at its next session.

XI. International Whole Vehicle Type Approval (IWVTA) (agenda item 10)

Documentation: Informal documents GRRF-75-43 and GRRF-75-10

39. The ambassador of GRRF reported on the activities of the IWVTA informal group and its subgroups (GRRF-75-43). He focused on the activities related to the future UN Regulation No. 0.

40. The expert from Japan introduced GRRF-75-10. He proposed removing UN Regulation No. 89 from the list of UN Regulations applicable for IWVTA. GRRF endorsed the proposal of OICA to rather affect it into the letter (c) ("for those Regulations needing major amendments or creation of UN regulations, which will be reviewed in the second step"). GRRF agreed to resume, at its next session, consideration of the question whether Tyre Pressure Monitoring System (TPMS) provisions should be separated from UN Regulation No. 64.

A. Regulation on tyre installation

Documentation: Informal document GRRF-75-20

41. The expert from OICA introduced GRRF-75-20 proposing a first draft for a new UN Regulation on tyre installation and requested guidance. The expert from EC proposed to extend the scope of the proposal to vehicle categories M, N and O to harmonize the proposal with the corresponding Commission Regulation No. 458/2011. He announced that

the EC would consider applying this Regulation and replacing the corresponding Commission Regulation. The expert from the Russian Federation proposed to refer explicitly to UN Regulations Nos. 30, 54 and 117 in the draft. GRRF invited the experts to send comments to the OICA expert not later than 29 November 2013. GRRF agreed to resume consideration of this proposal at its next session on the basis of a revised document that the expert from OICA volunteered to prepare.

B. Regulation No. 13-H

Documentation: Informal documents GRRF-75-14, GRRF-75-15, GRRF-75-16 and GRRF-75-39

42. The expert from OICA introduced GRRF-75-14, GRRF-75-15 and GRRF-75-16 proposing amendments to UN Regulation No. 13-H and proposing separation of the provisions in UN Regulations for braking systems, Electronic Stability Control (ESC) and Brake Assist Systems (BAS). The Chair invited the experts to provide the OICA expert with written comments not later than 29 November 2013. GRRF agreed to resume consideration of this item at its next session on the basis of a revised proposal, which the expert from OICA volunteered to prepare.

43. The expert from OICA introduced GRRF-75-39 proposing several options on the inclusion of the Annex on complex electronic (see UN Regulations Nos. 79, 13 and 13-H) into the future UN Regulations on BAS, ESC and the amended UN Regulation No. 13-H. GRRF noted the absence of a list with "Pros and Cons" for each option. The expert from OICA volunteered to prepare such a list, to be considered at the February 2014 session of GRRF.

XII. 1997 Agreement (agenda item 11)

Documentation: ECE/TRANS/WP.29/2013/64

44. GRRF recalled and acknowledged the purpose of ECE/TRANS/WP.29/2013/64 in reference to ECE/TRANS/WP.29/1102, para. 73.

XIII. Election of officers (agenda item 12)

45. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 and Amend. 1 and 2), GRRF called for the election of officers on Tuesday morning. Mr. B. Frost (United Kingdom) was unanimously elected Chair of GRRF for this session and for the GRRF sessions scheduled for the year 2014. Mr. H. Kubota (Japan) was elected Vice-Chair of GRRF for the same period.

XIV. Other business (agenda item 13)

A. Highlights of the March and June 2013 sessions of WP.29

Documentation: ECE/TRANS/WP.29/1102
ECE/TRANS/WP.29/1104

46. The Secretary reported on the highlights of the 159th and 160th sessions of WP.29 (ECE/TRANS/WP.29/1102, ECE/TRANS/WP.29/1104).

B. Revision and extension of approvals

Documentation: ECE/TRANS/WP.29/GRRF/2013/31
Informal document GRRF-75-30

47. The Secretary, recalling the purpose of ECE/TRANS/WP.29/GRRF/2013/31, reported on the conclusion of the Chairs of GRs, during their meeting in June 2013, preferring to not amend all UN Regulations but, for example, to include provisions concerning the revision and extensions of type approvals into the Consolidated Resolution on the Construction of Vehicles (R.E.3). GRRF agreed to resume consideration of this proposal at its next session.

C. Abbreviations and acronyms used in UN Regulations

Documentation: Informal document GRSP-51-03

48. The expert from the Russian Federation, recalling the purpose of GRSP-51-03, offered to send to the secretariat a list of acronyms compiled by his administration. The expert from UK offered her support to the Russian expert. GRRF agreed to revisit this item at its next session.

D. Any other business

Documentation: Informal document GRRF-75-42

49. The expert from Spain presented GRRF-75-42, on safety issues on proving grounds linked to braking tests and therefore proposed to modify the braking tests protocol. GRRF agreed that safety risks need to be considered, when defining safety rules applying to proving grounds and agreed to consider future proposals for amendments to the related UN Regulations, provided that studies demonstrate equivalence between the existing and the amended test procedures.

E. Release of particulate emissions from tyre wear and brake pad wear

Documentation: Informal documents WP.29-160-39, GRRF-75-29 and GRPE-65-20

50. The expert from the Russian Federation introduced WP.29-160-39, GRRF-75-29 and GRPE-65-20 providing information on the release of particulate emissions from tyre wear and brake pad wear. The Chair invited interested experts willing to participate to the work on this subject to attend to the sessions of the Working Party on Pollution and Energy (GRPE).

XV. Provisional agenda for the seventy-sixth session

51. The following provisional agenda was adopted for the seventy-sixth session of GRRF, scheduled to be held in Geneva from 17 (starting at 2.30 p.m.) to 21 (concluding at 12.30 p.m.) February 2014¹:

1. Adoption of the agenda.

¹ GRRF noted that the deadline for submission of official documents to the UNECE secretariat was 21 November 2013, twelve weeks prior to the session.

2. Advanced Emergency Braking Systems.
3. Regulations Nos. 13 and 13-H (Braking):
 - (a) Electronic Stability Control (ESC);
 - (b) Automated Connections between Vehicles (ACV);
 - (c) Clarifications;
 - (d) Braking symbols in Regulation No. 121 (Identification of controls, tell-tales and indicators);
 - (e) Other business.
4. Regulation No. 55 (Mechanical couplings).
5. Motorcycle braking:
 - (a) Regulation No. 78;
 - (b) Global Technical Regulation No. 3.
6. Regulation No. 90 (Replacement brake linings).
7. Tyres:
 - (a) Global Technical Regulation on tyres;
 - (b) Regulation No. 117;
 - (c) Other business.
8. Intelligent Transport Systems (ITS).
9. Steering equipment:
 - (a) Regulation No. 79;
 - (b) Lane Keeping Assist System (LKAS) and Parking Assist Systems (PAS).
10. International Whole Vehicle Type Approval (IWVTA):
 - (a) Regulation on tyre installation;
 - (b) Regulation No. 13-H.
11. 1997 Agreement.
12. Other business:
 - (a) Highlights of the November 2013 session of WP.29;
 - (b) Revision and extension of approvals;
 - (c) Abbreviations and acronyms used in UN Regulations;
 - (d) Any other business.

Annex I

List of informal documents considered during the session

[English only]

Informal documents GRRF-75-...

No.	<i>(Author) Title</i>	<i>Follow-upⁱ</i>
1	(GRRF chair) Running order	f
2	(ETRTO) Wet Grip for C3 tyres - Minimum Type Approval Level	f
3	(ACV) Supporting document to the proposal from the informal group on ACV	f
4	(OICA/CLEPA) Comments to Japan proposal to regulate LKAS and PAS	f
5	(OICA) Proposal for editorial correction of UN Regulation No. 13-H	c
6	(OICA/CLEPA) Proposal for amendments to UN Regulation No. 13	c
7	(Russian Federation) Addendum to document ECE/TRANS/WP.29/GRRF/2013/15	a
8	(Germany) Proposal for amendments to Regulation No. 13	e
9	(Germany) Automatic adjusters on wheel-brakes for class O1 and O2 trailers	e
10	(Japan) Proposal for amendments to the IWVTA relevance assessment of the UN Regulations in scope of GRRF	b
11	(OICA) OICA comments on ECE/TRANS/WP.29/GRRF/2013/25	f
12	(OICA) OICA comments on the documents GRRF-74-41 and GRRF-74-40 (from Japan)	f
13	(OICA) OICA comments on ECE/TRANS/WP.29/GRRF/2013/29 (from Germany)	f
14	(CLEPA/OICA) Proposal for a separate regulation on BAS	e
15	(CLEPA/OICA) Proposal for a separate regulation on ESC	e
16	(CLEPA/OICA) Proposal for draft amendments to Regulations No. 13-H	e
17	(CLEPA) Draft proposal of amendments to Regulation No. 13	d
18	(CLEPA/FEMFM/OICA) Proposal for amendments to Regulations No. 90	c
19	(OICA) OICA comments on Regulation No. 90 proposal (Identical discs/drums and identical linings)	d
20	(OICA/ETRTO) Draft proposal for a new UN Regulation on Tyre Installation	e
21	(R55 Chair) Proposal for corrections to ECE/TRANS/WP.29/GRRF/2013/16	e
22	(ACV Chair) Simplified Compatibility Matrix of Tractor - Semitrailer with Electric and Pneumatic Interfaces	f
23	(ACV Chair) Proposal for amendments to ECE/TRANS/WP.29/GRRF/2013/12	b
24	(India) Proposal for a Supplement 02 to the 01 Series of amendments to UN Regulation No. 131 (Advanced Emergency Braking Systems)	f
25	(India) India comments on ECE/TRANS/WP29/GRRF/2013/34	f
26	(India) India comments on ECE/TRANS/WP29/GRRF/2013/35	f
27	(India) India comments on ECE/TRANS/WP29/GRRF/2013/32	f
28	(India) India comments on ECE/TRANS/WP29/GRRF/2013/33	f
29	(Russian Federation) On the environmental safety of automobile vehicles	f
30	(Russian Federation) Proposal for Amendment to ECE/TRANS/WP.29/GRRF/2013/31	d
31	(IMMA) Proposal for Correction to ECE/TRANS/WP.29/GRRF/2013/32	e
32	(Italy) Proposal for Correction to ECE/TRANS/WP.29/GRRF/2013/33	e
33	(Japan) Traffic accidents caused by lane departure in Japan	f

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-upⁱ</i>
34	(Japan) Consultation concerning treatment of Lane Keeping Assist System in Regulation No. 79	f
35	(CLEPA) Proposal for a corrigendum to Revision 7 of UN Regulation No. 13	d
36	(Secretariat) Updated and consolidated provisional agenda of the 75th GRRF session (including informal documents)	f
37	(Sweden) Proposal for amendments to UN Regulation No. 13	e
38	(CLEPA) Corrigendum to the 01 Series of amendments to Regulation No. 131	e
39	(OICA) Introduction on CEL Annex issue	e
40	(Chair) Proposal for revision 1 to document ECE/TRANS/WP.29/GRRF/2013/28	e
41	(CLEPA) Response to informal document GRRF-75-19	f
42	(Idiada / ATP) Proposal to modify homologation brake test procedure to improve safety on proving ground	f
43	(GRRF Ambassador) Status report of the IWVTA Informal Working group	f
44	(Sec) List of decisions and the follow-up actions for the documentation	f

Notes:

- (a) Endorsed or adopted without amendment.
- (b) Endorsed or adopted with amendments.
- (c) Resume consideration on the basis of a document with an official symbol.
- (d) Kept as reference document/continue consideration.
- (e) Revised proposal for the next session.
- (f) Consideration completed or to be superseded.
- (g) Withdrawn.

Annex II

Adopted amendments to ECE/TRANS/WP.29/GRRF/2013/12

Paragraph 5.2.1.23., amend to read:

- "5.2.1.23. Power driven vehicles authorized to tow a trailer equipped with an anti-lock system shall also be equipped with either one or both of the following, for the electric control transmission:
- (a) a special electrical connector conforming to ISO 7638:2003⁷;
 - (b) an automated connector meeting the requirements specified in Annex 22."

Paragraph 5.2.2.17., amend to read:

- "5.2.2.17. Trailers equipped with an electric control line and O3 and O4 category trailers equipped with an anti-lock system, shall be fitted with either one or both of the following:
- (a) a special electrical connector for the braking system and/or anti-lock system, conforming to ISO 7638:2003^{15, 16};
 - (b) an automated connector meeting the requirements specified in Annex 22.

Failure warning signals required from the trailer by this Regulation shall be activated via the above connectors. The requirement to be applied to trailers with respect to the transmission of failure warning signals shall be those, as appropriate, which are prescribed for motor vehicles in paragraphs 5.2.1.29.4., 5.2.1.29.5. and 5.2.1.29.6.

Trailers equipped with an ISO 7638:2003 connector as defined above shall be marked in indelible form to indicate the functionality of the braking system when the ISO 7638:2003 connector is connected and disconnected.¹⁷

The marking is to be positioned so that it is visible when connecting the pneumatic and electrical interface connections."

Annex 22,

Appendix 1,

Legend,

Electrical,

For "Cable from E3 to E4", read "Cable from E10 to E6"

For "Cable from E8 to E6", read "Cable from E5 to E7"

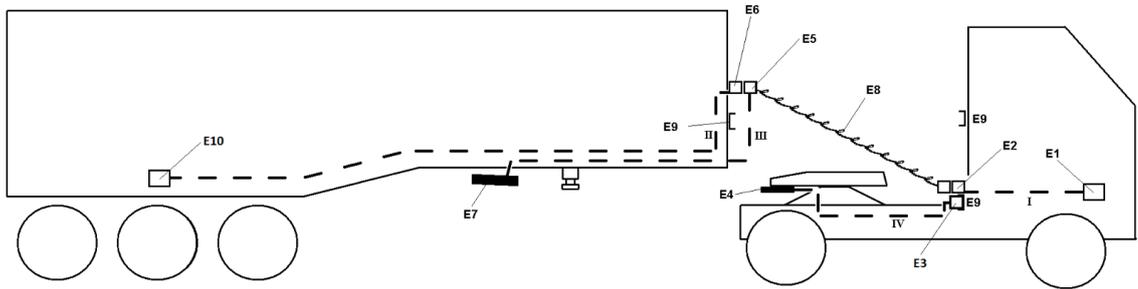
For "Cable from E7 to E9", read "Cable from E3 to E4"

Legend,

Pneumatic,

For "Pneumatic coiled tube (control and supply)", read "Pneumatic coupling head on tractor (Control and supply)"

Paragraph I, figure B, replaced by:



Annex III

Adopted addendum to ECE/TRANS/WP.29/GRRF/2013/15

This correction only apply to the Russian text of the Regulation

Annex 10, paragraph 3.1.2., correct to read:

«3.1.2 При всех условиях нагрузки транспортного средства кривая реализуемого сцепления задней оси **не** должна находиться над кривой реализуемого сцепления передней оси:».

("3.1.2. For all states of load of the vehicle, the adhesion utilization curve of the rear axle shall **not** be situated above that for the front axle")
