

1998 AGREEMENT

Implementation of the 1998 Agreement programme of work by the
Working Parties Subsidiaries to WP.29

Proposal to amend global technical regulation No. 3
(Motorcycle Brake Systems)

Submitted by the Technical Sponsor: Canada

The text reproduced below has been submitted by Canada and contains a proposal to develop amendments to global technical regulation (gtr) No. 3. The proposal is based on informal document No. WP.29-142-12 and is submitted to the Executive Committee (AC.3) of the 1998 Agreement for its consideration (paragraph 6.4. of the Agreement). If AC.3 agrees on the need to amend gtr No. 3, the proposal should be referred to the appropriate Working Party (paragraph 6.3.3. of the Agreement).

I. STATEMENT OF TECHNICAL RATIONAL AND JUSTIFICATION

1. The objective of this proposal is to amend the current global technical regulation (gtr) regarding motorcycle brake systems. At the November 15, 2006 Session of the Executive Committee, Contracting Parties of the 1998 Global Agreement, under the World Forum for Harmonization of Vehicle Regulations (WP.29), voted in favour of establishing a global technical regulation (gtr) on Motorcycle Brake Systems (gtr No. 3), document ECE/TRANS/180/Add.3.
2. The first part of this amendment is in response to the amendment to the "Special Resolution No. 1 concerning common definitions of vehicle categories, masses and dimensions (S.R.1)" (TRANS/WP.29/1045 and ECE/TRANS/WP.29/1045/Amend.1) adopted by the Executive Committee of the 1998 Agreement (AC.3) at its March 2007 session (ECE/TRANS/WP.29/1058, para.105), which is applicable to global technical regulations under the 1998 Agreement. The proposed amendment is an alignment of the subcategories of category 3 vehicles in S.R.1 to the subcategories of category L vehicles in the "Consolidated Resolution on the Construction of Vehicles (R.E.3)" that is applicable to Regulations annexed to the 1958 Agreement. Specifically, the defining criteria for category 3-4 and 3-5 vehicles in S.R.1 were interchanged such that category 3-4 is now synonymous with category L₄ in R.E.3, and category 3-5 is now synonymous with category L₅ in R.E.3.

3. To reflect these changes, gtr No.3 on motorcycle brake systems must be amended such that all references to "category 3-4" must be replaced to read "category 3-5", and similarly, all references to "category 3-5" must be replaced to read "category 3-4".
4. The second part of this amendment is necessary to clarify and align the provisions of gtr No. 3 with those of UNECE Regulation No. 78. Specifically, subparagraph 4.1.1.3.(b) must be revised to reference a new Appendix 1 to the technical Annex 3, which was proposed to avoid a cross-reference to a previous version of UNECE Regulation No.78, per GRRF-61-03.
5. Both amendments noted above are purely administrative in nature, intended to clarify and align gtr No.3 with associated documents. These amendments are not expected to have any impact on the Contracting Parties to the 1998 Global Agreement.

II. PROPOSED AMENDMENTS

1. Throughout the document, the text "category 3-4" must be replaced with "category 3-5", and the text "category 3-5" must be replaced with the text "category 3-4".
2. Paragraph 4.1.1.3.(b), amend to read:

"4.1.1.3. Measurement of PBC:

The PBC is measured as specified in national or regional legislation using either:

- (a) the American Society for Testing and Materials (ASTM) E1136 standard reference test tyre, in accordance with ASTM Method E1337-90, at a speed of 40 mph without water delivery; or
- (b) the method specified in ~~the appendix to Annex 4 of UNECE Regulation No. 78, 01 series of amendments.~~ **Appendix 1 to Annex 3 of UNECE Regulation No. 78, [Supplement 1 to the 03 series of amendments]."**
