



CLEPA Position on **GRRF-80-06**

CLEPA's response to the Chinese proposal (1)

General issues:

- The phase of panic pedal application was introduced in such a way to leave the OEM flexibility to trigger the Brake Assist function
- The phase of panic pedal application is applicable to electrical and mechanical Brake Assist Systems
- No known field problems with respect to inadequate performance



CLEPA Position on **GRRF-80-06**

CLEPA's response to the Chinese proposal (2)

Specific issues:

- Pedal speed 472,4-683,3 mm/s
- This would reduce the flexibility of the OEM to optimise the pedal characteristic to suit the vehicle
→ adaptation of characteristic to suit all vehicles is not possible
- Sampling rate at least 100 Hz (is 500Hz)
- Unclear whether all currently used measurement systems fulfil this requirement



CLEPA Position on **GRRF-80-06**

CLEPA's response to the Chinese proposal (3)

Specific issues:

- aBAS from 85% -> 90% because a few vehicles reach >85% without BAS
- Full deceleration must be reached during the first cycle of the ABS-System
- It is the responsibility of the Technical Service to reject the result of any test, if the BAS is not activated
- A typical ABS-System needs up to 3 cycles to reach the max. deceleration. This is mainly dependant on the initial pressure increase rate. „First cycle of the ABS system “ is not defined in the regulation.