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Working Party on Brakes and Running Gear

**REPORT OF THE WORKING PARTY ON BRAKES AND RUNNING GEAR
ON ITS SIXTY-SECOND SESSION
(25 – 28 September 2007)**

CONTENTS

	<u>Paragraph(s)</u>	<u>Page</u>
I. ATTENDANCE	1	2
II. ADOPTION OF THE AGENDA (Agenda item 1)	3	2
III. MEETING OF THE GRRF WORKING GROUP ON ELECTRONIC STABILITY CONTROL (ESC) (Agenda item 2)	4-6	3
IV. REGULATIONS Nos. 13 AND 13-H (Braking) (Agenda item 3)	9-22	4
V. MOTORCYCLE BRAKING (Agenda item 4)	23-26	7
VI. REGULATION No. 55 (Mechanical couplings) (Agenda item 5)	27-28	7
VII. REGULATION No. 89 (Speed limitation device) (Agenda item 6)	29	8
VIII. REGULATION No. 90 (Replacement brake linings) (Agenda item 7)	30-34	8
IX. REGULATION No. 79 (Steering equipment) (Agenda item 8)	35	9
X. TYRES (Agenda item 9)	36-48	9

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CONTENTS (continued)

	<u>Paragraph(s)</u>	<u>Page</u>
XI. OTHER BUSINESS (Agenda item 10)	49-58	11
XII. MEETING OF THE GRRF WORKING GROUP ON THE DEVELOPMENT OF A GTR ON TYRES (TYREgtr) (Agenda item 11)	59	13
XIII. AGENDA FOR THE NEXT SESSION.....	60	13

Annexes

I. List of informal documents distributed without a symbol during the sixty-second session (GRRF-62-....)	14
II. Corrigendum 1 to Revision 1 to Regulation No. 78 (03 series of amendments) ..	17
III. Corrigendum 1 to Regulation No. 89	18
IV. GRRF informal groups.....	19

I. ATTENDANCE

1. The Working Party on Brakes and Running Gear (GRRF) held its sixty-second session from 25-28 September 2007 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): Belgium, Canada; China; Czech Republic; Finland; France; Germany; India; Italy; Japan; Netherlands; Norway; Republic of Korea; Republic of South Africa; Russian Federation; Slovakia; Spain; Sweden; Switzerland; United Kingdom; 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), the European Tyre and Rim Technical Organization (ETRTO), the Federation of European Manufacturers of Friction Materials (FEMFM) and the Comité de Liaison des Constructeurs de Carrosseries et Remorques (CLCCR).

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/2007/5 and Corr.1; Informal document No. GRRF-62-01 of Annex I to the report

3. GRRF inserted a new agenda item 9(h) (Regulation No. 108) and adopted the agenda ECE/TRANS/WP.29/GRRF/2007/5, its Corrigendum and the running order (GRRF-62-01).

III. MEETING OF THE GRRF WORKING GROUP ON ELECTRONIC STABILITY CONTROL (ESC) (Agenda item 2)

A. Development of the draft gtr on ESC (Agenda item 2(a))

Documentation: ECE/TRANS/WP.29/GRRF/2007/14, ECE/TRANS/WP.29/GRRF/2007/15, ECE/TRANS/WP.29/GRRF/2007/22, ECE/TRANS/WP.29/GRRF/2007/23, ECE/TRANS/WP.29/GRRF/2007/24, ECE/TRANS/WP.29/GRRF/2007/25, ECE/TRANS/WP.29/GRRF/2007/27; Informal documents Nos. GRRF-62-07, GRRF-62-14, GRRF-62-33 and GRRF-62-36 of Annex I to the report

4. The expert from the United States of America, chairing the ESC working group, informed GRRF about the progress of work on the global technical regulation (gtr) on electronic stability control systems made during the informal meeting in Paris on 5-6 June 2007 (ECE/TRANS/WP.29/GRRF/2007/14). Referring to GRRF-62-07, he reported on the outcome of discussions of the informal meeting, held in Geneva prior to the GRRF session proper, and added that the latest status of the draft gtr was currently reflected in GRRF-62-36. He announced the informal group's intention to prepare a revised proposal for consideration at the next GRRF session. GRRF recognized the good progress made.

5. GRRF noted ECE/TRANS/WP.29/GRRF/2007/15, ECE/TRANS/WP.29/GRRF/2007/23, ECE/TRANS/WP.29/GRRF/2007/24, ECE/TRANS/WP.29/GRRF/2007/25, GRRF-62-14 as well as GRRF-62-33 and referred them, for further consideration, to the ESC working group.

6. GRRF considered ECE/TRANS/WP.29/GRRF/2007/22 regarding the possible evaluation of different versions of one vehicle type by computer simulations. GRRF agreed in principle on that possibility to identify the worst-case version, although insisted on the need for explicit specifications. The expert from OICA volunteered to prepare a proposal for amendments to Regulation No. 13-H. The expert from CLEPA introduced ECE/TRANS/WP.29/GRRF/2007/27 regarding the confidentiality of documentation supplied by the manufacturer. GRRF noted some comments and agreed to resume consideration of this subject at its next session on the basis of a new proposal by CLEPA.

B. Alignment of Regulations Nos. 13 and 13-H (Agenda item 2(b))

Documentation: ECE/TRANS/WP.29/GRRF/2007/28; Informal documents Nos. GRRF-62-15 and GRRF-62-34 of Annex I to the report

7. The EC expert introduced ECE/TRANS/WP.29/GRRF/2007/28 as a first proposal for the alignment of Regulation No. 13-H with the new provisions on electronic stability control. Following a suggestion by the expert from the United Kingdom, GRRF agreed that when ESC systems were incorporated into Regulations Nos. 13 or 13-H, such systems should be subject to the requirements of the specific annexes dealing with complex electronic vehicle control systems. The expert from Japan expressed his preference to have an optional installation of ESC

systems on motor vehicles (GRRF-62-15). He added that Contracting Parties could nevertheless make the installation mandatory while transposing the new ESC requirements into their national or regional legislation. GRRF noted a number of comments and referred GRRF-62-15 and GRRF-62-34 to the ESC working group. Regarding the optional or mandatory installation of ESC systems on motor vehicles, GRRF agreed to seek the general advice of the World Forum (WP.29) at its November 2007 session. For that purpose, the Chairman invited all delegates to have a clear position on this issue and to brief in this respect their senior officials in WP.29.

8. GRRF agreed to resume consideration of this subject at the next GRRF session on the basis of a revised proposal, taking into account the comments received and the advice of WP.29/AC.3. GRRF reminded the ESC working group to prepare, for consideration at the next GRRF session, the terms of reference and the rules of procedure. The Chairman suggested that the ESC working group should also meet again in Geneva, in conjunction with the sixty-third GRRF session.

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))

9. GRRF noted the decision of AC.3 to consider this subject as an item for exchange of views and no longer a priority (see WP.29 report ECE/TRANS/WP.29/1058, para. 83). GRRF also noted the intention by the co-sponsors to submit, for reference purposes, a progress report with the result reached in the development of the gtr. The GRRF Chairman, also chairing the informal working group on the development of a gtr on passenger vehicle braking (PVGTR), announced that the group would resume its work in near future.

B. Facilitation of testing of vehicles in service (Agenda item 3(b))

10. GRRF noted that no new information was presented under this item and agreed to remove it from the agenda.

C. Endurance brake systems (Agenda item 3(c))

Documentation: ECE/TRANS/WP.29/GRRF/2007/6; Informal document No. GRRF-62-26 of Annex I to the report

11. Recalling the discussion at the previous GRRF session, the expert from CLEPA introduced ECE/TRANS/WP.29/GRRF/2007/6 regarding the insertion into Regulation No. 13 of special requirements for the illumination of stop lamps for vehicles equipped with endurance brakes. GRRF agreed to remove the square brackets in paragraph 12.2.5. and adopted the document. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their March 2008 sessions, as Supplement 5 to the 10 series of amendments to Regulation No. 13.

12. Upon the request of the Working Party on Lighting and Light-Signalling (GRE), the expert from Germany introduced GRRF-62-26 regarding the generation of a signal for the stop lamp activation of vehicles equipped with endurance brakes (see GRE report

ECE/TRANS/WP.29/GRE/57, para. 16). GRRF noted a number of concerns by Japan, CLEPA and OICA. Due to lack of clarity of GRE's proposal especially regarding the activation of the stop lamps in case of increasing or decreasing performance of the endurance braking, GRRF invited the experts from Germany, Japan, CLEPA and OICA to inform their delegates in GRE in order to clarify the situation.

D. Requirements for trailer ABS in case of failure (Agenda item 3(d))

Documentation: ECE/TRANS/WP.29/GRRF/2007/7, ECE/TRANS/WP.29/GRSG/2007/26; Informal document No. GRRF-62-20 of Annex I to the report

13. Recalling the discussion at the previous GRRF session 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 CLEPA introduced GRRF-62-20 and ECE/TRANS/WP.29/GRRF/2007/7 as an alternative for the former proposal ECE/TRANS/WP.29/GRRF/2007/3. A number of experts expressed their preference to adopt the amendments proposed in ECE/TRANS/WP.29/GRRF/2007/3. Following the discussion, the expert from CLEPA withdrew ECE/TRANS/WP.29/GRRF/2007/7. GRRF agreed to re-insert ECE/TRANS/WP.29/GRRF/2007/3 on its agenda and to have a final review of it at the next session. For that purpose, experts were invited to clarify their study reservations.

14. Upon the request of the Working Party on General Safety Provisions (GRSG), GRRF considered ECE/TRANS/WP.29/GRSG/2007/26 proposing an amendment to Regulation No. 121 with regard to the malfunction tell-tale for antilock brake systems. GRRF endorsed the proposal.

E. Temporary use spare wheels/tyres (Agenda item 3(e))

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

15. The expert from the United Kingdom recalled the discussion at the previous session on ECE/TRANS/WP.29/GRRF/2007/4. GRRF noted some comments and agreed to align, in Regulation No. 13-H, the test requirements for vehicles equipped with temporary use spare wheels/tyres with those in Regulation No. 13. However, GRRF questioned the need of such tests requirements for vehicles of category N₁. The expert from the United Kingdom volunteered to prepare, for the next GRRF session, a new proposal taking into account the comments received.

F. Electric control transmission errors (Agenda item 3(f))

Documentation: ECE/TRANS/WP.29/GRRF/2007/8 and Amend.1

16. Regarding the electric control transmission of the parking braking system, the expert from the CLEPA introduced ECE/TRANS/WP.29/GRRF/2007/8/Amend.1. 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 2008 sessions, as a part (see para. 11) Supplement 5 to the 10 series of amendments to Regulation No. 13 and Supplement 6 to Regulation No. 13-H.

Paragraphs 5.2.1.26.2.3. and 5.2.19.2.1., replace "correct actuation" by "correct clamping" and "red warning signal shall be used instead" by "red signal shall be used to indicate parking brake applied".

G. Alignment of Regulation No. 13-H with draft gtr on ESC (Agenda item 3(g))

Documentation: ECE/TRANS/WP.29/GRRF/2007/28; Informal documents Nos. GRRF-62-15 and GRRF-62-34 of Annex I to the report

17. Referring to the discussion under agenda item 2(b) (see paras. 7 and 8 above), the EC expert invited all experts to send him, prior to the next informal meeting of the ESC working group, their comments on ECE/TRANS/WP.29/GRRF/2007/28.

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

Documentation: ECE/TRANS/WP.29/GRRF/2007/12

18. Concerning the information necessary for the application of an approval according to Regulation No. 90, the expert from the CLEPA presented ECE/TRANS/WP.29/GRRF/2007/12 to align the provisions of Regulation No. 13-H with those of Regulation No. 13. GRRF adopted the proposal and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2008 sessions, as a part (para. 16 above) of Supplement 6 to Regulation No. 13-H.

I. Other business (Agenda item 3(i))

Documentation: Informal documents Nos. GRRF-62-09, Add.1, GRRF-62-11, GRRF-62-27 and GRRF-62-31 of Annex I to the report

19. The expert from CLEPA proposed an amendment to Regulation No. 13 concerning the electric control transmission and the compatibility between towing vehicles and trailers according to standard ISO 11992:2003 (GRRF-62-09 and Add.1). GRRF noted some comments and agreed to resume its consideration at the next GRRF session on the basis of an official document. The expert from CLEPA volunteered to send in due time an updated proposal to the secretariat.

20. The EC expert introduced GRRF-62-31 proposing to insert into Regulation No. 13-H new specifications for BAS. GRRF welcomed that proposal and agreed to resume its consideration at the next GRRF session. For that purpose, the secretariat was requested to distribute GRRF-62-31 with an official symbol.

21. The expert from Japan gave a presentation (GRRF-62-11) regarding a study on the activation timing of Brake Assist Systems (BAS). He added that further studies were needed and volunteered to keep GRRF informed.

22. GRRF considered and agreed on a number of editorial corrections to Regulation No. 13 (GRRF-62-27). Regarding the proposed amendments to paragraphs 5.2.1.23. and 5.2.1.25.7,

GRRF preferred to review these amendments at its next session on the basis of an official document to be prepared by the secretariat.

V. MOTORCYCLE BRAKING (Agenda item 4)

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

Documentation: ECE/TRANS/WP.29/GRRF/2007/9, ECE/TRANS/WP.29/GRRF/2007/13; Informal documents Nos. GRRF-62-16 and GRRF-62-37 of Annex I to the report

23. The expert from Canada introduced GRRF-62-16 clarifying some requirements in Regulation No. 78. GRRF adopted the proposal as reproduced in Annex II to this report and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2008 sessions, as Corrigendum 1 to 03 series of amendments to Regulation No. 78.

24. Recalling the discussion at the previous GRRF session, the expert from IMMA presented ECE/TRANS/WP.29/GRRF/2007/9 proposing to clarify in Regulation No. 78 the reference to the alternative method for measuring the Peak Braking Coefficient (PBC). The expert from India referred to the proposed amendments in GRRF-62-37 and expressed his preference to use in this respect the ASTM measurement method. GRRF noted the proposal by Germany (ECE/TRANS/WP.29/GRRF/2007/13) to amend the provisions of Regulation No. 78 with regard to high adhesion surface and the PBC.

25. Following the discussion, GRRF agreed on the need to amend gtr No. 3 and, at the same time, to align Regulation No. 78 accordingly. The expert from Germany was invited to submit to AC.3 a formal proposal to amend gtr No. 3. Thus, the Chairman announced his intention to inform AC.3. GRRF agreed to resume consideration at its next session.

B. Alignment of the vehicle categories (Agenda item 4(b))

Documentation: ECE/TRANS/WP.29/2007/96

26. GRRF noted the submission to WP.29 and AC.3 of a proposal by Canada (ECE/TRANS/WP.29/2007/96) to correct in gtr No. 3 the references to vehicles categories 3-4 and 3-5, for consideration at their November 2007 sessions. It was agreed that there was no need to amend, in this respect, Regulation No. 78.

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

Documentation: Informal document No. GRRF-62-06 of Annex I to this report

27. The expert from Germany, chairing the informal group on mechanical couplings, reported on the progress of work made by the group (GRRF-62-06). He pointed out that some important discussion items remained unsolved especially regarding the test performance and the failure criteria. He added that the terms of reference would probably have to be modified. The expert from CLEPA requested that tests should also be performed on a rigid test bench.

28. The expert from Germany announced the informal group's intention to convene again in Darmstadt (Germany) on 12 October 2007 and to present, at the next GRRF session, a detailed report on the situation.

VII. REGULATION No. 89 (Speed limitation device) (Agenda item 6)

Documentation: ECE/TRANS/WP.29/GRRF/2007/11; Informal document No. GRRF-62-08 of Annex I to this report

29. With regard to some editorial corrections to the current text of Regulation No. 89, the expert from France introduced GRRF-62-08 superseding ECE/TRANS/WP.29/GRRF/2007/11. GRRF adopted the proposal as reproduced in Annex III to this report and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2008 sessions, as Corrigendum 1 to Regulation No. 89.

VIII. REGULATION No. 90 (Replacement brake linings) (Agenda item 7)

Documentation: ECE/TRANS/WP.29/GRRF/2007/10, ECE/TRANS/WP.29/GRRF/2007/17, ECE/TRANS/WP.29/GRRF/2007/18; Informal document No. GRRF-62-30 of Annex I to the report

30. Recalling the discussion during the previous session, the expert from FEMFM introduced ECE/TRANS/WP.29/GRRF/2007/10 proposing the insertion into Regulation No. 90 of new performance requirements for brake linings. 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 2008 sessions, as draft Supplement 10 to the 01 series of amendments to Regulation No. 90.

Paragraph 5.2.2., replace "respectively" by "or a".

31. The expert from the United Kingdom presented ECE/TRANS/WP.29/GRRF/2007/17 to clarify the application of test speeds for the speed sensitivity test. GRRF adopted the proposal and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their March 2008 sessions, as Corrigendum 1 to Revision 1 of Regulation No. 90.

32. The expert from CLEPA introduced ECE/TRANS/WP.29/GRRF/2007/18 to insert into Regulation No. 90, where necessary, the references to Regulation No. 13-H, and to clarify the marking and packaging requirements for original parts offered on the market as replacement parts. The experts from IMMA and OICA raised their concerns to the new paragraphs 4.8. to 4.8.3. GRRF invited CLEPA to separate those paragraphs taking into account the comments received and to prepare separate documents for consideration at the next GRRF session.

33. The expert from CLEPA gave a presentation (GRRF-62-30) regarding the need of performance requirements for replacement brake calipers. GRRF noted some comments and agreed to resume consideration of this subject at the next GRRF session. For that purpose, GRRF experts were invited to explore the possible insertion of such requirements into Regulation No. 90, subject to the later endorsement by WP.29.

34. The expert from Germany, chairing the informal group on Replacement Discs and Drums (RD&D), reported on the difficult situation in the informal group to conclude the consideration of acceptable amendments to Regulation No. 90. He added that the informal group would meet again in December 2007. GRRF agreed to resume consideration at its next session on the basis of a firm proposal by the informal group and urged the informal group to find a compromise acceptable to all participants.

IX. REGULATION No. 79 (Steering equipment) (Agenda item 8)

35. Regarding the evaluation of the safety aspects of vehicles equipped with complex electronic vehicle control systems, the GRRF Chairman recalled the decision of GRRF at the previous session (see ECE/TRANS/WP.29/GRRF/61, para. 20) and reminded GRRF experts to provide data on cost-benefit analyses, if available. GRRF agreed to have a detailed consideration of this subject at its next session.

X. TYRES (Agenda item 9)

A. Harmonization of tyre Regulations (Agenda item 9(a))

Documentation: Informal documents Nos. GRRF-62-04 and GRRF-62-38 of Annex I to the report

36. GRRF was informed that during the June 2007 session of WP.29, AC.3 had considered informal document No. WP.29-142-15 (as reproduced in GRRF-62-04) regarding the options for the further development of the harmonized high speed test in the gtr on tyres. AC.3 had clarified that the GRRF working group on the development of a global technical regulation on tyres (TYREgtr) should explore option 3 as described below. GRRF requested the TYREgtr informal group to submit a detailed report to AC.3 for consideration at its next session in November 2007 for the purpose of a final decision (see WP.29 report ECE/TRANS/WP.29/1062, para. 90).

37. GRRF noted a number of comments by India (GRRF-62-38) regarding the scope, the marking and the performance tests. GRRF referred GRRF-62-38 to TYREgtr informal group, which would meet after the GRRF session proper.

38. The Chairman suggested that the TYRE-gtr informal group should also meet again in Geneva, in conjunction with the sixty-third GRRF session.

B. Regulation No. 30 (Pneumatic tyres) (Agenda item 9(b))

Documentation: Informal document No. GRRF-62-39 of Annex I to the report

39. The expert from the Russian Federation introduced GRRF-62-39 regarding the need for information on the tyre rolling resistance coefficient. He added that such information should be provided by the tyre manufacturer and included in the type approval process of Regulations Nos. 30 and 54. The expert from ETRTO raised concern about gathering such information and preferred that an impact assessment would have to be done in a first step. The expert from Japan

stated that the existing ISO standard was in the process of being reviewed in order to improve the accuracy of the measurement method.

40. Following the discussion, GRRF agreed to resume consideration of this subject at the next GRRF session. The Chairman urged all governmental experts to develop their preference on how to take this activity forward.

C. Regulation No. 64 (Temporary use spare wheels/tyres) (Agenda item 9(c))

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

41. GRRF noted the adoption by WP.29 and AC.1 at their June 2007 sessions of the 01 series of amendments to Regulation No. 64, which are expected to enter into force on 2 February 2008. GRRF considered and adopted ECE/TRANS/WP.29/GRRF/2007/29 correcting the provisions of the type approval marking according to the new series of amendments. GRRF agreed on the urgency of the adopted proposal and requested the secretariat to submit it, on an exceptional basis, to WP.29 and AC.1 for consideration at the November 2007 session as Corrigendum 1 to the 01 series of amendments to Regulation No. 64 (see ECE/TRANS/WP.29/2007/107).

D. Regulation No. 106 (Pneumatic tyres for agricultural vehicles) (Agenda item 9(d))

Documentation: ECE/TRANS/WP.29/GRRF/2007/19 and Corr.1, ECE/TRANS/WP.29/GRRF/2007/20, ECE/TRANS/WP.29/GRRF/2007/21; Informal document No. GRRF-62-03 of Annex I to this report

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

E. Regulation No. 109 (Retreaded pneumatic tyres for commercial vehicles and their trailers) (Agenda item 9(e))

Documentation: ECE/TRANS/WP.29/GRRF/2007/16; Informal documents Nos. GRRF-62-02 and GRRF-62-10 of Annex I to this report

43. The expert from BIPAVER gave a presentation (GRRF-62-02) on retreaded tyres with additional sidewall protection. He introduced ECE/TRANS/WP.29/GRRF/2007/16 proposing to insert into Regulation No. 109 new requirements for such tyres. The expert from the Netherlands preferred an alternative solution as outlined in GRRF-62-10. GRRF noted a number of comments and study reservations by France, the United Kingdom and OICA.

44. GRRF agreed to resume consideration of this subject at its next session, on the basis of a new proposal jointly prepared by BIPAVER and the Netherlands, and taking into account the comments received.

F. Tyre pressure monitoring systems (TPMS) (Agenda item 9(f))

Documentation: Informal document No. GRRF-62-17 of Annex I to this report

45. The expert from Germany, chairing the informal group on TPMS, gave an overview on TPMS and reported on the current situation of impact factors in the case of direct and indirect TPMS (GRRF-62-17). A large number of experts supported the intention to participate in the work to develop new technical prescriptions for TPMS. The expert from ETRTO announced that the work on the improvement of ISO standard 21750 was still in progress within the relevant ISO working group. The EC expert informed GRRF about an internet consultation by the EC on safety issues of tyres (noise emissions, wet grip, rolling resistance and TPMS). He volunteered to keep GRRF and the TPMS working group informed.

46. The expert from Germany announced that the first informal meeting of the TPMS working group would be held in Bonn (Germany), on 28 and 29 November 2007. GRRF reminded the informal group to prepare the terms of reference and the rules of procedure of the informal group for consideration at its next session in February 2008.

G. Exchange of information on national and international tyre requirements
(Agenda item 9(g))

47. GRRF noted that no new information was presented regarding this subject.

H. Regulation No. 108 (Retreaded pneumatic tyres for motor vehicles and their trailers)
(Agenda item 9(h))

Documentation: Informal document No. GRRF-62-19 of Annex I to this report

48. The expert from the Slovak Republic introduced GRRF-62-19 proposing to insert into Regulation No. 108 an omitted derogation for load/speed endurance tests for tyres with a speed category of 300 km/h (symbol Y). GRRF adopted the proposal as reproduced below. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their March 2008 sessions, as Corrigendum 2 to Regulation No. 108.

Annex 7, insert a new paragraph 2.5.7., to read:

"2.5.7. however, for tyres suitable for maximum speed of 300 km/h (speed symbol "Y"), the duration of the test is 20 minutes at the initial test speed step and 10 minutes at the last speed step."

XI. OTHER BUSINESS (Agenda item 10)

A. Electronically controlled stability enhancement systems (Agenda item 10(a))

Documentation: ECE/TRANS/WP.29/2007/100, ECE/TRANS/WP.29/2007/106; Informal documents Nos. GRRF-62-12, GRRF-62-13, GRRF-62-22, GRRF-62-23, GRRF-62-24, GRRF-62-25, GRRF-62-29, GRRF-62-32, GRRF-62-41 and GRRF-62-41-Rev.1 of Annex I to this report

49. GRRF recalled its decision at the previous session regarding the submission to WP.29 of the 11 series of amendments to Regulation No. 13 (ECE/TRANS/WP.29/2007/100), (see report ECE/TRANS/WP.29/GRRF/61, para. 38) and noted the proposal ECE/TRANS/WP.29/2007/106 by the EC to amend the transitional provisions to make mandatory the installation of the Electronic Vehicle Stability Control (EVSC) on different vehicle categories depending on their braking system.

50. The expert from Japan preferred not to mandate the installation of EVSC systems on vehicles and introduced in this respect GRRF-62-12 and GRRF-62-13. Referring to GRRF-62-23, the expert from OICA supported that position and proposed an alternative amendment as reproduced in GRRF-62-24. As justification, he provided some information (GRRF-62-25) regarding the number of vehicles in production as a function of the various axle configurations. Furthermore, he introduced GRRF-62-22 proposing to replace in ECE/TRANS/WP.29/2007/106 the wording "Permanent All-Wheel-Drive vehicles" by "Off-Road vehicles". The expert from the United Kingdom proposed to amend also the application dates outlined in paragraph 12.4.1. (GRRF-62-32).

51. Following the discussion, GRRF agreed on a number of amendments to the basic document ECE/TRANS/WP.29/2007/100, as reproduced in GRRF-62-41-Rev.1 and superseding ECE/TRANS/WP.29/2007/106. The secretariat was requested to submit the adopted proposal, on an exceptional basis, to WP.29 and AC.1 for consideration at their November 2007 sessions (see ECE/TRANS/WP.29/2007/100/Add.1).

B. Clarification of the scope of Regulations covered by GRRF (Agenda item 10(b))

Documentation: ECE/TRANS/WP.29/GRRF/2007/2; Informal documents Nos. GRRF-62-18, GRRF-62-28, GRRF-62-35 and GRRF-62-40 of Annex I to this report

52. The EC expert recalled the purpose of ECE/TRANS/WP.29/GRRF/2007/2 concerning the clarification of the scopes of tyres Regulations. The expert from OICA introduced GRRF-62-18 proposing further amendments to the scope of Regulations Nos. 30, 54, 108 and 109. A number of experts supported that proposal. GRRF agreed to resume consideration of this subject at its next session and to keep GRRF-62-28 and GRRF-62-35 on the agenda. The secretariat was requested to distribute GRRF-62-18 with an official symbol.

53. The expert from ETRTO introduced GRRF-62-40 proposing a clarification to the scope and the transitional provisions of Regulation No. 117 (Tyre rolling noise and wet grip adhesion). As this Regulation is under the responsibility of the Working Party on Noise (GRB), GRRF

agreed to submit the proposal to GRB. For that purpose, the secretariat was requested to distribute GRRF-62-40 with an official symbol and to insert it on the agenda the next GRB session in February 2008 and, for information only, on the agenda of the next GRRF session.

C. Exchange of information on national and international on primary safety
(Agenda item 10(c))

Documentation: ECE/TRANS/WP.29/GRRF/2007/26; Informal documents Nos. GRRF-62-05 and GRRF-62-21 of Annex I to this report

54. The expert from the United Kingdom informed GRRF that his government was currently in the process of investigating the operation of electric parking brakes especially those which have the automatic release function (ECE/TRANS/WP.29/GRRF/2007/26). GRRF noted some comments. The Chairman invited all experts to address any relevant information on this subject to the expert from the United Kingdom.

55. Recalling informal document No. GRRF-61-37 distributed during the previous session, GRRF welcomed the information outlined in GRRF-62-05 concerning the results of a first phase of a research by the United Kingdom on commercial vehicle wheel detachments.

56. GRRF followed with interest a presentation by Japan on the promotion of active safety measures in Japan regarding the collision damage mitigation brake (GRRF-62-21).

D. Election of officers

57. 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 2008.

E. Tributes to Mr. Kärki

58. Learning that Mr. E. Kärki (Finland) had suddenly unexpectedly passed away on 7 September 2007, GRRF remembered him and acknowledged his important contributions during all the years of participation in the group.

XII. MEETING OF THE GRRF WORKING GROUP ON THE DEVELOPMENT OF A GTR ON TYRES (TYREgtr) (Agenda item 11)

59. GRRF noted that a number of informal documents (see paras. 35 and 36) were referred to the TYREgtr informal group, which convened after the GRRF session proper.

XIII. PROVISIONAL AGENDA FOR THE NEXT SESSION

60. GRRF did not consider the agenda for the sixty-third session to be held in Geneva, from 4 (2.30 p.m.) to 8 (12.30 p.m.) February 2008. It was agreed that the Chairman, jointly with the secretariat, would propose a draft agenda. 1/

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

Annex ILIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL
DURING THE SIXTY-SECOND SESSION (GRRF-62-....)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
01.	Chairman	-	E	Provisional agenda, running order	(a)
02.	BIPAVER	9(e)	E	ASP: Additional Sidewall Protection	(a)
03.	ETRTO	9(d)	E	Corrigendum to ECE/TRANS/WP.29/GRRF/2007/21	(c)
04.	Secretariat	9(a) and 11	E	High speed test harmonization in the gtr for tyres	(g)
05.	United Kingdom	10(c)	E		(a)
06.	IG on R55	5	E	Presentation of the working group "GRRF ECE R55": Situation of September 2007	(a)
07.	United States of America	2(a)	E	1st IWG GTR ESC meeting: Draft report	(a)
08.	France	6	E	Proposal for a corrigendum to Regulation No. 89	(d)
09.& Add.1	CLEPA	3(i)	E	ISO 11992 messages and signalling	(a)
10.	Netherlands	9(e)	E	Proposal for draft amendments to Regulation No. 109	(a)
11.	Japan	3(i)	E	Study on the activation timing of Brake Assist Systems (BAS)	(a)
12.	Japan	10(a)	E	Proposal for amendment to ECE/TRANS/WP.29/2007/106	(a)
13.	Japan	10(a)	E	Proposal for the 11 series of amendments to Regulation No. 13	(a)
14.	Japan	2(a)	E	Proposal for amendments to ECE/TRANS/WP.29/GRRF/2007/14	(f)
15.	Japan	2(b)&3(g)	E	Proposal for amendments to ECE/TRANS/WP.29/GRRF/2007/28	(f)
16.	Canada	4(a)	E	Proposal for Corrigendum 1 to the 03 series of amendments to Regulation No. 78	(d)
17.	Germany	9(f)	E	Overview on TPMS	(a)
18.	OICA	10(b)	E	Proposal for a Corrigendum to ECE/TRANS/WP.29/GRRF/2007/2 (Clarification of scopes)	(a)
19.	Slovakia	9(h)	E	Proposal for draft Corrigendum 1 to Supplement 1 to Regulation No. 108	(d)
20.	CLEPA	3(d)	E	ABS failure performance (ECE/TRANS/WP.29/GRRF/2007/7)	(a)
21.	Japan	10(c)	E	The promotion of active safety measures in Japan - collision damage mitigation brake	(a)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
22.	OICA	10(a)	E	Concerns of the industry about document ECE/TRANS/WP.29/2007/106 - Permanent All-Wheel-Drive (AWD) vehicles	(a)
23	OICA	10(a)	E	Concerns of OICA about document ECE/TRANS/WP.29/2007/106 - Workload for technical services	(a)
24	OICA	10(a)	E	Proposal for draft amendments to the proposal for the 11 series of amendments to Regulation No. 13 (ECE/TRANS/WP.29/2007/106)	(a)
25	OICA	10(a)	E	Data from industry about wheel configuration relative to production (introduction of EVSC into UNECE Regulation No. 13))	(a)
26	Germany	3(c)	E	Proposal for draft Supplement 10 to the 09 series of amendments to Regulation No. 13	(a)
27	Germany	3(i)	E	Proposed changes with regard to Supplement 4 to the 10 series of amendments to Regulation No. 13	(b)
28	Germany	10(b)	E	Proposal for collective amendments to Regulations Nos. 30, 54, 108 and 109	(a)
29	United Kingdom	10(a)	E	Clarification for draft amendments to the proposal for the 11 series of amendments to Regulation No. 13 (ECE/TRANS/WP.29/2007/106)	(a)
30	CLEPA	7	E	Replacement brake calipers (Regulation No. 90)	(a)
31	EC	3(i)	E	Introduction of Brake Assist Systems to Regulation No. 13-H	(b)
32	EC	10(a)	E	Proposed amendments to Regulation No. 13	(a)
33	OICA	2(a)	E	Proposal for amendment to ECE/TRANS/WP.29/GRRF/2007/25	(f)
34	OICA	2(b)&3(g)	E	Draft Corrigendum to informal document No. GRRF-62-15	(f)
35	Germany	10(b)	E	Quadricycles: Scope of Regulations	(a)
36	ESC	2(a)	E	Draft global technical regulation on electronic stability control systems	(a)
37	India	4(a)	E	Proposal from India on document ECE/TRANS/WP.29/GRRF/2007/13	(a)
38	India	9(a)	E	Comments from India on the gtr for passenger vehicle tyres under formulation by the working group on tyres	(g)
39	Russian Federation	9(b)	E	Proposed amendments to Regulations Nos. 30 and 54 regarding manufacturer's information on rolling resistance coefficient	(b)
40	ETRTO	10(b)	E	Draft amendments to the 01 series of amendments to Regulation No. 117	(e)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
41	United Kingdom	10(a)	E	Clarification for draft amendment to the proposal for the 11 series of amendments to Regulation No. 13	(a)
41- Rev.1	EC, United Kingdom, OICA	10(a)	E	Proposal for draft amendments to ECE/TRANS/WP.29/2007/106	(d)

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
- (d) Adopted and submitted to WP.29 with an official symbol
- (e) Submitted to GRB with an official symbol
- (f) Referred to ESC working group
- (g) Referred to TYREgtr working group

Annex II

CORRIGENDUM 1 TO REVISION 1 TO
REGULATION NO. 78 (03 SERIES OF AMENDMENTS)
(ADOPTED BY GRRF AT ITS SIXTY-SECOND SESSION, SEE PARA. 23)

Paragraph 5.1.6., amend to read (deletion of the reference to paragraph 4.):

"5.1.6. Three-wheeled vehicles requirements prescribed in Annex 3."

Paragraph 5.1.10.(a), subparagraph a., correct formatting to read paragraph 5.1.10.(b)

Paragraph 5.3.3., correct to read:

"5.3.3. Continuous deceleration recording:

For the burnishing force is applied to **the brake control until** the end of the stop."

Annex 3, paragraph 10.4., correct to read

"10.4. Performance requirements:

When the brakes are tested in accordance with the test procedure set out in paragraph 10.3.:

- (a) the system shall comply with the failure warning requirements set out in paragraph 5.1.11. of this Regulation; and
- (b) the stopping distance (S) shall be $\leq 0.1 V + 0.0117 V^2$ (where V is the specified test speed in km/h and S is the required stopping distance in metres) or the MFDD shall be $\geq 3.3 \text{ m/s}^2$."

Annex III

CORRIGENDUM 1 TO REGULATION NO. 89
(ADOPTED BY GRRF AT ITS SIXTY-SECOND SESSION, SEE PARA. 29)

Paragraph 2.1.3., correct to read:

"2.1.3. "Stabilized speed V_{stab} " means the mean vehicle **speed specified in paragraph 1.1.4.2.3.3. of Annex 5 and in paragraph 1.5.4.1.2.3 of Annex 6** to this Regulation;"

Annex 5

Paragraph 1.1.4.2.2.3., correct to read:

"1.1.4.2.2.3. the stabilized speed conditions specified in **paragraph 1.1.4.2.3.** shall be attained within 10 s of first reaching V_{stab} ;"

Paragraph 1.1.4.3.3.3. (former), renumber as paragraph 1.1.4.2.3.3. (French text only).

Annex 6, paragraph 1.5.4.1.1.3., correct to read:

"1.5.4.1.1.3. the stabilized speed conditions specified in **paragraph 1.5.4.1.2.** shall be attained within 10 s of first reaching V_{stab} ;"

Annex 6, paragraph 1.5.4.1.2.1., correct to read:

"1.5.4.1.2.1. speed shall not vary by more than 3 km/h of V_{stab} ;"

Annex IV

GRRF INFORMAL GROUPS

<u>Informal group on</u>	<u>Chairperson</u>	<u>Secretary</u>
Passenger vehicle braking gtr (PVGTR)	Mr. I. Yarnold Tel: 44 207 944 2080 Fax: 44 207 944 2169 E-mail: ian.yarnold@dft.gsi.gov.uk	Mr. M. Brearley (CLEPA) E-mail: malcolm.brearley-contr@trw.com
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Brake linings	Mr. W. Rothmann Tel: 49 2171 501 577 Fax: 49 2171 501 530 E-mail: wrothmann@tmdfriction.com	<u>1/</u>
Replacement Discs and Drums (RD&D)	Mr. W. Gaupp Tel: 49 201 825 4139 Fax: 49 201 825 4185 E-mail: wgaupp@tuev-nord.de	<u>1/</u>
Electronic Vehicle Stability Control (EVSC)	Mr. L. Palkovics (c/o: Mr. G. Brett) Tel: 36 1 371 5950 Fax: 36 1 203 1167 E-mail: brett@tuvnord.hu	Mr. M. Pehle (CLEPA) Tel: +49 226-2781974 Fax: +49 226-2786550 E-mail: pehle@bpw.de
Mechanical couplings	Mr. A. Sigwart Tel: 49 221 903 4700 Fax: 49 221 903 2938 E-mail: asigwart@ford.com	Mr. J. Westphäling Tel: 49 89 32950 722 Fax: 49 89 32950 720 E-mail: juergen.westphaeling@tuev-sued.de
Tyre Pressure Monitoring Systems (TPMS)	Mr. W. Reithmaier Tel: 49 895 190 3453 Fax: 49 895 190 3547 E-mail: walter.reithmaier@tuev-sued.de	<u>1/</u>

1/ To be determined
