

Status Report on the United States of America's Incorporation of GTR 3 on Motorcycle Brake Systems into Its National Standards

The United States of America (U.S.), as a Contracting Party of the 1998 Global Agreement, under the World Forum for Harmonization of Vehicle Regulations (WP.29), voted in favor of establishing the third global technical regulation (gtr) on Motorcycle Brake Systems (gtr 3) at the November 2006 Session of the Executive Committee of the 1998 Agreement. Per this Agreement, the U.S. is obligated to initiate the process for adopting the provisions of gtr 3.¹

In September 2009, the U.S. issued a Notice of Proposed Rulemaking (NPRM) proposing the incorporation of the technical provisions of gtr 3 into U.S. national regulations (Federal Register, Vol. 73, Sept. 17, 2008). The proposal specifies provisions that would harmonize the existing U.S. Federal Motor Vehicle Safety Standard on motorcycle brake systems by updating existing or adding new requirements and test procedures. The NPRM proposes a new and additional dry brake stopping test procedure that tests each motorcycle service brake control individually and with the motorcycle in a fully loaded condition. It also proposes adding a new test procedure for assessing the performance of motorcycle brakes at high speeds, would provide a new wet brake test that better simulates real world in-service conditions, and outlines an improved test procedure for evaluating braking heat fade. In addition, new performance requirements and associated test procedures are proposed for antilock brake systems and power-assisted braking systems, if equipped.

As of March 2009, all public comment received is under review in preparation for the issuance of a Final Rule on Motorcycle Brake Systems. Once this process has been completed, a subsequent status report will be transmitted to the Secretary-General in accordance with the reporting requirements in paragraph 7.4 of Article 7 of the 1998 Agreement.

¹ While the Agreement obligates such contracting parties to begin their processes, it leaves the ultimate decision of whether to adopt the GTR into their domestic law to the parties themselves.