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

Geneva, 16–20 February 2015

**Report of the Working Party on Brakes and Running Gear  
 on its seventy-ninth session**
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## I. Attendance

1. The Working Party on Brakes and Running Gear (GRRF) held its seventy-ninth session from 16 to 20 February 2015 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, the Netherlands, Norway, Kuwait, Qatar, Russian Federation, Saudi Arabia, Spain, Sweden, Switzerland and the United Kingdom of Great Britain and Northern Ireland (UK). 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 European Tyre and Rim Technical Organisation (ETRTO), the International Motorcycle Manufacturers Association (IMMA), the International Organization for Standardization (ISO), the International Organization of Motor Vehicle Manufacturers (OICA) and Rubber Manufacturers Association (RMA). Upon the special invitation of the Chair, the following NGOs participated: Bureau International Permanent des Associations de Vendeurs et Réchappeurs de Pneu (BIPAVER), the European manufacturers association of materials handling, lifting and storage equipment "Fédération Européenne de la Manutention" (FEM) Imported Tyre Manufacturers Association (ITMA), and the Verband der Automobilindustrie (VDA).

2. The Director of the UNECE Transport Division, Ms. E. Molnar, introduced to the delegates Mr. W. Nissler, Chief of the Vehicle Regulations and Transport Innovations Section. She announced that the next Inland Transport Committee (ITC) was scheduled to be held on 26-24 February 2015 and invited the delegates to participate. She concluded her statement by reporting on the latest UNECE Publication on sustainable development.

## II. Adoption of the agenda (agenda item 1)

*Documentation:* ECE/TRANS/WP.29/GRRF/2015/1 and Add.1  
Informal documents GRRF-79-01, GRRF-79-25 and GRRF-79-26

3. GRRF considered and adopted the agenda prepared for the seventy-ninth session (ECE/TRANS/WP.29/GRRF/2015/1 and Add.1) as updated and reproduced in GRRF-79-26, including all informal documents received until the session's starting date.

4. GRRF also adopted the running order for the session as proposed in GRRF-79-01. The informal documents distributed during the session are listed in Annex I of this report.

5. The secretariat introduced GRRF-79-25, announcing that the next GRRF session would take place on 15-18 September 2015 and recalling that the deadline for the submission of official documents would be 18 June 2015. These dates may be reconfirmed by the secretariat.

## III. Advanced Emergency Braking Systems (agenda item 2)

*Documentation:* (Informal document GRRF-78-30)

6. The expert from OICA, recalling its presentation at the seventy-eighth session of GRRF and the proposed alternatives proposed e.g. in GRRF-78-30 to explore possibilities of exemption for specific vehicle applications (e.g. off-road vehicles), sought for guidance

on how to proceed. He explained that with the given texts of Regulations No. 130 and 131, vehicles not benefitting from Advanced Emergency Braking Systems (AEBS) or Lane Departure Warning Systems (LDWS) get individual single approvals, which is costly and time consuming. The expert from FEM explained that in their views mobile cranes vehicles should not be equipped with AEBS or LDWS.

7. GRRF preferred the proposed option to amend the introduction of Regulations Nos. 130 and 131, providing useful information to Contracting Parties applying these Regulations.

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

### **A. Electronic Stability Control (ESC)**

8. As no documents presented for technical change but only to discuss the splitting of the regulation, GRRF discussed this item in conjunction with item 10(c) (see para. 45).

### **B. Modular Vehicle Combinations (MVC)**

9. The Chair of the informal working group (IWG) on MVC reported on the activities of the group's recent meetings in Gothenburg and Paris. He announced that the group was reviewing the coupling, braking, stability and steering aspects of MCV as well as on a definition of a Dolly. He sought guidance on the latter, whether this should be added to the R.E.3. or in a Regulation. He also sought guidance on whether the group should address articulated drawbars.

10. GRRF endorsed the status report. GRRF agreed that dollies should be dealt with as a vehicle and that the group should first address rigid drawbars and then, at a later stage, articulated drawbars.

### **C. Clarifications**

*Documentation:* ECE/TRANS/WP.29/GRRF/2013/29  
ECE/TRANS/WP.29/GRRF/2013/13  
Informal document GRRF-79-24

11. The Chair of GRRF recalled the purpose of ECE/TRANS/WP.29/GRRF/2013/13, adopted during the seventy-fifth GRRF session. The document remained on the agenda of GRRF, pending submission to WP.29 and AC.1 of the adopted text for Regulations Nos. 13 (Heavy vehicle braking), 13-H (Brakes of M<sub>1</sub> and N<sub>1</sub> vehicles), 79 (Steering equipment), 89 (Speed limitation devices), 130 (LDWS) and 131 (AEBS).

12. The expert from Germany, recalling the purpose of ECE/TRANS/WP.29/GRRF/2013/29, introduced GRRF-79-24 containing the draft working in development by the experts from Germany and the Netherlands about provisions for electromechanical braking systems for towing vehicles and their trailers.

13. The experts from Germany and the Netherlands agreed to submit a revised proposal to the September 2015 session of GRRF or to deliver a roadmap in case longer work would be needed.

14. The experts from Germany and the Netherlands invited experts from the industry and from other countries to participate into their work.

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

15. GRRF did not receive any new proposal to amend Regulation No. 121 or relevant information from the Working Party on General Safety (GRSG).

## **E. Other business**

*Documentation:* ECE/TRANS/WP.29/GRRF/2015/7

16. The expert from CLEPA, introducing ECE/TRANS/WP.29/GRRF/2015/7, reported that some more work was necessary and volunteered to submit a revised proposal at the September 2015 GRRF session.

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

*Documentation:* ECE/TRANS/WP.29/GRRF/2015/14  
Informal documents GRRF-79-03 and R55-08-05

17. The Secretary of the IWG on Regulation No. 55. introduced GRRF-79-03 presenting the proposal to restructure the Regulation, separating performance requirements from the application requirements to be included in a new annex. GRRF supported this idea. The Secretary of the group informed that a draft outline was proposed in the working paper R55-08-05.

18. The Chair of the IWG on Regulation No. 55 introduced ECE/TRANS/WP.29/GRRF/2015/14, partially addressing the mandate defined in the terms of reference to the group. He announced that further work would be necessary to deliver the remaining items expected. The Chair of GRRF agreed to inform WP.29 about the necessity to extend the mandate duration of the group. The proposal received some comments. The Chair of the IWG volunteered to prepare a revised proposal for the September 2015 session of GRRF.

## **VI. Motorcycle braking (agenda item 5)**

### **A. Regulation No. 78**

*Documentation:* (ECE/TRANS/WP.29/GRRF/2013/13)  
Informal documents GRRF-79-12, GRRF-79-16 and GRRF-79-18

19. The expert from IMMA presented GRRF-79-16, proposing Electromagnetic Compatibility (EMC) requirements to be introduced in Regulation No. 78. The proposal received some comments. The expert from EC recommended to consider the existing wording applied to other vehicle categories (ECE/TRANS/WP.29/GRRF/2013/13). The expert from IMMA volunteered to prepare a revised proposal for the September 2015 session of GRRF.

20. The expert from EC introduced GRRF-79-16, proposing to apply to tricycles the existing Anti-lock Braking Systems (ABS) requirements for Powered Two Wheelers (PTWs). The proposal was accepted in principle as it proposed a harmonization with the corresponding EU directive. As the proposed wording would also affect other L-category vehicles, the expert from EC volunteered to prepare a revised proposal for the September 2015 session of GRRF.

21. The expert from EC introduced GRRF-79-18, proposing to clarify the possibility to install means to temporarily reduce or disable the ABS function of motorcycles in certain conditions. The proposal received some comments and the expert from EC volunteered to prepare a revised proposal for the September 2015 session of GRRF.

## **B. Global Technical Regulation No. 3**

*Documentation:* ECE/TRANS/WP.29/2015/38  
Informal document GRRF-79-17

22. The expert from Italy introduced ECE/TRANS/WP.29/2015/38, the technical report related to draft Amendment 2 to the Global Technical Regulation (GTR) No. 3 for consideration at the AC.3 session in March 2015. GRRF endorsed the proposed technical report.

23. The expert from EC introduced GRRF-79-17, proposing to apply to tricycles the existing ABS requirements for PTWs. The proposal was accepted in principle as it proposed a harmonization with the corresponding EU directive. As the proposed wording would also affect other Category 3 vehicles, the expert from EC volunteered to prepare a revised proposal for the September 2015 session of GRRF.

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

*Documentation:* ECE/TRANS/WP.29/GRRF/2014/23/Rev.1  
ECE/TRANS/WP.29/GRRF/2015/10  
Informal documents GRRF-79-11, GRRF-79-13 and GRRF-79-30

24. The expert from Italy presented GRRF-79-30, introducing the amendments proposed in ECE/TRANS/WP.29/GRRF/2014/23/Rev.1 as amended by GRR-79-11 and GRRF-79-13 on new requirements for the approval of replacement brake discs for L-category vehicles, taking into consideration the latest technologies available in the market.

25. The proposal received some comments. GRRF agreed to revisit this item on the basis of a revised proposal to be submitted by the expert from Italy and taking into account all the comments received.

26. The expert from CLEPA introduced ECE/TRANS/WP.29/GRRF/2015/10 proposing to clarify the definition of brake discs and drums variants in Regulation No. 90. The proposal received some comments. The expert from CLEPA volunteered to prepare a revised proposal for the September 2015 session of GRRF.

## **VIII. Tyres (agenda item 7)**

### **A. Global Technical Regulation on tyres**

*Documentation:* Informal document GRRF-79-36

27. The Chair of GRRF recalled the establishment of GTR No. 16 (Tyres) in the Global Registry. The expert from UK noted that the Plant Code format in the GTR was different from the one proposed in the draft regulation in consideration in the USA. The Chair recalled that GRRF previously agreed that updates to GTR No. 16 would be proposed after its establishment in the global registry by AC.3 to keep it in line with the latest regulatory

developments. The expert from ETRTO presented an overview (GRRF-79-36) of the items contained in the GTR, in the Compendium for GTRs and those initially foreseen for Phase 2 of the development of the GTR on Tyres. At the request of GRRF, the expert from ETRTO agreed to prepare a draft amendment keeping in line the GTR with the latest regulatory developments and addressing the comment made by the expert from UK.

## **B. Regulation No. 117**

*Documentation:* ECE/TRANS/WP.29/2015/5  
ECE/TRANS/WP.29/GRRF/2015/9  
Informal documents GRRF-79-19 and GRRF-79-33

28. The Secretary presented ECE/TRANS/WP.29/2015/5 based on the proposals adopted by GRRF and the Working Party on Noise (GRB) and containing a correction introduced by the secretariat. GRRF endorsed the correction proposed (see para. 2.16.).

29. The expert from ETRTO introduced ECE/TRANS/WP.29/GRRF/2015/9 proposing the reintroduction of the transitional provisions related to Supplement 4 to the 02 series of Amendments to Regulation No. 117 (paras. 12.8. and 12.9.) and deleted unintentionally. GRRF recognized that the deletion was not the original intention of the Contracting Parties. The expert from the Russian Federation proposed (GRRF-79-19) to reinstate the Transitional Provisions as well as the reference to Annex 4 in paragraph 2.1. of Annex 3. Based on GRRF-79-19, the Secretariat and the expert from the Russian Federation proposed GRRF-79-33 with amendments aligning the original transitional provisions with the guidelines on Transitional Provisions.

30. GRRF adopted ECE/TRANS/WP.29/GRRF/2015/9 as amended by Annex II to this report, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their June 2015 sessions as draft Supplement 8 to 02 series of Regulation No. 117.

## **C. Regulation No. 54**

*Documentation:* ECE/TRANS/WP.29/GRRF/2015/5  
ECE/TRANS/WP.29/GRRF/2015/6

31. The expert from ETRTO introduced ECE/TRANS/WP.29/GRRF/2015/5, inserting in Regulation No. 54 high flotation tyres references. The expert from ETRTO presented ECE/TRANS/WP.29/GRRF/2015/6 introducing amendments to the marking requirements in Regulation No. 54. GRRF adopted both proposals and requested the secretariat to submit them to WP.29 and AC.1 for consideration and vote at their June 2015 sessions as draft Supplement 20 to Regulation No. 54.

## **D. Regulation No. 106**

*Documentation:* ECE/TRANS/WP.29/GRRF/2015/11  
ECE/TRANS/WP.29/GRRF/2015/15 and Corr.1.  
Informal document GRRF-79-32

32. The expert from ETRTO presented ECE/TRANS/WP.29/GRRF/2015/11 as well as ECE/TRANS/WP.29/GRRF/2015/15 and Corr.1, introducing a new speed symbol for forestry machine tyres and correcting geometrical data in Annex 5. GRRF adopted both proposals and requested the secretariat to submit them to WP.29 and AC.1 for consideration and vote at their November 2015 sessions as draft Supplement 13 to Regulation No. 106.

33. The expert from ETRTO introduced GRRF-79-32, proposing amendments on the variation of load capacity with speed in Annex 7 to Regulation No. 106. GRRF requested the secretariat to distribute this document at its September 2015 session with an official symbol.

## **E. Regulation No. 109**

*Documentation:* ECE/TRANS/WP.29/GRRF/2015/3  
Informal documents GRRF-79-10, GRRF-79-27, GRRF-79-28 and GRRF-79-34

34. The expert from France presented ECE/TRANS/WP.29/GRRF/2015/3, amended by GRRF-79-10 and GRRF-79-28, introducing provisions for the type approval of retreaded snow tyres for use in severe snow conditions. The expert from Hungary introduced GRRF-79-27, providing some comments. GRRF adopted the proposal as amended (GRRF-79-28 and GRRF-79-34) by Annex III and requested the secretariat to submit it to WP.29 and AC.1 for consideration and vote at their June 2015 sessions as draft Supplement 7 to Regulation No. 109.

## **F. Other business**

*Documentation:* GRRF-79-35

35. The expert from the European Commission presented GRRF-79-35, informing the experts of GRRF about a study on safety-related aspects of tyre use.

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

## **A. Vehicle automations**

*Documentation:* Informal documents GRRF-78-14

36. The expert from Japan recalled the purpose of GRRF-78-14, presented at the seventy-eighth session of GRRF, proposing the deletion, in some circumstances, of the 10 km/h speed limit for systems operating an Automated Controlled Steering Function. The Chair of GRRF proposed to further discuss this item together with item 9(b) below.

## **B. Other ITS issues**

*Documentation:* ECE/TRANS/2015/7  
Informal documents GRRF-79-22 and GRRF-79-31

37. The secretariat introduced GRRF-79-22, informing about the results of the conference jointly organized by Belgium and UNECE in Brussels in November 2014.

38. The secretariat also informed about the February 2015 session of the Inland Transport Committee (ITC) and the note by the secretariat about the progress made in the implementation of the ITS roadmap (ECE/TRANS/2015/7) and the corresponding activities in 2014.

39. The Chair of GRRF informed GRRF about the discussion held on ITS during the November 2014 session of WP.29. WP.29, for permitting GRRF to make progress at its seventy-ninth session, agreed that the IWG on ITS/Automated Driving (AD) would directly provide guidance to GRRF. This guidance is reproduced in GRRF-79-31. GRRF agreed to



work during this session within the framework proposed by the IWG on ITS/AD and to consider regulating technologies remaining in the primary control of the driver at all time.

## **X. Steering equipment (agenda item 9)**

### **A. Regulation No. 79**

*Documentation:* ECE/TRANS/WP.29/GRRF/2015/8  
Informal documents GRRF-79-02 and GRRF-79-21

40. The expert from CLEPA, on behalf of CLCCR, introduced ECE/TRANS/WP.29/GRRF/2014/8 as amended by GRRF-79-02 and GRRF-79-21, aimed at removing a design restriction from Regulation No. 79 that prevents the approval of new technologies. The proposal received some comments. GRRF agreed to resume consideration on this item at its September 2015 session based on a revised proposal that the author volunteered to prepare. The secretariat agreed to consult the Working Party on Lighting and Light-Signalling on the issue of trailer mounted warning light.

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

*Documentation:* ECE/TRANS/WP.29/GRRF/2015/2  
Informal documents GRRF-79-04, GRRF-79-23 and GRRF-79-29

41. The expert from Sweden introduced ECE/TRANS/WP.29/GRRF/2015/2 as amended by GRRF-79-04, submitted by the LKAS small drafting group and introducing definitions and related LKAS requirements in to Regulation No. 79. The proposal received some comments. The expert from Japan introduced GRRF-79-29 in conjunction with item 12(b) below. GRRF agreed to resume discussion at its September 2015 session based on revised proposals.

42. The expert from Germany introduced GRRF-79-23 proposing Terms of Reference (ToR) for a IWG on Automated Controlled Steering Functions (ACSF). GRRF agreed with the proposed terms of reference as reproduced in Annex IV. GRRF also agreed that the IWG would submit a revision of the ToR at the next GRRF session in September 2015. The Chair informed that he would present the draft ToR to WP 29 in June 2015 but requested that at their first meeting the informal group should refine the ToR in line with comments received. The Chair also suggested that the timing suggested was very ambitious and recommended to the group that the plan of work should be extended to a more realistic date.

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

### **A. Report on the IWVTA informal group and subgroup activities**

*Documentation:* Informal document GRRF-79-37

43. The GRSG Ambassador, on behalf of the GRRF Ambassador, presented GRRF-79-37 and reported on the activities of the IWG on IWVTA and its subgroups. GRRF noted that IWVTA was one of the main objectives associated with Revision 3 of the 1958 Agreement which was expected to enter into force in March 2016 if no adoption delay would occur. He recalled that the GRRF actions related to IWVTA should ideally be completed by February 2015.

## **B. Regulation on tyre installation**

*Documentation:* ECE/TRANS/WP.29/GRRF/2014/13  
Informal document GRRF-79-08

44. The expert from OICA presented GRRF-79-08, superseding ECE/TRANS/WP.29/GRRF/2014/13 on the tyre installation for M<sub>1</sub> vehicles. The proposal received some editorial comments. GRRF agreed to revisit this item at its September 2015 session on the basis of a revised proposal by OICA.

## **C. Regulation No. 13-H**

*Documentation:* ECE/TRANS/WP.29/GRRF/2014/10  
ECE/TRANS/WP.29/GRRF/2014/11  
ECE/TRANS/WP.29/GRRF/2014/12  
Informal documents GRRF-79-05, GRRF-79-06 and GRRF-79-07

45. The expert from OICA introduced GRRF-79-05, GRRF-79-06 and GRRF-79-07 superseding official proposals for separate Regulations on Brake Assist Systems (BAS) (ECE/TRANS/WP.29/GRRF/2014/11) and on Electronic Stability Control (ESC) (ECE/TRANS/WP.29/GRRF/2014/12) extracted from Regulation No. 13-H (ECE/TRANS/WP.29/GRRF/2014/10). GRRF agreed that further work e.g. on the transitional provisions, was necessary to make sure that Countries mandating the fitment of ESC or BAS on the basis of the existing text of Regulation No. 13-H would be able to continue to mandate this fitment, unaffected by this extraction. The expert from UK agreed to lead an ad-hoc group of interested members on addressing the transitional provisions, to establish a methodology for all of the regulations that would need to be separated for IWVTA. GRRF agreed to reconsider this proposal at its September 2015 session.

## **D. Regulation No. 64 and Tyre Pressure Monitoring System (TPMS)**

*Documentation:* ECE/TRANS/WP.29/GRRF/2015/12  
ECE/TRANS/WP.29/GRRF/2015/13  
Informal documents GRRF-79-09, GRRF-79-10 and  
GRRF-79-20-Rev.1

46. The expert from OICA introduced ECE/TRANS/WP.29/GRRF/2015/12 as amended by GRRF-79-09 and ECE/TRANS/WP.29/GRRF/2015/13 as amended by GRRF-79-10 proposing a separate Regulation dedicated to Tyre Pressure Monitoring System (TPMS) and removing the provisions related to TPMS of Regulation No. 64. The expert from the Russian Federation presented GRRF-79-20-Rev.1 containing an alternative proposal for the drafted transitional provisions in GRRF-79-09. GRRF agreed to revisit this item at its September 2015 session on the basis of a revised proposal.

## **XII. Exchange of views on innovations, automations and self-driving cars (agenda item 11)**

*Documentation:* Informal document GRRF-79-14

47. The expert from Japan introduced GRRF-79-14, presenting the modification that his country was implementing in its national legislation, introducing provisions mandating the fitment of advanced safety systems.

### **XIII. Other business (agenda item 12)**

#### **A. Highlights of the November 2014 session of WP.29**

*Documentation:* ECE/TRANS/WP.29/1112  
Informal document GRRF-79-25

48. The secretariat introduced GRRF-79-25 reporting on the highlights of the 164<sup>th</sup> session of WP.29 relevant for GRRF. For more information, please refer to the session report ECE/TRANS/WP.29/1112.

#### **B. Consolidated Resolution on the Construction of Vehicles (R.E.3)**

*Documentation:* ECE/TRANS/WP.29/2015/35  
ECE/TRANS/WP.29/GRRF/2015/4  
Informal documents GRRF-79-15 and GRRF-79-29

49. The secretariat recalled the purpose of ECE/TRANS/WP.29/2015/35, proposed by the Working Party on Lighting and Light-Signalling (GRE), introducing new categories of agricultural vehicles.

50. The expert from Japan introduced GRRF-79-29, presenting the proposals on LKAS discussed under item 9(b) as well as GRRF-79-15 tabled by the expert from Japan and Germany, superseding ECE/TRANS/WP.29/GRRF/2015/4 and proposing amendments to Annex 5 to the Consolidated Resolution on the Construction of Vehicles (R.E.3) inserting provisions for Remote Controlled Parking (RCP) systems. Noting that traffic rules in some countries would require the driver being seated in the car during its motion, and also noting the preference of GRRF to not amend R.E.3 for this purpose, GRRF advised the authors of the proposal to consider a new Regulation for RCP. GRRF agreed to resume consideration on this item at its September 2015 session.

#### **C. Definitions and acronyms/abbreviations**

*Documentation:* Informal documents GRRF-76-03 and GRRF-78-04

51. The secretariat recalled the ongoing discussion on definitions, acronyms, abbreviations and symbols used in regulations. The secretariat announced that the relevant documents (based on GRRF-76-03 and GRRF-78-04) were added on the website at this place: [www.unece.org/trans/main/wp29/wp29wgs/wp29gen/acronyms\\_definitions.html](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/acronyms_definitions.html)

#### **D. Any other business**

52. GRRF did not receive any new proposal to be discussed under this agenda item.

## XIV. Provisional agenda for the eightieth session

53. The following provisional agenda was adopted for the eightieth session of GRRF, scheduled to be held in Geneva from 15 (starting at 2.30 p.m.) to 18 (concluding at 5.30 p.m.) September 2015<sup>1</sup>:

1. Adoption of the agenda.
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 No. 16;
  - (b) Regulation No. 117;
  - (c) Regulation No. 106;
  - (d) Other business.
8. Intelligent Transport Systems (ITS).
  - (a) Vehicle automations;
  - (b) Other ITS issues.
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) Report on the IWVTA informal group and subgroup activities;
  - (b) Regulation on tyre installation;
  - (c) Regulation No. 13-H;
  - (d) Regulation No. 64;
  - (e) Other business.

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<sup>1</sup> GRRF noted that the deadline for submission of official documents to the UNECE secretariat was 18 June 2015, twelve weeks prior to the session.

11. Exchange of view on innovations and relevant national activities.
12. Election of Officers.
13. Any other business:
  - (a) Highlights of the March and June 2015 sessions of WP.29;
  - (b) Consolidated Resolution on the Constructions of Vehicles (R.E.3);
  - (c) Any other business.

## Annex I

## List of informal documents considered during the session

[English only]

Informal documents GRRF-79-...		
<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1	(GRRF Chair) Running order	A
2	(CLCCR) Proposal for amendment to UN Regulation No.79 (Steering equipment)	E
3	(Informal Working Group on R55) Performance vs. Requirements	F
4	(Special Interest Group on LKAS) Amendments to document ECE/TRANS/WP.29/GRRF/2015/2	E
5r2	(OICA) Proposal for amendments to ECE/TRANS/WP.29/GRRF/2014/10	E
6r1	(OICA) Proposal for amendments to ECE/TRANS/WP.29/GRRF/2014/11	E
7	(OICA) Proposal for amendments to ECE/TRANS/WP.29/GRRF/2014/12	E
8	(OICA) Proposal for amendments to ECE/TRANS/WP.29/GRRF/2014/13	E
9	(OICA) Proposal for amendments to UN Regulation No. 64	E
10	(OICA) Proposal for a Regulation on Tyre Pressure Monitoring Systems (TPMS)	E
11	(Italy) Amendment to ECE/TRANS/WP.29/GRRF/2014/23/Rev.1	F
12	(IMMA) Proposal for amendment to Regulation No. 78	D
13	(Italy) Amendments to document ECE/TRANS/WP.29/GRRF/2014/23/Rev.1	F
14	(Japan) Information on mandatory fitting of advanced safety systems in Japan	F
15	(Germany and Japan) Proposal for amendments to Annex 5 in R.E.3 concerning Remote Controlled Parking (RCP)	F
16	(EC) Proposal for amendments to Supplement 2 to the 03 series of amendments to Regulation No. 78 (Braking of category L vehicles)	E
17	(EC) Proposal for amendment No. 3 to Global Technical Regulation No. 3 (Motorcycle brake systems)	E
18	(EC) Proposal for the 04 series of amendments of UN Regulation No. 78 (Uniform provisions concerning the approval of vehicles of categories L1, L2, L3, L4 and L5 with regard to braking)	E
19	(Russian Federation) Proposal for Supplement 8 to the 02 series of amendments to Regulation No. 117	F
20r1	(Russian Federation) Comments on the transitional provisions to Regulation No. 64	F
21	(CLCCR) Proposal for amendment to ECE/TRANS/WP.29/GRRF/2015/8 (Regulation No. 79)	F
22	(Secretariat) Highlights of the ITS workshop in Brussels (17–18 November 2014)	F
23	(Germany) Proposal to establish an informal working group on ACSF	A
24	(Germany and The Netherlands) Report on the status of work on electro-hydraulic braking systems	E
25	(Secretariat) General information and relevant highlights of the 164 <sup>th</sup> WP.29 session	F
26	(Secretariat) Updated provisional agenda (incl. all informal documents submitted until 13/02/2015)	A
27	(Hungary) Proposal for modification of ECE/TRANS/WP29/GRRF/2015/3	F
28	(France) Proposal for amendments to ECE/TRANS/WP29/GRRF/2015/3	A
29	(Special Interest Group on LKAS) Proposal of Automated Driving from ad-hoc group on LKAS/RCP	F
30	(Italy) Presentation of the proposed amendments to Regulation No. 90 (GRRF-79-11 and -13)	F

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
31	(Chair) Guidance to GRs concerning Automated Driving Technology	F
32	(ETRTO) Proposal for amendments to Regulation No. 106	C
33	(Russian Federation and ETRTO) Proposal for amendments to Regulation No. 117	A
34	(France) Proposal for amendments to ECE/TRANS/WP.29/GRRF/2015/3	B
35	(EC) Commission study on tyre use	F
36	(ETRTO) Overview of tests included in GTR No. 16 (Tyres)	D
37	(IWVTA Ambassador) Report from ambassador to IWVTA	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 Regulation No. 117

*Insert new paragraph 12.8., to read:*

"12.8. **Until 13 February 2019 (60 months after the entry into force of Supplement 4 to the 02 series of amendments of this Regulation) Contracting Parties applying this Regulation may continue to grant type approvals according to the 02 series of amendments to this Regulation, based on the provisions of Annex 4 to this Regulation.**"

*Annex 3, paragraph 2.1., amend to read:*

"2.1. Test site

The test shall consist of a central section ... testing.

The test track shall be such that the conditions ... the surface of the test track and the dimensions of the test site shall be in accordance with ISO 10844:2011. **Until the end of the period indicated in paragraph 12.8. of this Regulation the specifications for the test site may be in accordance with Annex 4 to this Regulation.**

A central part of at least ..."

*Annex 4, Title, Footnote 1., amend the reference to paragraph 12.8.*

Note by the secretariat:

GRRF was informed of a parallel amendment to Annex 3, paragraph 2.1. discussed at GRB concerning the reference to the standard ISO 10844:2014 instead of ISO 10844:2011. With the adopted text above, GRRF did not amend this reference and leaved it to GRB to decide.



## Annex III

### Adopted amendments to ECE/TRANS/WP.29/GRRF/2015/3

Paragraph 2.46., amend to read:

"2.46. **"Representative tyre size"** means the tyre size which is submitted to the test described in Annex 10 to this Regulation to assess the performance of a range of tyres produced by the retreading production facility with regard to their performance for use in severe snow conditions. It can be either a retreaded tyre produced with a pre-cured tread or a retreaded tyre with ~~direct-extrusion~~ **mould cure** process.

New paragraph 3.2.7.1., amend to read:

"3.2.7.1. The "Alpine" symbol (3-peak-mountain with snowflake) shall be added if the snow tyre is classified as "snow tyre for use in severe snow conditions.

In addition, in case a pre-cured tread ~~band~~ is used for the retreading process, the inscription M+S or MS or M.S. or M & S and the "Alpine" symbol shall be marked, at least once, on both sides of the tread shoulder.

In both cases, the "Alpine" symbol ("3-peak-mountain with snowflake") shall conform to the symbol described in Annex 10, Appendix 1."

New footnote \*, amend to read:

"\_\_\_\_\_

\* If a tread pattern can be applied to both moulds for ~~direct-extrusion~~ **mould cure** process and pre-cured tread ~~band~~, the snow test may be performed with a representative tyre size retreaded with only one of the two possible processes and the snow test report can be used for both cases **as long as the major features of the tread are comparable.**"

Paragraph 6.4.4.1.(c), amend to read:

"(c) ~~at least every [two] years, a copy of the test report(s) of a representative tyre issued by a designated Technical Service\*\* demonstrating conformity of production of the snow performance.~~

**a copy of the measures taken to ensure the conformity of production. These measures shall include test results demonstrating that the minimum levels of the snow performances required in paragraph 7.2.1 will be maintained."**

New paragraph 6.4.4.2., amend to read:

"6.4.4.2. For tyres retreaded by using either ~~direct-extrusion~~ **mould cure** or pre-cured tread material with the same **major features including tread pattern(s)**...

...

(c) a copy of the ~~last~~ **report(s)** of the Conformity of Production as required in Regulation No. 117."

..."

Paragraph 9.2.2., amend to read:

"9.2.2. at least {1} tyre once every [two] years in order to verify conformity of the performance of the snow tyres for use in severe snow conditions fulfilling paragraph 6.6.2. and not covered by paragraphs 6.4.4.1. ~~and~~ or 6.4.4.2."

Paragraph 9.2.3., amend to read:

"9.2.3. at least {1} tyre once every [fourth] years in order to verify conformity of the performance of the snow tyres for use in severe snow conditions fulfilling paragraph 6.6.2. and covered by paragraphs 6.4.4.1. or 6.4.4.2." This requirement can be fulfilled through the analysis either of the test results requested in paragraph 6.4.4.1.(c) or the report(s) requested in paragraph 6.4.4.2.(c)."

Paragraph 9.4., amend to read:

"9.4. The authority which has approved the retreading production unit may at any time verify the conformity control methods applied in each production facility including among others the prescriptions defined in the paragraph 6.4.4.1.(c) and 6.4.4.2.(c). For each production .....and tested as prescribed in this Regulation:"

Paragraph 9.4.2., amend to read:

"9.4.2. at least {1} tyre once every {two} years in order to verify conformity of the performance of the snow tyres for use in severe snow conditions fulfilling paragraph 6.6.2. and not covered by paragraphs 6.4.4.1. ~~and~~ or 6.4.4.2."

Insert a new paragraph 9.4.3., to read:

"9.4.3. at least {1} tyre once every [fourth] years in order to verify conformity of the performance of the snow tyres for use in severe snow conditions fulfilling paragraph 6.6.2. and covered by paragraphs 6.4.4.1. or 6.4.4.2. This requirement can be fulfilled through the analysis either of the test results requested in paragraph 6.4.4.1.(c) or the report(s) requested in paragraph 6.4.4.2.(c)."

Annex 10, paragraph 3.1.4., amend to read:

"3.1.4. Load and pressure  
~~The vehicle load shall be such that the resulting loads on the tyres are between 60 per cent and 90 per cent of the load corresponding to the tyre load index.~~  
~~The cold inflation pressure shall be 240 kPa."~~

## Annex IV

### **Endorsed terms of reference for a IWG on Automated Controlled Steering Functions (ACSF)**

#### **A. Terms of Reference**

1. The informal working group (IWG) shall review the requirements and limitations associated with Automatically Commanded Steering Function technology (ACSF) as defined in Regulation No. 79. It shall prepare a draft regulatory proposal regarding advances in control system technology and the transport opportunities provided by the Vienna and Geneva Conventions.

2. The IWG shall address the following issues:

- (a) Review the current speed limitation (10 km/h) with the purpose of permitting ACSF functionality during "urban" and "interurban" journeys.
- (b) Define requirements for communicating to the driver a malfunction of ACSF.
- (c) Define requirements to enable the evaluation of ACSF during periodic technical inspection.

#### Constraints:

- (a) The driver shall be able to activate and deactivate the system.
  - (b) The driver shall, at all times, be able to override the system.
3. The group will focus on systems for vehicles of categories N and M.
4. The group should take full account of existing data and research in developing its regulatory proposals. It should consider pre-existing standards (e.g. ISO, SAE and JSAE) and Regulations from other territories for ACSF developing its proposals.
5. Draft regulatory texts should be submitted to the eightieth session in September 2015.
6. The target completion date for the IWG's work shall be the eighty-first session of GRRF in February 2016.
7. A final decision on regulatory proposals rests with WP.29 and the Contracting Parties.

## **B. Rules of Procedure**

1. The informal working group is a sub group of GRRF, and is open to all participants of GRRF.
  2. Two Co-Chairs and a Secretary will manage the IWG.
  3. The working language of the IWG will be English.
  4. All documents and/or proposals must be submitted to the Secretary of the group in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated ten working days in advance.
  5. An agenda and related documents will be circulated to all members of the IWG in advance of all scheduled meetings.
  6. Decisions will be reached by consensus. When consensus cannot be reached, the Co-Chairs of the group shall present the different points of view to GRRF. The Co-Chairs may seek guidance from GRRF as appropriate.
  7. The progress of the informal group will be routinely reported to GRRF – wherever possible as an informal document and presented by the chairman or his representative.
  8. All documents shall be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the dedicated website.
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