



**Economic and Social
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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

DRAFT SUPPLEMENT 3 TO THE 01 SERIES OF AMENDMENTS
TO REGULATION No. 90
(Replacement brake linings)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its tenth session, following the recommendation by the Working Party at its one-hundred-and-sixteenth session. It is based on document TRANS/WP.29/1998/35, not amended (TRANS/WP.29/640, para. 149).

Annex 6, paragraph 2.1.3., amend to read:

- "2.1.3. The achieved hot performance at the same input torque of the replacement brake lining assembly or the replacement drum brake lining in the Type-I test or in the Type-III test (whichever is applicable) must be:
- (a) equal to or higher than the hot performance of the original brake lining assembly or the original drum brake lining, or
 - (b) at least 90 per cent of the cold performance of the replacement brake lining assembly or the replacement drum brake lining.

The corresponding stroke of the actuator must not be \geq 110 per cent of the value achieved with the original brake lining assembly or the original drum brake lining and must not exceed the value s_p as defined in annex 11, appendix 2, paragraph 2 of Regulation No. 13. In the case where the original brake lining assembly or drum brake lining has been tested against the Type-II test requirements, the minimum requirements of Regulation No. 13, annex 4, paragraph 1.7.2. (Type-III test) are applicable for the replacement brake lining assembly or drum brake lining."
