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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

**REPORT OF THE WORKING PARTY ON BRAKES AND RUNNING GEAR  
ON ITS SIXTY-FOURTH SESSION  
(16 – 19 September 2008)**

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## **I. ATTENDANCE**

1. The Working Party on Brakes and Running Gear (GRRF) held its sixty-fourth session from 16-19 September 2008 under the Chairmanship of Mr. I. Yarnold (United Kingdom). Experts from the following countries participated in the work, following Rule 1(a) of the rules of procedure of WP.29 (TRANS/WP.29/690): Bosnia and Herzegovina; Canada; China; Czech Republic; Denmark; France; Germany; India; Italy; Japan; Netherlands; Republic of Korea; Russian Federation; Slovakia; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland; and United States of America. A representative of the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: European Association of Automobile Suppliers (CLEPA); International Motorcycle Manufacturers Association (IMMA); International Organization for Standardization (ISO); and International Organization of Motor Vehicle Manufacturers (OICA). Upon the special invitation of the Chairman, experts from the following non-governmental organizations participated: the Bureau International Permanent des Associations de Vendeurs et Rechapeurs de Pneumatiques (BIPAVÉR) and the European Tyre and Rim Technical Organization (ETRTO).

2. The informal documents distributed during the session are listed in Annex I to this report.

## **II. ADOPTION OF THE AGENDA (Agenda item 1)**

Documentation: ECE/TRANS/WP.29/GRRF/2008/9 and Corr.1; Informal document No. GRRF-64-01 of Annex I to the report

3. GRRF inserted a new agenda item 9(c) (Advanced Vehicle Safety Systems) and adopted the agenda ECE/TRANS/WP.29/GRRF/2008/9 including Corr.1 and the running order (GRRF-64-01).

## **III. MEETING OF THE GRRF WORKING GROUP ON THE DEVELOPMENT OF A GTR ON TYRES (TYREgtr) (Agenda item 2)**

4. GRRF noted that the TYREgtr working group had held its fifth informal meeting prior to the GRRF session proper (for the results see agenda item 8(a), paras. 31 to 34).

## **IV. REGULATIONS Nos. 13 AND 13-H (Braking) (Agenda item 3)**

### **A. Exchange of views on a passenger vehicle braking gtr (Agenda item 3(a))**

5. GRRF acknowledged the work done by the informal working group on a passenger vehicle braking gtr. However, GRRF agreed to suspend the development of a draft gtr on passenger vehicle braking. GRRF noted a suggestion to adapt some of the work done to insert any sections considered useful into the existing Regulation No. 13-H, if such action could be justified. In this respect, the informal group secretary (CLEPA) would discuss the issue with the GRRF Chairman and possibly prepare a proposal for amendments to Regulation No. 13-H. The Chairman expressed his intention to inform, in November 2008, WP.29 and AC.3 about any decision coming from this discussion.

B. Emergency Stop Signal (ESS) (Agenda item 3(b))

Documentation: ECE/TRANS/WP.29/GRRF/2008/17, ECE/TRANS/WP.29/GRRF/2008/22; Informal documents Nos. GRRF-64-20, GRRF-64-34 and GRRF-64-35 of Annex I to the report

6. The expert from OICA introduced ECE/TRANS/WP.29/GRRF/2008/22 justifying the insertion into Regulation No. 13-H of new provisions to allow the illumination of the stop lamps when the electric regenerative braking produces decelerations above  $0.7 \text{ m/s}^2$ . The expert from the Netherlands raised concern on the deceleration value. Following the discussion, the expert from OICA presented a revised proposal GRRF-64-35.

7. GRRF agreed on the principle of the proposal, but preferred to have, at its next GRRF session, a final review of the deceleration value. For that purpose, the Chairman invited all experts to have a clear position on this subject. The secretariat was requested to distribute GRRF-64-35 with an official symbol.

8. The expert from OICA introduced ECE/TRANS/WP.29/GRRF/2008/17 to improve in Regulation No. 13-H the wording of the prescriptions for the emergency stop signal by aligning them with the text of Regulation No. 13. The expert from India presented a number of alternative proposals (GRRF-64-20). Following the discussion, the expert from OICA presented GRRF-64-34 proposing an amendment to ECE/TRANS/WP.29/GRRF/2008/17.

9. GRRF agreed to resume consideration of this subject at its next session. The secretariat was requested to distribute GRRF-64-34 with an official symbol.

C. Requirements for trailer ABS in case of failure (Agenda item 3(c))

Documentation: ECE/TRANS/WP.29/GRRF/2007/3; Informal document No. GRRF-63-18 of Annex I to the report

10. The expert from CLEPA recalled the purpose of ECE/TRANS/WP.29/GRRF/2007/3 concerning the clarification of the requirements in Regulation No. 13 for the residual braking performance of vehicles with an anti-lock braking (ABS) function. The expert from India withdrew GRRF-63-18. GRRF adopted ECE/TRANS/WP.29/GRRF/2007/3, not amended, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2009 sessions, as Supplement 2 to the 11 series of amendments to Regulation No. 13.

D. Temporary use spare wheels/tyres (Agenda item 3(d))

Documentation: ECE/TRANS/WP.29/GRRF/2007/4

11. The expert from the United Kingdom recalled the purpose of ECE/TRANS/WP.29/GRRF/2007/4 regarding the need to insert into Regulation No. 13-H test requirements for vehicles of categories  $M_1$  and  $N_1$  which are equipped with temporary use spare wheels/tyres. The expert from Sweden questioned the need to update also in this respect Regulation No. 64. Following the discussion, GRRF adopted the proposal ECE/TRANS/WP.29/GRRF/2007/4, not amended, and requested the secretariat to submit it to

WP.29 and AC.1 for consideration at their March 2009 sessions, as Supplement 8 to Regulation No. 13-H.

E. Alignment of Regulation No. 13 with Regulation No. 13-H (Agenda item 3(e))

Documentation: ECE/TRANS/WP.29/GRRF/2008/3, ECE/TRANS/WP.29/GRRF/2008/24, ECE/TRANS/WP.29/GRRF/2008/25; Informal documents Nos. GRRF-63-22, GRRF-64-13, GRRF-64-24 and GRRF-64-30 of Annex I to the report

12. Taking into account the proposed amendments in GRRF-63-22 (tabled by Germany at the previous session), the expert from Germany recalled the purpose of ECE/TRANS/WP.29/GRRF/2008/3 and GRRF-64-30 to correct some errors in Regulation No. 13. The expert from OICA presented ECE/TRANS/WP.29/GRRF/2008/24 in order to align the provisions of Regulation No. 13 with those of the Consolidated Resolution on the Construction of Vehicles (R.E.3) and other UNECE Regulations. GRRF adopted both proposals, as reproduced in Annex II to this report. The secretariat was requested to submit the adopted proposal to WP.29 and AC.1 for consideration at their March 2009 sessions, as Corrigendum 1 to Revision 6 of Regulation No. 13.

13. GRRF considered and adopted a proposal tabled by France (GRRF-64-24) proposing a number of corrections to the French version of Regulation No. 13. The secretariat was requested to submit the adopted proposal to WP.29 and AC.1 for consideration at their March 2009 sessions, as Corrigendum 1 (French only) to the 11 series of amendments to Regulation No. 13.

14. The expert from the United Kingdom introduced ECE/TRANS/WP.29/GRRF/2008/25 and GRRF-64-13 proposing to insert into Regulation No. 13 a simple physical test or calculation method to ensure that the trailer brakes are capable of providing their appropriate share of the parking brake force required to hold the trailer on a 18 per cent gradient, even when subjected to side forces. The expert from the Netherlands questioned the need for such an additional test. The expert from Germany raised a study reservation. GRRF agreed to resume consideration of this subject at its next session on the basis of a revised proposal by the expert from the United Kingdom.

F. Clarifications (Agenda item 3(f))

Documentation: ECE/TRANS/WP.29/GRRF/2008/14, ECE/TRANS/WP.29/GRRF/2008/26

15. The expert from Germany introduced ECE/TRANS/WP.29/GRRF/2008/14 to improve the text of Regulation No. 13 to avoid different interpretations by the industry, technical services and approval authorities. GRRF adopted the document as amended below and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2009 sessions, as part (see para. 10) of Supplement 2 to the 11 series of amendments to Regulation No. 13.

Page 2

New paragraph 12.1.8., replace the text "the [12] series" to read "Supplement 2 to the 11 series" (2 times).

New paragraph 12.2.5., renumber as paragraph 12.2.7. and replace the text "the [12] series" to read "Supplement 2 to the 11 series" (2 times).

New paragraph 12.3.2., replace the text "the [12] series" to read "Supplement 2 to the 11 series" (2 times).

### Page 3

Annex 11, Appendix 1, Table III, first column, correct "Energy absorbed" to read "Brake force".

Annex 11, Appendix 2, new paragraph 1.2.2., replace the text "the [12] series" to read "Supplement 2 to the 11 series" (2 times).

16. The expert from the United Kingdom introduced ECE/TRANS/WP.29/GRRF/2008/26 in order to clarify the application of the provisions for unbraked trailers of category O<sub>1</sub>, specifically in respect to the requirement for fitment of secondary couplings. GRRF noted a number of comments. Some experts preferred to insert such requirements into Regulation No. 55 instead of Regulation No. 13. The expert from the United Kingdom volunteered to prepare a revised proposal for amendments to Regulations Nos. 13 and 55, taking into account the corresponding ISO standards. GRRF agreed to resume consideration of this subject at its next session.

### G. Brake Assist Systems (BAS) (Agenda item 3(g))

Documentation: ECE/TRANS/WP.29/GRRF/2008/15; Informal documents Nos. GRRF-64-02, GRRF-64-17, GRRF-64-21, GRRF-64-31 and GRRF-64-36 of Annex I to the report

17. On behalf of the GRRF informal working group on Brake Assist Systems (BAS), the EC expert introduced ECE/TRANS/WP.29/GRRF/2008/15 proposing the insertion into Regulation No. 13-H of new requirements for BAS. A number of delegates preferred to remove the proposed Appendix 2 of Annex 10 regarding BAS data filtering and capture. The expert from the EC proposed to refer to alternative measurement methods (GRRF-64-36). However, GRRF agreed to keep the Appendix as an option. GRRF considered GRRF-64-02 (tabled by OICA) and agreed on the proposed corrections to Annex 10. The expert from India withdrew his proposal GRRF-64-21. GRRF agreed to have a final review of the proposal at its next session in February 2009. For this purpose, the EC expert was invited to submit in due time a revised document taking into account all decisions made.

18. With regard to the insertion of transitional provisions for BAS, the EC expert introduced GRRF-64-17. GRRF noted an alternative proposal (GRRF-64-31). Following the discussion, GRRF preferred to link BAS to the same transitional provisions as those for Electronic Stability Control (ESC) systems (see para. 20 below).

H. Electronic Vehicle Stability Control (EVSC) (Agenda item 3(h))

Documentation: ECE/TRANS/WP.29/GRRF/2008/18; Informal document No. GRRF-64-11 of Annex I to the report

19. GRRF agreed to defer consideration of this subject to the next GRRF session.

I. Electronic Stability Control (ESC) (Agenda item 3(i))

Documentation: ECE/TRANS/WP.29/2008/81, ECE/TRANS/WP.29/2008/116; Informal documents Nos. GRRF-64-08 and GRRF-64-32 of Annex I to the report

20. The Chairman recalled the decision of GRRF at its previous session to submit to the WP.29 session in November 2008 the proposal for the insertion into Regulation No. 13-H of new provisions for ESC systems and to have a final review of ECE/TRANS/WP.29/2008/81 during this GRRF session. The EC expert introduced GRRF-64-08 proposing a number of editorial corrections to ECE/TRANS/WP.29/2008/81. GRRF agreed to remove the square brackets in that document. GRRF noted GRRF-64-32 proposing transitional provisions for the introduction of ESC systems. GRRF adopted both proposals as reproduced in ECE/TRANS/WP.29/2008/81/Corr.1 and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their November 2008 sessions, as a Corrigendum to ECE/TRANS/WP.29/2008/81 (Supplement 7 to Regulation No. 13-H).

21. GRRF noted the submission by the United States of America of a Corrigendum (ECE/TRANS/WP.29/2008/116) to global technical regulation on ESC (gtr No. 8) for consideration by WP.29 and the Executive Committee to the 1998 Agreement (AC.3) at their November 2008 sessions.

J. ISO data communication (Agenda item 3(j))

Documentation: ECE/TRANS/WP.29/2008/63; ECE/TRANS/WP.29/GRRF/2008/21; Informal document No. GRRF-64-27 of Annex I to the report

22. GRRF noted that WP.29 had agreed to postpone to its November 2008 session the consideration and adoption of the GRRF proposal ECE/TRANS/WP.29/2008/63 to ensure in Regulation No. 13 the compatibility between towing vehicles and trailers with regard to the ISO 11992 data communications, and to wait for the submission by GRRF of transitional provisions (see WP.29 report ECE/TRANS/WP.29/1068, para. 8). In this respect, the expert from CLEPA introduced ECE/TRANS/WP.29/GRRF/2008/21 as amended by GRRF-64-27. GRRF adopted the document as reproduced in ECE/TRANS/WP.29/2008/63/Add.1 and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their November 2008 sessions, as an Addendum to ECE/TRANS/WP.29/2008/63.

K. Other business (Agenda item 3(k))

Documentation: Informal documents Nos. GRRF-64-04, GRRF-64-05, GRRF-64-06, GRRF-64-12 and GRRF-64-33 of Annex I to the report

23. GRRF agreed to defer to its next session the consideration of GRRF-64-04, GRRF-64-05, GRRF-64-06, GRRF-64-12 and GRRF-64-33. The secretariat was requested to distribute the documents with an official symbol.

V. **MOTORCYCLE BRAKING (Agenda item 4)**

A. Harmonization of motorcycle braking requirements (Agenda item 4(a))

Documentation: Informal document No. GRRF-64-15 of Annex I to the report

24. GRRF noted the decision of the Executive Committee (AC.3) of the 1998 Agreement (see WP.29 report ECE/TRANS/WP.29/1068, para. 38) to adopt ECE/TRANS/WP.29/2008/64 concerning the alignment of the provisions in Regulation No. 78 with those of gtr No. 3 without the proposed amendment to paragraph 1.1.1.(c). GRRF agreed to defer consideration of this subject to the next GRRF session.

VI. **REGULATION No. 55 (Mechanical couplings) (Agenda item 5)**

Documentation: ECE/TRANS/WP.29/GRRF/2008/16; Informal document No. GRRF-64-14 of Annex I to this report

25. The expert from Germany, chairing the informal group on mechanical couplings, presented ECE/TRANS/WP.29/GRRF/2008/16 to insert into Regulation No. 55 an alternative test procedure for coupling balls and towing devices. GRRF welcomed that proposal and acknowledged the good work done by the informal group. A number of delegates requested to have access to the data for the load time history fulfilling these requirements. The expert from Germany volunteered to provide the secretariat with these data in order to make them publicly available through a new entry at the website of WP.29/GRRF. GRRF agreed to have a final review of ECE/TRANS/WP.29/GRRF/2008/16 at its next session in February 2009.

26. The expert from ISO informed GRRF about the progress made by a sub-committee of his organization in charge of the interchangeability of components of trucks and buses in the development of a draft standard on full automatic coupling systems (GRRF-64-14).

VII. **REGULATION No. 90 (Replacement brake linings) (Agenda item 6)**

Documentation: TRANS/WP.29/GRRF/2005/16, ECE/TRANS/WP.29/GRRF/2008/7, ECE/TRANS/WP.29/GRRF/2008/10, ECE/TRANS/WP.29/GRRF/2008/11; Informal documents Nos. GRRF-64-07 and GRRF-64-22 of Annex I to the report

27. On behalf of the informal group on Replacement Discs and Drums (RD&D), the expert from Germany reported on the good progress of work (GRRF-64-07) made by the informal



group to clarify the type approval procedure and marking for non-original replacement parts. He added that the informal group was close to an agreement and that a proposal was expected to be finalized by the informal group at the end of this year. GRRF noted a number of comments and agreed to resume consideration of this subject at its next session in February 2009 on the basis of the final proposal. For that purpose, the Chairman urged all experts to have a clear position on the definition of replacement parts.

28. GRRF noted that TRANS/WP.29/GRRF/2005/16 (technical prescriptions for the brake lining used specifically for parking brake systems and being different from the service brake ones) which had been adopted at the fifty-eighth GRRF session, but has not yet been submitted to WP.29. GRRF agreed to submit the adopted document to WP.29 and AC.1 and requested the secretariat to submit it as Supplement 10 to 01 series of amendments to Regulation No. 90 for consideration at their March 2009 sessions, subject to a final review at the sixty-fifth GRRF session in February 2009.

29. GRRF agreed to resume consideration, at its next session, of the remaining documents GRRF-64-22, ECE/TRANS/WP.29/GRRF/2008/7, ECE/TRANS/WP.29/GRRF/2008/10, and ECE/TRANS/WP.29/GRRF/2008/11.

#### **VIII. REGULATION No. 79 (Steering equipment) (Agenda item 7)**

30. GRRF noted that no new information was provided under this agenda item and agreed to defer consideration of this subject to the next GRRF session.

#### **IX. TYRES (Agenda item 8)**

##### **A. Harmonization of tyre Regulations (Agenda item 8(a))**

Documentation: Informal documents Nos. GRRF-64-23 and GRRF-64-25 of Annex I to the report

31. GRRF noted the progress of work on the global technical regulation (gtr) on tyres made by the informal group during its meeting held in Geneva on 15 and 16 September 2008, prior to the GRRF session proper. GRRF also noted with satisfaction the informal group's agreement on the scope of the gtr on tyres. However, the informal group has not yet concluded its discussion on the tyre marking.

32. Referring to his proposal GRRF-64-23, the expert from India preferred to have "tubeless" tyre marked instead of "tubetype" marked ones, as most tyres on the Indian market were still "tubetype" tyres. Following the discussion, GRRF acknowledged the fact that the percentage of such tyres would constantly decrease in the next years, but recommended to insert in the draft gtr a footnote on "tubetype" marking, subject to the confirmation by India once the gtr would be adopted. The expert from the United States of America presented GRRF-64-25 regarding the new US standardized format for the Tyre Identification Number (TIN).

33. The secretariat raised concerns about the insertion into the gtr of new provisions for a global tyre marking. GRRF noted that, in such a case, the Contracting Parties to the 1998

Agreement would have to transpose the provisions of the gtr without any change into their national or regional legislation. In addition, the provisions of the gtr would have to be adopted as a new UNECE Regulation under the 1958 Agreement or the corresponding Regulations (Nos. 30, 54 and 117) would have to be merged and amended to reflect exactly the same provisions as those in the gtr. GRRF acknowledged that, in this case, the provisions on noise, wet grip and rolling resistance needed also to be inserted into the gtr on tyres.

34. The Chairman expressed his intention to report to WP.29 and AC.3 on the progress made on the development of the draft gtr. He suggested that the TYRE-gtr working group should meet again in Geneva, in conjunction with the sixty-fifth GRRF session.

B. Regulations Nos. 30 and 54 (Pneumatic tyres) (Agenda item 8(b))

Documentation: ECE/TRANS/WP.29/GRRF/2008/12

35. The Chairman recalled the purpose of ECE/TRANS/WP.29/GRRF/2008/12 and the discussion in WP.29 on whether to insert these new provisions either into Regulations Nos. 30 and 54 or into Regulation No. 117 (see WP.29 report ECE/TRANS/WP.29/1068, para. 35). The expert from the Russian Federation reminded GRRF that the proposal was aimed at inserting into Regulations Nos. 30 and 54 only new provisions to indicate the tyre rolling resistance coefficient in the type approval communication, but without any limit values. The expert from the European Commission underlined the intention of his organization to implement, within the European Union, new requirements for the reduction of rolling resistance for new tyre types in 2012. Moreover, he expressed his preference to rely on the ongoing work of the UNECE and ISO.

36. The expert from ETRTO preferred to insert the provisions into Regulation No. 117, as the latter is based on a modular tyre family concept and as rolling resistance is mainly an environmental issue linked to fuel efficiency. He added that the tyre family definition for rolling resistance would nevertheless be different from that used for rolling noise and wet grip adhesion. Therefore, a new definition for a tyre family would have to be developed for rolling resistance. The expert from ISO informed GRRF that standard ISO 28580, aimed at improving the accuracy of the measurement method, was in the balloting procedure and expected to be published by mid 2009. ISO was invited to accelerate the adoption and publishing procedure for ISO 28580 and to give a detailed presentation of the final standard, if possible, at the next sessions of GRRF and the Working Party on Noise (GRB) in February 2009.

37. A large number of delegates supported the idea to insert the new provisions for rolling resistance into Regulation No. 117. Some delegates expressed their preference to adopt the new provisions into Regulations Nos. 30 and 54, including the insertion of a new family concept.

38. Following the discussion, GRRF agreed to recommend the adoption of the rolling resistance measures into Regulation No. 117. The Chairman expressed his intention to inform WP.29, at its forthcoming session in November 2008, about that decision. The expert from the Russian Federation was invited to revise, jointly with the experts from ETRTO, the whole proposal as an amendment to Regulation No. 117 including the tyre family definition for rolling resistance and to submit it to GRB as an official document for consideration at the GRB session in February 2009, subject to the confirmation by WP.29 in November 2008.

C. Regulation No. 106 (Pneumatic tyres for agricultural vehicles) (Agenda item 8(c))

Documentation: ECE/TRANS/WP.29/GRRF/2007/20/Rev.1,  
ECE/TRANS/WP.29/GRRF/2007/21/Rev.1

39. The expert from ETRTO introduced ECE/TRANS/WP.29/GRRF/2007/21/Rev.1 proposing to insert into the Regulation new tyre size designations and additional tyres sizes. The expert from Germany suggested that in the future amendments to the Regulation, the safety provisions be separated from in-service provisions. GRRF adopted the proposal, as amended below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2009 sessions, as Supplement 7 to Regulation No. 106.

Page 6, the amendment to Table 7 (1 of 2) should be removed from the proposal.

40. The expert from ETRTO also presented ECE/TRANS/WP.29/GRRF/2007/20/Rev.1 proposing to insert into the Regulation a new definition and marking for forestry tyres. GRRF noted a number of comments. The experts from Denmark, Germany and the Netherlands raised study reservations. GRRF agreed to have, at its next session in February 2009, a final review of the document. For that purpose, the expert from ETRTO volunteered to prepare a revised document and to give a presentation on examples of application in the field and on the road.

D. Regulation No. 109 (Retreaded pneumatic tyres for commercial vehicles and their trailers) (Agenda item 8(d))

Documentation: ECE/TRANS/WP.29/GRRF/2008/6/Rev.1,  
ECE/TRANS/WP.29/GRRF/2008/19

41. Recalling the discussion during the previous GRRF session, the expert from the Netherlands presented a revised proposal ECE/TRANS/WP.29/GRRF/2008/6/Rev.1 to insert into Regulation No. 109 new requirements regarding retreaded tyres with additional sidewall protection (ASP). GRRF adopted the document, not amended, and requested the secretariat to submit it to WP.29 and AC.1, as Supplement 5 to Regulation No. 109, for consideration at their March 2009 sessions.

42. The expert from ETRTO introduced ECE/TRANS/WP.29/GRRF/2008/19 proposing to improve in Regulation No. 109 the provisions on the mandatory visual inspection. GRRF adopted the proposal, as reproduced below, and requested the secretariat to submit it to WP.29 and AC.1, as part of Supplement 5 (see para. 41 above) to Regulation No. 109, for consideration at their March 2009 sessions.

Paragraph 6.5.1., amend to read:

"6.5.1. After curing, whilst a degree of heat is retained in a tyre, each retreaded tyre shall be examined to ensure that it is free from any apparent defects. During or after retreading the tyre shall be inflated to at least 150 kPa (1.5 bar) for examination. When the tyre presents a visible defect, it has to be subjected to a specific examination to determine the

appropriate action on the tyre. Other methods more adapted than visual inspection which do not require tyre inflation can also be used with the agreement of the approval authority."

E. Regulation No. 124 (Replacement wheels) (Agenda item 8(e))

Documentation: ECE/TRANS/WP.29/GRRF/2008/13; Informal document No. GRRF-64-09 of Annex I to this report

43. The expert from Germany introduced ECE/TRANS/WP.29/GRRF/2008/13 to extend the scope of Regulation No. 124, in order to facilitate the application by wheel manufacturers of light alloy wheels and to avoid misunderstandings regarding the required wheel tests. GRRF noted a number of comments to improve the text of the proposal. The expert from the Russian Federation proposed to increase, in the case of a negative test result in the first set of samples, the number of additional tests (GRRF-64-09). The expert from the Netherlands preferred to keep the current text. The expert from France requested to insert provisions to ensure an easy inspection of the vehicle brake linings and discs without the need to dismantle the wheels.

44. The GRRF Chairman invited the expert from Germany to take the comments into account and to prepare, jointly with the experts from the Netherlands and the Russian Federation, a revised proposal for final consideration and adoption at the next GRRF session in February 2009. The expert from ETRTO volunteered to seek the input from the Association of European Wheel Manufacturers (EUWA).

F. Tyre pressure monitoring systems (TPMS) (Agenda item 8(f))

Documentation: Informal documents Nos. GRRF-64-16 and GRRF-64-29 of Annex I to this report

45. The expert from Germany, on behalf of the Chairman of the informal group on tyre pressure monitoring (TPM), reported on the progress made by the group during its meetings held in Bonn on 18-19 March 2008 and in Paris on 19-20 June 2008. He added that a first draft proposal on new provisions for TPMS was now available at the GRRF informal group's website (working paper TPM-03-09-Rev.1). He expected to submit to GRRF a first proposal as an official document for consideration at its next session in February 2009. He announced the informal group's intention to convene again in Bonn, on 13-14 October 2008.

46. The expert from OICA introduced GRRF-64-29 clarifying the position of his organization on TPMS. Recalling the mandatory fitment of TPMS on new vehicles by the US-FMVSS 138 since September 2007 and the objective of the European Union to mandate the fitment of TPMS on vehicles by 2012, he underlined the importance to harmonize worldwide the TPMS requirements, the need for a good user acceptance, technological flexibility and limitation of costs for such systems. In this respect, he recommended to go forward with a "harmonization approach", i.e. aligning the new UNECE provisions on TPMS with those of the FMVSS. The expert from OICA stated that the "European approach", under discussion at the present time, would require additional specifications for the reduction of CO<sub>2</sub> emissions and for quick deflation detection. He pointed out that Contracting Parties to the 1958 Agreement would have

to decide whether they prefer the "harmonization approach" or a non-harmonized "European approach". In the second case, additional compromises would have to be made within the TPM informal group. The expert from OICA added that, in order to achieve the estimated benefits, the introduction of TPMS on vehicles would need to be accompanied, independently from the provisions under the 1958 Agreement, by a regulation on the accuracy of pressure gauges at service stations and by a proper communication campaign for vehicle users. The expert from the United States of America preferred to go forward with the development of a gtr on TPMS.

47. Following the discussion, GRRF agreed on the need for a political discussion and decision on the technical approach. In this respect, the GRRF Chairman urged the informal group to finalize the draft proposal on TPMS and invited all experts to participate in the informal meeting in a cooperative way. He also invited the GRRF delegates to express, at the next GRRF session in February 2009, their position on TPMS and their preference to insert the new TPMS provisions in Regulation No. 64 or to prepare a new UNECE Regulation.

48. The expert from China presented GRRF-64-16 seeking comments by GRRF on the draft national Chinese technical standard for TPMS, intended to introduce non-mandatory recommendations for TPMS on motor vehicles. Experts were invited to send their comments by email to the delegate from China, if possible, before the end of November 2008.

G. Exchange of information on national and international tyre requirements (Agenda item 8(g))

Documentation: Informal document No. GRRF-64-03 of Annex I to this report

49. The expert from the Netherlands introduced GRRF-64-03 concerning the interpretation of the provisions in Regulation No. 106 with regard to the application of the load/speed test procedure. He questioned if this test procedure should apply to all tyre categories. GRRF noted a number of comments.

50. Following the discussion, GRRF agreed that the provisions of the load/speed test should only apply to tyres of category D. The expert from ETRTO volunteered to prepare, for consideration at the next GRRF session, a proposal to clarify the provisions concerned, taking into account the comments received.

H. Regulation No. 75 (Pneumatic tyres for motorcycles and mopeds) (Agenda item 8(h))

Documentation: ECE/TRANS/WP.29/GRRF/2008/23

51. The expert from ETRTO introduced ECE/TRANS/WP.29/GRRF/2008/23 proposing to up-date the size list of tyres referred to in the Regulation. GRRF adopted the proposal, not amended, and requested the secretariat to submit it to WP.29 and AC.1, as Supplement 13 to Regulation No. 75, for consideration at their March 2009 sessions.

**X. OTHER BUSINESS (Agenda item 9)**

A. Clarification of the scope of Regulations covered by GRRF (Agenda item 9(a))

Documentation: ECE/TRANS/WP.29/GRRF/2008/4; Informal document No. GRRF-64-10 of Annex I to this report

52. GRRF agreed to defer consideration of this subject to the next GRRF session, when discussing the tyre issues.

B. Exchange of information on national and international on primary safety (Agenda item 9(b))

Documentation: ECE/TRANS/WP.29/GRRF/2008/20; Informal document No. GRRF-64-28 of Annex I to this report

53. The expert from the United Kingdom introduced ECE/TRANS/WP.29/GRRF/2008/20 requesting information related to safety devices intended to prevent a vehicle from being started by a single operation. The expert from the United States of America informed GRRF that US requirements already existed for such additional interlocks. The expert from OICA confirmed that most vehicle manufacturers respect the US requirements and apply it to the European market. The EC expert preferred not to develop a regulation for such devices, but to examine the possibility of a voluntarily commitment by the automotive industry.

54. GRRF noted a presentation by the expert from Bosnia and Herzegovina on electro-mechanical components for the automatic limitation of vehicle speed in case of unstable driving conditions (GRRF-64-28). Similar devices, providing an acoustical signal to the driver, could easily be installed on vehicles already in service.

C. Advanced Vehicle Safety Systems (Agenda item 9(c))

Documentation: Informal documents Nos. GRRF-64-18 and GRRF-64-19 of Annex I to this report

55. The expert from the EC proposed to start the development of new UNECE Regulations under the 1958 Agreement on Advanced Emergency Braking Systems (GRRF-64-18) and on Lane Departure Warning Systems (GRRF-64-19). He indicated that his organization intended to require from October 2013 that new heavy-duty vehicles types be fitted with such systems. He added that further information (final report, initial cost/benefit analyses etc.) was available on <<http://ec.europa.eu/enterprise/automotive/projects/index.htm>>

56. GRRF welcomed this information and agreed on the importance to develop new requirements for such advanced vehicle safety systems. GRRF noted a number of comments and recognised that such requirements should be different for light-duty vehicles and for heavy-duty vehicles. The Chairman suggested organizing, as a first step, a brainstorming session by the end of this year to clarify a number of issues (e.g. definitions, terminology, etc.) and setting up,

possibly at the next GRRF session, new informal groups. For this purpose, the secretariat reserved a room in the Palais des Nations (Room IX) for 9 December 2008.

D. Tributes to Mr. E. De Haes and Mr. A. Moretti

57. The Chairman informed GRRF that Mr. Eddy De Haes (The Netherlands) was departing for a partial retirement. GRRF also learned that Mr. Antonio Moretti (OICA) would assume new responsibilities in his company and could no longer attend the sessions. GRRF acknowledged their outstanding contribution and technical expertise during all the years they participated in GRRF. The Chairman thanked both Mr. De Haes and Mr. Moretti and extended them his best wishes for a long and happy retirement and good success in their future activities. GRRF expressed its appreciation by giving them a long applause.

**XI. ELECTION OF OFFICERS (Agenda item 10)**

58. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690), GRRF called the election of officers on Tuesday afternoon. Mr. I. Yarnold (United Kingdom) was unanimously re-elected Chairman of GRRF for the sessions scheduled for the year 2009.

**XII. PROVISIONAL AGENDA FOR THE NEXT SESSION**

59. GRRF did not consider the agenda for the sixty-fifth session to be held in Geneva, from 2 (2.30 p.m.) to 6 (12.30 p.m.) February 2009. It was agreed that the Chairman, jointly with the secretariat, would propose a draft agenda. The deadline for the submission of official documents to that session is 14 November 2008. 1/

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1/ To help delegates make arrangements for travel and accommodation, the Chairman advises delegates that braking items should be discussed at the end of the session.

Annex ILIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL  
DURING THE SIXTY-FOURTH SESSION (GRRF-64-....)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
01	Chairman	-	E	Running order of the provisional agenda of the 64th session of GRRF	(a)
02	OICA	3(g)	E	Proposal Corrigendum to ECE/TRANS/WP.29/GRRF/2008/15 (BAS)	(a)
03	The Netherlands	8(g)	E	Interpretation of Regulation No. 106: application of the load/speed test procedure	(a)
04	CLEPA	8(k)	E	Proposal for draft amendments to Regulation No. 13: Failure of the trailer stability function	(b)
05	CLEPA	8(k)	E	Proposal for draft amendments to Regulation No. 13: Vehicle stability function failure warning	(b)
06	CLEPA	8(k)	E	Proposal for draft amendments to Regulation No. 13: Electric control line	(b)
07	Germany/ RD&D	6	E	Status report of the GRRF informal group on "ECE Regulation No. 90 – Replacement Discs and Drums (RD&D)"	(a)
08	EC	3(i)	E	Proposal for editorial corrections to ECE/TRANS/WP.29/2008/81 (insertion of ESC into Regulation No. 13-H)	(a)
09	Russian Federation	8(e)	E/R	Comments by the Russian Federation to the draft amendments to ECE Regulation No. 124	(a)
10	EC	9(a)	E	Proposal for collective amendments to Regulations Nos. 30 and 108	(c)
11	CLEPA	3(h)	E	Proposal for draft amendments to Regulation No. 13 (EVSC)	(c)
12	Secretariat	3(k)	E	Proposal for draft Corrigendum to Regulation No. 13	(b)
13	United Kingdom	3(e)	E	Proposal for amendments to Regulation No. 13 (O <sub>1</sub> and O <sub>2</sub> braking systems)	(a)
14	ISO	5	E	Information from ISO to GRRF on full automatic coupling systems	(a)
15	Secretariat	4(a)	E	Proposal for an amendment to Regulation No. 78	(c)
16	P.R. of China	9(b)	E	Request for comments on draft standard for TPMS	(a)
17	EC	3(g), 3(i)	E	Proposal on transitional provisions for amendments to Regulation No. 13-H regarding Electronic Stability Control systems and Brake Assist Systems	(a)
18	EC	3(k)	E	Outline proposal for a new 1958 Agreement Regulation on Advanced Emergency Braking Systems	(a)



No.	Transmitted by	Agenda item	Language	Title	Follow-up
19	EC	9(c)	E	Outline proposal for a new 1958 Agreement Regulation on Lane Departure Warning Systems	(a)
20	India	3(b)	E	India's comments on proposed amendments to Regulations Nos. 13 and 13-H by ECE/TRANS/WP.29/GRRF/2008/17 of OICA	(a)
21	India	3(g)	E	Brake Assist System proposal for draft amendments to Regulation No. 13-H	(a)
22	India	6	E	Proposal from India for draft amendments to Regulations Nos. 90, 13, 13-H and 78	(c)
23	India	8(a)	E	Comments from India on the gtr for passenger vehicle tyres under formulation by the working group on tyres	(a)
24	France	3(e)	E	Proposal for draft Corrigendum to Regulation No. 13	(a)
25	USA	8(g)	E	Tire Identification Number (TIN): US DOT standardized format	(a)
26	United Kingdom	8(d)	E	Proposal for amendments to ECE/TRANS/WP.29/GRRF/2008/19	(a)
27	CLEPA/OICA	3(j)	E	Proposal for an amendment to ECE/TRANS/WP.29/GRRF/2008/21	(a)
28	Bosnia and Herzegovina	9(b)	E	Electro-mechanic components with automatic limitation of vehicle speed in crookedness and other terms of unstable drive	(a)
29	OICA	8(f)	E	TPMS: OICA position	(a)
30	CLEPA/OICA	3(e)	E	Proposal for amendments to ECE/TRANS/WP.29/GRRF/2008/3	(a)
31	Secretariat	3(g)	E	Proposal on transitional provisions to Regulation No. 13-H regarding BAS	(a)
32	Secretariat	3(i)	E	Regulation No. 13-H: Transitional provisions regarding ESC	(a)
33	Secretariat	3(k)	E	Proposal for collective amendments to Regulations Nos. 13 and 13-H (ISO 9128)	(b)
34	OICA	3(b)	E	Proposal for amendments to ECE/TRANS/WP.29/GRRF/2008/17 (ESS)	(b)
35	OICA	3(b)	E	Proposal for amendments to ECE/TRANS/WP.29/GRRF/2008/22 (Stop lamps)	(b)
36	EC	3(g)	E	Proposal for amendments to ECE/TRANS/WP.29/GRRF/2008/15 (BAS)	(a)

No.	Transmitted by	Agenda item	Language	Title	Follow- up
<u>Reconsideration of informal documents from the previous sessions of GRRF</u> (referring to agenda item and follow-up decision of the current session)					
63-18	India	3(c)	E	Proposal from India for a draft amendment to Regulation No. 13 (Braking)	(a)
63-23	Germany	8(e)	E	Proposal for a new draft Regulation: Uniform provisions concerning the approval of systems for time based tyre pressure loss reminder systems (TBW), tyre pressure monitoring systems (TPMS) and tyre leak alerting systems for motor vehicles	(a)

Notes:

- (a) Consideration completed or superseded
- (b) Continue consideration at the next session with an official symbol
- (c) Continue consideration at the next session as an informal document

Annex II

DRAFT CORRIGENDUM TO REGULATION No. 13 (HEAVY VEHICLE BRAKING)  
(adopted by GRRF at its sixty-fourth session, see para. 12)

Paragraph 5.2.1.23., correct to read:

"5.2.1.23. **Power-driven** vehicles authorized to tow a trailer equipped with an anti-lock system shall ....."

Paragraph 5.2.1.25.7., correct to read:

"5.2.1.25.7. For vehicles equipped with an anti-lock device, the anti-lock device shall control the electric regenerative braking **system**."

Paragraph 5.2.1.29., correct to read (re-insert the title):

"5.2.1.29. **Brake failure and defect warning signal**

The general requirements ....."

Paragraph 5.2.1.29.2., correct to read:

"5.2.1.29.2. **Power-driven** vehicles equipped with an electronic control line ....."

Paragraph 5.2.1.31.2., correct to read:

"5.2.1.31.2. The following conditions ....."

(a) The signal may be .....

..... fallen below 2.5 m/s<sup>2</sup>

**or**

(b) The signal may be .....

..... no longer fully cycling."

Paragraph 12.1.4., correct "Supplement 4 of the ..." to read "Supplement 4 **to** the ..."

Annex 2, item 9.4., correct the reference to footnote 2/ to read footnote 4/

Annex 4

Paragraph 1.7.1.1.1., correct " $s_0 \geq 1.1 \cong s_{re-adjust}$ " to read " $s_0 \geq 1.1 \times s_{re-adjust}$ "

Paragraph 1.8.1.1., correct to read:

"1.8.1.1. **Vehicles of category M<sub>3</sub>, belonging to Class II, III or B as defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3), Annex 7.**"

Appendix, paragraph 1.3., delete the reference to paragraph 1.5.1.7.

Annex 10, diagram 4B, correct in the (upper right) figure " $\frac{P}{P_R}$ " to read " $\frac{g \cdot P}{P_R}$ "

Annex 13, paragraph 4.2., correct to read:

"4.2. Power-driven vehicles equipped with ..... equipped with such a **system shall** be fitted with a ..... conforming to ISO 7638:1997 4."

Annex 19

Paragraph 1.1.1., correct "brakes chambers" to read "**brake** chambers"

Paragraph 4.5.3.3., symbol  $n_D$ , correct "= rotational speed of rolling road" to read "= **rolling road (rotational) speed**"

Appendix 7, the table, symbol V, correct the symbol to read "**v**" and the definition "rolling road test speed" to read "rolling road **linear** speed"

Annex 20, paragraph 2.1.3., the table, correct "Failure of brake distribution system" to read "Failure of **braking** distribution system"

Annex III

GRRF INFORMAL GROUPS

<u>Informal group on</u>	<u>Chairperson</u>	<u>Secretary</u>
Passenger vehicle braking gtr (PVGTR) <u>1/</u>	Mr. I. Yarnold Tel: 44 207 944 2080 Fax: 44 207 944 2169 E-mail: <a href="mailto:ian.yarnold@dfg.gsi.gov.uk">ian.yarnold@dfg.gsi.gov.uk</a>	Mr. M. Brearley (CLEPA) E-mail: <a href="mailto:malcolm.brearley-contr@trw.com">malcolm.brearley-contr@trw.com</a>
TYREgtr	Mr. I. Yarnold Tel: 44 207 944 2080 Fax: 44 207 944 2169 E-mail: <a href="mailto:ian.yarnold@dfg.gsi.gov.uk">ian.yarnold@dfg.gsi.gov.uk</a>	Mr. J.-C. Noirhomme (ETRTO) Tel: 32 2 344 4059 Fax: 32 2 344 1234 E-mail: <a href="mailto:info@etrto.org">info@etrto.org</a>
Replacement Discs and Drums (RD&D)	Mr. W. Gaupp Tel: 49 201 825 4139 Fax: 49 201 825 4185 E-mail: <a href="mailto:wgaupp@tuev-nord.de">wgaupp@tuev-nord.de</a>	Mr. M. Pehle (CLEPA) Tel: 49 226-2781974 Fax: 49 226-2786550 E-mail: <a href="mailto:pehle@bpw.de">pehle@bpw.de</a>
Mechanical couplings	Mr. A. Sigwart Tel: 49 221 903 4700 Fax: 49 221 903 2938 E-mail: <a href="mailto:asigwart@ford.com">asigwart@ford.com</a>	Mr. J. Westphäling Tel: 49 89 32950 722 Fax: 49 89 32950 720 E-mail: <a href="mailto:juergen.westphaeling@tuev-sued.de">juergen.westphaeling@tuev-sued.de</a>
Tyre Pressure Monitoring (TPM)	Mr. W. Reithmaier Tel: 49 895 190 3453 Fax: 49 895 190 3547 E-mail: <a href="mailto:walter.reithmaier@tuev-sued.de">walter.reithmaier@tuev-sued.de</a>	Mr. M. Hörner Tel: 49 61 074306 E-mail: <a href="mailto:m.hoerner@arcor.de">m.hoerner@arcor.de</a>

1/ GRRF decided to discontinue the work on the passenger vehicle braking gtr (see para. 5 of this report)

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