

**Proposal for amendments to ECE/TRANS/WP.29/GRRF/2014/22  
concerning the proposal for amendments to Global Technical  
Regulation No. 3 (Motorcycle brake systems)**

## **I. Proposal**

*Text of the UN GTR, Part B,*

*Insert new paragraph 3.1.14., to read:*

**"3.1.14. Vehicles that are equipped with an ABS system may be fitted with a means (e.g. switch, lever, button, menu option) to temporarily reduce or disable the ABS function; however, this is not permitted on vehicles that are not classified as Enduro or Trial motorcycles. The normal ABS function shall be automatically restored after each start-up of the vehicle, save for restarts after unintentional stalling of an engine. The warning lamp referred to in paragraph 3.1.13. shall be continuously activated (i.e. lit or flashing) when the ABS function is reduced or disabled."**

## **II. Justification**

1. Presently it is not fully clear whether or not an anti-lock braking systems (ABS) switch-off or altering mode is permitted on category 3 vehicles or not, whereas it is clearly not allowed on other vehicle categories conforming to 1958 Agreement UN Regulation Nos. 13 and 13-H. This proposal is aimed to ensure a consistent approach for all motor-vehicles equipped with anti-lock braking systems, including specific exemptions for certain off-road vehicles as incorporated in UN Regulation No. 13.

2. The proposal is not aimed at mandating ABS, however, it enables Contracting Parties that are mandating ABS in their domestic legislation to better safeguard achieving the intended safety objectives by avoiding lack of clarity with respect to the intentional or possible unintentional full deactivation of the ABS system.

3. It is acknowledged that an activated ABS system fitted to a vehicle designed to ride both on-road and off-road may cause adverse safety effects if activated off-road under certain very specific conditions. To mitigate such possible effects, the vehicle operator may be provided with a switch to deactivate the ABS system or to engage a more sophisticated control mode under the mentioned conditions.

4. The classification of Enduro and Trial motorcycles is discussed in the context of an envisioned revision of the Resolution on the Construction of Vehicles (R.E.3) ECE/TRANS/WP.29/78/Rev.3, see also document WP.29-158-15 with the mandate of the Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR) informal working group. That informal working group will also discuss improvements in classification of light vehicles and may submit a proposal to GRPE and other GRs in order to revise R.E.3 in due course.