CLEPA Position on GRRF-80-06

CLEPA‘s response to the Chinese proposal (1)

General issues:

• The phase of panic pedal application was introduced in such a way to leave the OEM flexibility to trigger the Brake Assist function

• The phase of panic pedal application is applicable to electrical and mechanical Brake Assist Systems

• No known field problems with respect to inadequate performance
Specific issues:

- Pedal speed 472.4-683.3 mm/s
- Sampling rate at least 100 Hz (is 500Hz)
- This would reduce the flexibility of the OEM to optimise the pedal characteristic to suit the vehicle
  \(\Rightarrow\) adaptation of characteristic to suit all vehicles is not possible
- Unclear whether all currently used measurement systems fulfil this requirement
Specific issues:

• aBAS from 85% -> 90% because a few vehicles reach >85% without BAS

• Full deceleration must be reached during the first cycle of the ABS-System

• It is the responsibility of the Technical Service to reject the result of any test, if the BAS is not activated

• A typical ABS-System needs up to 3 cycles to reach the max. deceleration. This is mainly dependant on the initial pressure increase rate.

„First cycle of the ABS system “ is not defined in the regulation.