|  |  |
| --- | --- |
| Submitted by the expert from Canada | Informal document **GRRF-80-19**80th GRRF, 15-18 September 2015,Agenda items 5(a) and 5(b) |

The text reproduced below was prepared by the experts of the European Commission, as specified in ECE/TRANS/WP.29/GRRF/2015/40 and /41. The items highlighted below require specific attention according to Canada, for potential amendment to the noted documents, for discussion at GRRF.

Amendment proposal for ECE/TRANS/WP.29/GRRF/2015/41 and for ECE/TRANS/WP.29/GRRF/2015/40

 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 antilock brake system may be fitted with a control that can disable the antilock brake system function as well as select an operating mode other than the manufacturer’s standard (default) antilock brake system operating mode. Switching between the antilock brake system modes is only permitted under the following conditions:**

**(a) the vehicle is stationary; and**

**(b) the selection of operating modes, includging disablement of the antilock brake system function, shall be the result of a deliberate action by the rider according to one of the following methods:**

 **(i) simultaneous selection of the antilock brake system mode and application of the front, rear or combined brake system actuator (brake lever or pedal); or**

 **(ii) the selection of the antilock brake system mode for a minimum of 2 seconds; or**

 **(iii) the progression through at least 2 successive steps or levels of actuation of a rotating knob, a touch panel switch or a menu option selector.**

**3.1.14.1If the motorcycle is equipped with an antilock brake system operating mode electronically preparing the vehicle for off-road use, temporarily reduction or disabling of the antilock brake system function shall only be allowed in this particular riding mode; and**

**3.1.14.2 the manufacturer’s default antilock brake system function shall be automatically activated after each start-up of the vehicle, except for restarts after unintentional stalling of the engine; and**

**3.1.14.3 activation of an ABS mode that does not meet the performance requirements of section XYZ shall be indicated by the activation of symbol B.18 as specified in ISO 2575:2010/Amd1:2011 (ISO 7000-2623). Alternatively the warning lamp referred to in paragraph 3.1.13. shall be continuously activated (i.e. lit or flashing); and**

**3,1,14,4 if the antilock brake system is switched-off permanently an anti-lock brake system off-state bit shall be set to 1 and frequently (1 Hz) be stored in non-volatile memory on-board of the vehicle within the active key cycle. Only the last occurring bit state information (0 or 1) before engine stall or power-off may be stored and made available as single bit snapshot information. This binary state information shall be readable through a reading method made available free of charge and within the shortest possible delays by the vehicle manufacturer; and**

**(g) prohibition of any software and/or hardware defeat device compromising or allowing to circumnavigate one or more of the requirements set out in points (a) to (f); and**

**(h) simple and instantaneous re-enablement of a functional stage of the antilock brake system under all operation modes and driving conditions shall be warranted and shall be demonstrated to the satisfaction of the certification authority (e.g. simple press of a button).**"

 II. Justification

Discussion as noted above.