

Progress on the GTR for Passenger Vehicle Braking

During the 137th session of WP29 (November 2005) it was agreed to suspend temporarily the technical development of a GTR on passenger vehicle braking. This was to allow resources to be focused on the motorcycle braking GTR that was near to completion and seen as a higher priority by the Contracting Parties.

With the completion of the motorcycle braking GTR during 2006 and formal adoption at the 140th session of WP29 in November 2006, Japan and the United Kingdom (as technical co-sponsors of the GTR) informed AC3 of their intention to seek views from the Contracting Parties on the relative priority of restarting the vehicle braking GTR. In taking this approach they highlighted the complexity of the issues to be resolved and the competing resource pressures of the tyre GTR, and a new GTR on Electronic Stability Control that was likely during 2007.

In December 2006, the contracting parties were invited to provide observations on the following questions.

- i) Do you consider the passenger car braking GTR to be a sufficiently high priority to either improve road safety or harmonising of existing regulations to restart work?
- ii) If the braking GTR informal group were to restart, are you able to commit resources to support its activities by attending meetings and/or contributing research?
- iii) If you are not able to commit resources to support it, should the GTR be placed on an exchange of information basis in GRRF until such time as adequate resources become available ?

A total of 13 responses were received. Without exception the Contracting Parties and industrial stakeholders recognised that a GTR on vehicle braking is a key element of the 1998 agreement. But they also recognised the competing resource requirements of progressing the braking GTR, the tyre GTR, and a new GTR obligation on electronic stability control. Some responses suggested combining meetings on braking and tyres, and/or ESC to reduce resource burdens and permit each GTR to proceed. Whereas others felt the ESC issue was a higher priority. Some suggested incorporating the work done so far into Regulation No 13-H thereby maximising the benefits achieved to date.

Drawing together the conclusions from the consultation provides a clear steer that the Vehicle Braking GTR should be allocated to GRRF on an exchange of information basis until such time as other competing pressures are resolved. It is proposed by Japan and the United Kingdom that WP29/AC3 reflect upon this decision at the 144th session in March 2008.