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Working Party on Brakes and Running Gear

**REPORT OF THE WORKING PARTY ON BRAKES AND RUNNING GEAR
ON ITS SIXTY-FIFTH SESSION
(2 – 6 February 2009)**

CONTENTS

	<u>Paragraphs</u>	<u>Page</u>
I. ATTENDANCE	1-2	3
II. ADOPTION OF THE AGENDA (Agenda item 1)	3	3
III. MEETING OF THE GRRF WORKING GROUP ON THE DEVELOPMENT OF A GTR ON TYRES (TYREgtr) (Agenda item 2)	4	3
IV. REGULATIONS Nos. 13 AND 13-H (Braking) (Agenda item 3)	5-22	3
A. Exchange of views on a passenger vehicle braking gtr (Agenda item 3(a)).....	5	3
B. Emergency Stop Signal (ESS) (Agenda item 3(b))	6-7	4
C. Secondary coupling for unbraked trailers (Agenda item 3(c))	8	4
D. Trailer parking brake (Agenda item 3(d))	9	4
E. Electric control line (Agenda item 3(e)).....	10	4
F. Clarifications (Agenda item 3(f))	11	4
G. Brake Assist Systems (BAS) (Agenda item 3(g))	12-13	5
H. Electronic Vehicle Stability Control (EVSC) (Agenda item 3(h))	14-18	5
I. Other business (Agenda item 3(i)).....	19-22	6

CONTENTS

	<u>Paragraphs</u>	<u>Page</u>
V. MOTORCYCLE BRAKING (Agenda item 4).....	23	7
A. Harmonization of motorcycle braking requirements (Agenda item 4(a)).....	23	7
VI. REGULATION No. 55 (Mechanical couplings) (Agenda item 5)	24-27	7
VII. REGULATION No. 90 (Replacement brake linings) (Agenda item 6).....	28-32	8
VIII. REGULATION No. 79 (Steering equipment) (Agenda item 7) ...	33	9
IX. TYRES (Agenda item 8).....	34-48	9
A. Harmonization of tyre Regulations (Agenda item 8(a)).....	34-38	9
B. Regulations Nos. 30 and 54 (Pneumatic tyres) (Agenda item 8(b)).....	39	10
C. Regulation No. 106 (Pneumatic tyres for agricultural vehicles) (Agenda item 8(c))	40-42	10
D. Regulation No. 124 (Replacement wheels) (Agenda item 8(d)).....	43	10
E. Tyre pressure monitoring systems (TPMS) (Agenda item 8(e)).....	44-48	10
F. Exchange of information on national and international tyre requirements (Agenda item 8(f)).....	49	11
X. OTHER BUSINESS (Agenda item 9)	50-56	12
A. Clarification of the scope of Regulations covered by GRRF (Agenda item 9(a))	50-51	12
B. Exchange of information on national and international on primary safety (Agenda item 9(b))	52	12
C. Autonomous emergency braking and lane departure warning systems (Agenda item 9(c))	53-54	12
D. Tributes and welcomes	55-57	13
E. Other business.....	58	13
XI. PROVISIONAL AGENDA FOR THE NEXT SESSION.....	59	13

Annexes

I. List of informal documents distributed without a symbol during the sixty-fifth session (GRRF-65-...):.....	14
II. Adopted amendments to ECE/TRANS/WP.29/GRRF/2008/4	17
III. Terms of reference of the informal group on autonomous braking and lane departure warning systems	19
IV. GRRF informal groups:.....	21

I. ATTENDANCE

1. The Working Party on Brakes and Running Gear (GRRF) held its sixty-fifth session from 2-6 February 2009 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, as amended): Belgium; Canada; China; Czech Republic; Denmark; France; Germany; Hungary; India; Italy; Japan; Netherlands; Norway; Poland; Russian Federation; Slovakia; South Africa; Spain; Sweden; Switzerland; Thailand; 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); Federation of European Manufacturers of Friction Materials (FEMFM), 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 (BIPAVER); 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/2009/1, Informal document No. GRRF-65-01

3. GRRF adopted without any change the agenda ECE/TRANS/WP.29/GRRF/2009/1 and agreed on the running order GRRF-65-01.

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

4. GRRF noted that the TYRE gtr working group had held its sixth informal meeting prior to the GRRF session proper (for the results, see agenda item 8(a), paras. 34 to 38).

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 noted that its decision to suspend the development of a draft gtr on passenger vehicle braking had been endorsed by AC.3 at its November 2008 session. GRRF decided to remove this subject from the agenda of the next September 2009 session.

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

Documentation: ECE/TRANS/WP.29/GRRF/2009/2, ECE/TRANS/WP.29/GRRF/2009/3, ECE/TRANS/WP.29/GRRF/2009/14, Informal documents Nos. GRRF-65-10, GRRF-65-11, GRRF-65-12, GRRF-65-27 and GRRF-65-39

6. The expert from OICA introduced ECE/TRANS/WP.29/GRRF/2009/2, ECE/TRANS/WP.29/GRRF/2009/14, GRRF-65-10 and GRRF-65-39 allowing in Regulations Nos. 13 and 13-H the illumination of stop lamps when the electric regenerative braking produces a certain deceleration. Japan suggested some improvements (GRRF-65-27) to the wording of ECE/TRANS/WP.29/GRRF/2009/2 and ECE/TRANS/WP.29/GRRF/2009/14. GRRF noted the intention of the OICA proposal, but due to time constraints a full discussion was deferred to the next session. The expert from OICA volunteered to prepare, for the next session of GRRF in September 2009, a revised proposal taking into account the comments received.

7. GRRF agreed to differ to its next session the consideration of ECE/TRANS/WP.29/GRRF/2009/3, GRRF-65-11 and GRRF-65-12.

C. Secondary coupling for unbraked trailers (Agenda item 3(c))

Documentation: ECE/TRANS/WP.29/GRRF/2009/12

8. The expert from the United Kingdom recalled the purpose of ECE/TRANS/WP.29/GRRF/2009/12 aiming at removing from Regulation No. 13 the requirement for light trailers to be fitted with a secondary coupling device and incorporating it in Regulation No. 55 (see also agenda item 5). GRRF noted study reservations by the experts from Germany and Sweden and agreed to have a final review of this subject at its next session.

D. Trailer parking brake (Agenda item 3(d))

Documentation: ECE/TRANS/WP.29/GRRF/2009/11 and Corr.1

9. GRRF agreed to resume consideration of this subject at its next session.

E. Electric control line (Agenda item 3(e))

Documentation: ECE/TRANS/WP.29/GRRF/2009/6

10. GRRF agreed to resume consideration of this subject at its next session.

F. Clarifications (Agenda item 3(f))

Documentation: ECE/TRANS/WP.29/GRRF/2009/7, ECE/TRANS/WP.29/GRRF/2009/8

11. The secretariat withdrew ECE/TRANS/WP.29/GRRF/2009/7. GRRF agreed to resume the consideration of ECE/TRANS/WP.29/GRRF/2009/8 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-65-23, its Rev.1 and GRRF-65-29

12. The EC expert introduced GRRF-65-23 superseding ECE/TRANS/WP.29/GRRF/2008/15 and proposing the insertion into Regulation No. 13-H of new requirements for BAS as a package with electronic stability control (ESC) systems. The expert from OICA reluctantly accepted the packaging of the two systems into one supplement. GRRF agreed to include the clarifications proposed by India (GRRF-65-29).

13. GRRF adopted the document as reproduced in GRRF-65-23-Rev.1, and requested the secretariat to submit the proposal to WP.29 and AC.1 for consideration at their June 2009 sessions, as draft Supplement 9 to the original version of Regulation No. 13-H.

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

Documentation: ECE/TRANS/WP.29/GRRF/2008/18, ECE/TRANS/WP.29/GRRF/2009/4, ECE/TRANS/WP.29/GRRF/2009/5, ECE/TRANS/WP.29/GRRF/2009/9, ECE/TRANS/WP.29/GRRF/2009/15, Informal documents Nos. GRRF-65-05, GRRF-65-06 and its Rev.1

14. The expert from CLEPA recalled the purpose of ECE/TRANS/WP.29/GRRF/2008/18 clarifying the cases in which the vehicle stability function was not required. He volunteered to prepare a further proposal clarifying the case when ESC was disabled. GRRF adopted ECE/TRANS/WP.29/GRRF/2008/18, as amended below, and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their June 2009 sessions, as Corrigendum 2 to the 11 series of amendments to Regulation No. 13.

Page 2, Annex 21, paragraph 2.1.1., amend to read:

"2.1.1. Where a vehicle

.....

In both cases, the function is not required:

- (a) **When the vehicle speed is below 20 km/h;**
- (b) **Until the initial start-up self test and plausibility checks have been completed;**
- (c) **When the vehicle is being driven in reverse."**

15. The expert from CLEPA introduced ECE/TRANS/WP.29/GRRF/2009/4 revising the requirements on the failure warning of trailers fitted with a stability control function. GRRF adopted the proposal, as amended below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their June 2009 sessions, as draft Supplement 3 to the 11 series of amendments to Regulation No. 13.

Page 2, paragraph 5.2.2.17.1., amend "indicate the failure by the separate" to read "indicate the failure **or defect** by the separate".

16. The expert from CLEPA introduced ECE/TRANS/WP.29/GRRF/2009/5 requiring that motor vehicles equipped with a stability control function utilize the yellow warning signal when a failure of the stability function occurs. GRRF adopted the text, not amended, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their June 2009 sessions, as a part (see para. 15 above) of draft Supplement 3 to the 11 series of amendments to Regulation No. 13.

17. On behalf of the International Association of the Body and Trailer Building Industry (CLCCR), the expert from CLEPA introduced ECE/TRANS/WP.29/GRRF/2009/9 and GRRF-65-06-Rev.1 proposing to exempt some N₂ category of vehicles with hydraulic transmission from the stability control requirements. Several delegations questioned the need for such an exemption and raised study reservations. GRRF agreed to have a final review on this subject during its September 2009 session on the basis of a revised proposal from CLCCR.

18. The expert from CLEPA presented ECE/TRANS/WP.29/GRRF/2009/15 and GRRF-65-05 proposing an alternative method to assess the vehicle stability system in the same way as trailer components. GRRF showed some support on the principle, but a number of experts were sceptical and requested evidence for such alternative assessments. GRRF noted the reservation from Germany and agreed to resume consideration of this subject at its next session in September 2009 on the basis of a revised proposal from CLEPA.

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

Documentation: ECE/TRANS/WP.29/GRRF/2009/17, Informal documents Nos. GRRF-65-03, GRRF-65-04, GRRF-65-13 and GRRF-65-14

19. The expert from OICA introduced ECE/TRANS/WP.29/GRRF/2009/17 amending the transitional provisions of Supplement 7 to Regulation No. 13-H to take into account that Contracting Parties may wish to continue to grant type approvals according to Supplement 6 for vehicles not equipped with ESC. GRRF adopted the text, as amended below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their June 2009 sessions, as Corrigendum 1 to Supplement 7 to Regulation No. 13-H.

Page 2, paragraph 12.5., correct "to those type of vehicles which" to read "to those types of vehicle which".

20. The expert from CLEPA introduced GRRF-65-03 proposing to remove a design restriction to use a fuse with vehicles equipped with "EBS" braking system. GRRF adopted the text, as amended below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their June 2009 sessions, as Corrigendum 2 to Revision 6 of Regulation No. 13.

Paragraph 5.2.2.17., note 16, correct "ISO 7638:2003" to read "ISO 7638:1997".

21. The expert from CLEPA introduced GRRF-65-04 concerning the update in Regulation No. 13 of the references to ISO 7638. Upon the request by the expert from Germany, the secretariat provided a copy of ISO 7638:2003 during the session. GRRF agreed to have a final

review of this subject at its next session and requested the secretariat to distribute GRRF-65-04 with an official symbol.

22. The expert from CLEPA presented GRRF-65-13 and GRRF-65-14 clarifying the requirements in Regulations Nos. 13 and 13-H with regard to the sensing device and warning lamp which indicates when brake lining replacement is necessary. GRRF adopted GRRF-65-13, as amended below, and GRRF-65-14, not amended. The secretariat was requested to submit both documents to WP.29 and AC.1 for consideration at their June 2009 sessions, as draft Corrigendum 2 to Revision 6 of Regulation No. 13 and as Corrigendum 1 to Revision 1 of Regulation No. 13-H.

Paragraph 5.2.2.8.2.1., correct "provided that signal" to read "provided that **the** signal".

V. MOTORCYCLE BRAKING (Agenda item 4)

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

Documentation: ECE/TRANS/WP.29/2008/64, Informal documents Nos. GRRF-64-15 and GRRF-65-33

23. 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, ECE/TRANS/WP.29/GRRF/2009/13, Informal documents Nos. GRRF-65-02 and GRRF-65-16 of Annex I to this report

24. The expert from Germany, chairing the informal group on mechanical couplings, recalled the purpose of ECE/TRANS/WP.29/GRRF/2008/16 and GRRF-65-02, proposing to insert into Regulation No. 55 an alternative test procedure for coupling balls and towing devices. GRRF adopted the proposal, as amended below.

Page 5, paragraph 3.10.2.2., add at the end of the paragraph the following reference:

**"An example of a load time history which fulfils these requirements is given at:
<<http://www.unece.org/trans/main/wp29/wp29wgs/wp29grrf/grrf-reg55.html>>"**

25. As this test was considered as an alternative to the current test method, GRRF agreed that no new series of amendments was necessary. The United Kingdom supported by Spain sought clarification that this test is an alternative to the existing single axis test, not a replacement, and Contracting Parties shall therefore accept either approval for access to their markets. GRRF agreed. Thus, GRRF requested the secretariat to submit the proposal to WP.29 and AC.1 for consideration at their June 2009 sessions, as draft Supplement 1 to 01 series of amendment to Regulation No. 55.

26. The expert from the United Kingdom introduced ECE/TRANS/WP.29/GRRF/2009/13 proposing to remove the provisions for a secondary coupling from Regulation No. 13 and to incorporate them in Regulation No. 55 (see also agenda item 3(c)). GRRF noted study

reservations by the experts from Germany and Sweden, who preferred to insert a reference to the corresponding ISO standard on the strength of such chains. GRRF agreed to have a final review of this subject at its next session.

27. The expert from CLEPA informed GRRF of the progress made by an ISO working group in the development of a draft standard on fully automatic coupling systems for heavy commercial vehicle combinations with fifth wheel couplings (GRRF-65-16). He added that the ISO working group intended to develop, in a further step, also a standard for the automatic coupling of full trailers.

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

Documentation: ECE/TRANS/WP.29/2009/8, 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-64-22, GRRF-65-07, GRRF-65-08, GRRF-65-09, GRRF-65-25, GRRF-65-26 and GRRF-65-34

28. On behalf of the informal group on Replacement Discs and Drums (RD&D), the expert from Germany reported on the progress of work made by the informal group. He introduced the proposals GRRF-65-07, GRRF-65-08 and GRRF-65-09 proposing amendments to Regulations Nos. 90, 13 and 13-H and superseding ECE/TRANS/WP.29/GRRF/2008/7, ECE/TRANS/WP.29/GRRF/2008/10 and ECE/TRANS/WP.29/GRRF/2008/11. GRRF welcomed those proposals to introduce in Regulations Nos. 13 and 13-H provisions requiring the manufacturer to mention in the type-approval documentation the identification codes covered by the type-approval of the vehicle as well as to provide the necessary information regarding the link between the vehicle and the original replacement parts. The expert from OICA suggested inserting into the proposals a number of improvements (GRRF-65-25 and GRRF-65-26). Finally, the expert from Germany sought guidance by GRRF on the need of marking original replacement parts.

29. The majority of experts expressed the view that original replacement parts did not necessarily need to be type approved according to Regulation No. 90 provided they were covered by the type-approval of the vehicle (Regulation No. 13 or 13-H) and that they were clearly identified by a permanent (indelible and clearly legible) identification code. The experts from Germany and OICA expressed the view that, it was legally impossible to include marking requirements for original replacement parts in Regulation No.90, as they were not in the scope of Regulation No. 90.

30. GRRF agreed with the proposal by IMMA (GRRF-65-34) to remove category L vehicles from the scope of the brake and discs amending proposal to Regulation No. 90, given the small market perspective for replacement discs and drums for two- and three-wheeled vehicles.

31. GRRF invited the informal group to prepare revised proposals taking into account the comments received, including those in GRRF-64-22. GRRF agreed to resume consideration of this subject at its next session in September 2009 on the basis of official documents.

32. As agreed at its previous session, GRRF had a final review of draft Supplement 11 to 01 series of amendments to Regulation No. 90 (ECE/TRANS/WP.29/2009/8) and confirmed its adoption and submission to WP.29 and AC.1, for consideration at their March 2009 sessions.

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

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

IX. TYRES (Agenda item 8)

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

Documentation: Informal document No. GRRF-65-28

34. 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 2 February 2009, prior to the GRRF session proper. The informal group has not yet concluded its discussion on the tyre marking. GRRF noted that the proposed marking for tyres covered by the gtr would raise a number of legal questions with regard to the mutual recognition of the different certification procedures (self-certification, type approvals according to UNECE Regulations or even national legislation). GRRF agreed on the need to seek advice of WP.29 on this issue at a later stage.

35. The expert from India introduced GRRF-65-28 proposing that certain categories of tyres should be included into the harmonized high-speed and endurance/low-pressure tests. He also suggested reviewing the three testing modules. GRRF noted a number of comments and agreed to defer consideration of this issue to a later stage.

36. The Chairman expressed his intention to report to WP.29 and AC.3 at their March sessions on the progress made on the development of the draft gtr. He intended to propose to AC.3 to go forward with a two-step approach, as suggested by the informal group. With regard to the scope of the gtr, the first step would include the harmonization of the testing provisions for radial tyres of vehicles not exceeding 4,536 kg (10,000 lbs). In this step, the provisions for passenger car tyres would be fully harmonized. However, the tyre test provisions for light trucks (LT) and for commercial (C) vehicles not exceeding 4,536 kg would at the choice of the Contracting Party be aligned with those of the Federal Motor Vehicle Safety Standard (FMVSS No. 139) or those of UNECE Regulation No. 54. He expected that the first step could be finalized by the end of 2010. The second step would seek to fully harmonize the testing procedures for LT and C tyres for vehicles not exceeding 4,536 kg within the next 3 years. This strategy was endorsed by GRRF, subject to the confirmation by the delegates of Canada and United States of America.

37. In order to make progress, the Chairman urged all experts to consider, on their national level, the draft gtr in depth and to send, as soon as possible, their comments to the Secretary of the informal group (info@etrto.org). For that purpose, the expert from ETRTO was invited to provide the secretariat with an editable electronic version of the draft gtr in order to make it publicly available on the GRRF website.

38. The Chairman suggested that the TYRE-gtr working group should meet again in Geneva, in conjunction with the sixty-sixth GRRF session. He added that, in case of good progress, an additional informal meeting could potentially be held in summer 2009.

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

39. 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.

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/2009/16, Informal documents Nos. GRRF-65-17 and GRRF-65-18

40. Recalling the purpose of ECE/TRANS/WP.29/GRRF/2007/20/Rev.1, the expert from ETRTO introduced GRRF-65-17 proposing a number of amendments to the proposal. He gave a presentation (GRRF-65-18) justifying the update of Regulation No. 106. GRRF adopted ECE/TRANS/WP.29/GRRF/2007/20/Rev.1, as amended by GRRF-65-17.

41. The expert from ETRTO explained the purpose of ECE/TRANS/WP.29/GRRF/2009/16 aimed at aligning the documentation of Regulation No. 106 with the provisions of Regulations Nos. 30, 54 and 75. GRRF adopted the document, not amended.

42. GRRF requested the secretariat to submit ECE/TRANS/WP.29/GRRF/2007/20/Rev.1, as amended by GRRF-65-17, and ECE/TRANS/WP.29/GRRF/2009/16, not amended, to WP.29 and AC.1 for consideration at their June 2009 sessions, as draft Supplement 8 to the original version of Regulation No. 106.

D. Regulation No. 124 (Replacement wheels) (Agenda item 8(d))

Documentation: ECE/TRANS/WP.29/GRRF/2008/13 and Informal document No. GRRF 65-32

43. GRRF agreed to defer the consideration of this subject to its next session in September 2009.

E. Tyre pressure monitoring systems (TPMS) (Agenda item 8(e))

Documentation: ECE/TRANS/WP.29/GRRF/2009/10 and Corr.1, Informal documents Nos. GRRF-65-15, GRRF-65-21, GRRF-65-22, GRRF-65-24, GRRF-65-30, GRRF-65-31, GRRF-65-35, GRRF-65-36 and GRRF-65-40 of Annex I to this report

44. The expert from Germany reported on the progress made by the informal group on tyre pressure monitoring (TPM) during its meetings held in Bonn on 13-14 October 2008 and on 12 December 2008. He presented their draft proposal for a new regulation for TPMS (ECE/TRANS/WP.29/GRRF/2009/10 and Corr.1) with a number of unresolved issues in square brackets.

45. The expert from OICA introduced GRRF-65-15, GRRF-65-30, GRRF-65-31 and GRRF-65-35 proposing some improvements in the text as well as the technical background for a wider range of under-inflation of the tyres. The expert from the United Kingdom preferred to have a tighter range for the detection of under-inflation, without any tolerance for the accuracy (GRRF-65-36). The expert from ETRTO presented GRRF-65-21 and GRRF-65-22 also supporting a tighter range for the detection of under-inflation for safety reasons.

46. Following a lengthy discussion, the Chairman proposed a compromised text based upon ECE/TRANS/WP.29/GRRF/2009/10 as reproduced in GRRF-65-40. This text includes, for the diffusion test, a pressure threshold of 20 per cent with no tolerance, but could not agree on the cumulative time necessary to warn the driver [30/60] minutes and on the allowance for the inaccuracies of the measuring equipment [5] kPa. These values would be kept in square brackets and should be considered by WP.29 during its forthcoming sessions. The Chairman announced his intention to inform WP.29 of the remaining open issues and to seek, in this respect, the advice of WP.29 at the forthcoming March 2009 session. The expert from OICA renewed his request about the crucial need to improve the accuracy of pressure gauges at service stations. The secretariat was requested to inform the European Garage Equipment Association (EGEA) of this need.

47. Concerning the time frame, the EC expert recalled the group that TPMS requirements would be made mandatory in the European Union by 2012. Therefore, GRRF agreed (with the exception of the expert from Germany) to adopt the TPMS requirements as an amendment to Regulation No. 64, instead of a new draft Regulation. The expert from the EC was requested to produce a revised document to include the agreed TPMS requirements into Regulation No. 64. GRRF requested the secretariat to submit the adopted proposal to WP.29 and AC.1 for consideration at their November 2009 sessions, as draft new series of amendments to Regulation No. 64, subject to a final review by GRRF at its September 2009 session.

48. Concluding the discussion, the Chairman thanked the experts from Germany for developing their proposal and for managing the competing approaches within the informal group.

F. Exchange of information on national and international tyre requirements
(Agenda item 8(f))

49. The expert from EC informed GRRF about the intention of his organization to develop, by the end of 2010, a new regulation on general safety issues. He underlined the urgency of this subject and stressed the need to insert into the pertinent UNECE Regulations a definition of "special tyres" (i.e. snow tyres or tyres for off-road use) in order to allow such tyres to be exempted from some provisions on rolling resistance and noise. GRRF agreed with the Chairman's proposal to set up a joint GRRF/GRB informal group on special tyre definitions, subject to the consent by WP.29 at its March 2009 session. He added that the chairmanship would be determined by WP.29 in conjunction with the Chairman of GRB.

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 and informal document No. GRRF-64-10 of Annex I to this report

50. The expert from EC recalled the purpose of ECE/TRANS/WP.29/GRRF/2008/4 clarifying the scope of Regulations Nos. 30, 54, 108 and 109. He introduced GRRF-64-10 proposing to include category N₁ vehicles into the scope of Regulations Nos. 30 and 108.

51. GRRF adopted ECE/TRANS/WP.29/GRRF/2008/4, as reproduced in Annex II, and requested the secretariat to submit them to WP.29 and AC.1 for consideration at their June 2009 sessions, as draft Supplements to the Regulations concerned.

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

Documentation: Informal document No. GRRF-65-37

52. The expert from Spain introduced GRRF-65-37 requesting information relating to the application of Regulation No. 90 in the different Contracting Parties. The Chairman invited all experts to send their replies to the questionnaire by email to the expert from Spain (ilafuente@idiada.com).

C. Autonomous emergency braking and lane departure warning systems (Agenda item 9(c))

Documentation: Informal documents Nos. GRRF-65-19 GRRF-65-20 and GRRF-65-38 of Annex I to this report

53. Referring to GRRF-65-19, the Chairman reported on the outcome of the GRRF brainstorming session, held in Geneva on 9 December 2008. The expert from Germany reminded GRRF of their offer made at the December meeting to chair an informal group. The Chairman thanked Germany for their proposal.

54. The Chairman suggested that, in order to make good rapid progress on this key piece of work, an informal group should be convened. The experts from the EC and Germany expressed their wish to provide chairmanship of this group. Given the importance of this work for the European Community, GRRF agreed to set up an informal group on automatic emergency braking system and lane departure warning systems (AEBS/LDW) under the chairmanship of the European Commission. The expert from Japan announced full technical support by his delegation. The expert from OICA volunteered to provide the secretariat duties for the informal group. The Chairman presented the draft terms of references (GRRF-65-38) of the informal group, which were endorsed by GRRF (see Annex III). GRRF agreed to refer to the informal group GRRF-65-20 proposing to introduce into Regulation No. 79 new provisions on lane departure warning systems.

D. Tributes and welcomes

55. The Chairman thanked Mr. Nic Bries (ETRTO) for his contribution to GRRF over the years and wished him well in retirement.

56. The Chairman also shared the sad news that Mr. Gabor Brett (Hungary) passed away after an illness and posthumously thanked him for his invaluable and reasoned contribution to GRRF especially in relation with EVSC systems.

57. Mr. Ferenc Finszter was welcomed by GRRF as the new Hungarian delegate.

E. Other business

58. GRRF agreed to add an agenda item on rolling resistance in order to be informed about the work progress of GRB.

XI. PROVISIONAL AGENDA FOR THE NEXT SESSION

59. GRRF did not consider the agenda for the sixty-sixth session to be held in Geneva, from 15 (9.30 a.m.) to 17 (5.30 p.m.) September 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 26 June 2009. 1/

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

Annex ILIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL
DURING THE SIXTY-FIFTH SESSION (GRRF-65-....)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
01	Chairman	-	E	Running order of the provisional agenda of the 65th session of GRRF	(a)
02	Secretariat	5	E	Proposed Corrigendum to ECE/TRANS/WP.29/GRRF/2008/16 (Regulation No. 55)	(a)
03	CLEPA	3(i)	E	Draft amendments to Regulation No. 13 (wiring requirements)	(a)
04	CLEPA	3(h)	E	Update ECE Regulation No. 13 to make reference to ISO 7638:2003	(b)
05	CLEPA	3(h)	E	Background Information on working document ECE/TRANS/WP.29/GRRF/2009/15	(a)
06	CLCCR	3(h)	E	Corrigendum to ECE/TRANS/WP.29/GRRF/2009/9	(a)
07	Germany/ RD&D	6	E	Draft amendments to Regulation No.90 (Replacement brake linings)	(a)
08	Germany/ RD&D	6	E	Draft amendments to Regulation No.13 (Heavy Vehicle Braking)	(a)
09	Germany/ RD&D	6	E	Draft amendments to Regulation No.13-H (Braking)	(a)
10	OICA	3(b)	E	Amendments to ECE/TRANS/WP.29/GRRF/2009/14 (Regulation No. 13-Heavy vehicle braking)	(a)
11	OICA/CLEPA	3(b)	E	Amendments to Regulation No. 13 (Heavy vehicle braking) regarding ESS	(b)
12	OICA/CLEPA	3(b)	E	Amendments to Regulation No. 13-H (Braking) regarding ESS	(b)
13	OICA/CLEPA	3(i)	E	Amendments to Regulation No. 13 (Heavy vehicle Braking) regarding brake lining wear out sensor	(a)
14	OICA/CLEPA	3(i)	E	Amendments to Regulation No. 13-H (Braking) regarding brake lining wear out sensor	(a)
15	OICA	8(e)	E	Amendments to ECE/TRANS/WP29/GRRF/2009/10 (TPMS)	(a)
16	ISO	5	E	Road vehicles: Fully automatic coupling systems 24V (FACS) for heavy commercial vehicle combinations	(a)
17	ETRTO	3(g), 3(i)	E	Amendments to ECE/TRANS/WP.29/GRRF/2007/20/rev1 (Regulation No.106 on tyres for agricultural vehicles)	(a)
18	ETRTO	8(c)	E	Presentation on Regulation No.106 (tyres for agricultural vehicles)	(a)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
19	Chairman	9(c)	E	Report on the GRRF special session concerning lane departure warnings systems automatic emergency braking	(a)
20	Germany	9(c)	E	Proposal for amendments to Regulation No. 79 (Steering equipment)	(a)
21	ETRTO	8(e)	E	ETRTO comments on document ECE/TRANS/WP29/GRRF/2009/10 (TPMS)	(a)
22	ETRTO	8(e)	E	Annex to ETRTO comments on document ECE/TRANS/WP29/GRRF/2009/10 (TPMS)	(a)
23+ Rev.1	European Commission	8(g)	E	Proposal for introducing requirements for Brake Assist Systems into Regulation 13H (Passenger Car Braking)	(a)
24	ETRTO	8(e)	E	TPMS - Information on an article published by the European Rubber Journal	(a)
25	OICA	6	E	Proposal for amendments to informal document GRRF-65-07	(a)
26	OICA	6	E	Proposal for amendments to informal documents GRRF-65-08 and GRRF-65-09	(a)
27	Japan	3(b)	E	Proposal for amendment to ECE/TRANS/WP29/GRRF/2009/2 and ECE/TRANS/WP29/GRRF/2009/14	(a)
28	India	8(a)	E	Hi-Speed and Low inflation pressure test for the category of tyre below speed rating "S" (tyre GTR)	(a)
29	India	3(g)	E	Brake Assist System (BAS) - India comments on proposed amendment to Regulation No. 13-H	(a)
30	OICA	8(e)	E	Comments on GRRF-65-21, GRRF-65-22 and GRRF65-24 (TPMS)	(a)
31	OICA	8(e)	E	Proposal for a corrigendum to ECE/TRANS/WP29/GRRF/2009/10 (TPMS)	(a)
32	Germany	8(d)	E	Proposal for draft amendments to Regulation No. 124 (Replacement wheels)	(b)
33	IMMA	4(a)	E	Amendments to Regulation No.78 (Replacement brake linings)	(b)
34	IMMA	6	E	Amendments to Regulation No.90 (Replacement brake linings)	(a)
35	OICA	8(e)	E	OICA position on ECE/TRANS/WP.29/GRRF/2009/10 (TPMS)	(a)
36	United Kingdom	8(e)	E	Proposal for amendments to ECE/TRANS/WP.29/GRRF/2009/10 (TPMS)	(a)
37	Spain	9(b)	E	Questionnaire on the application of Regulation No. 90	(a)
38	Chairman	9(c)	E	Draft terms of reference/ rules of procedure AEBS/LDW informal group	(a)
39	OICA	3(b)	E	Proposal on Electric Regenerative Braking	(a)
40	Chairman	8(e)	E	Modifications to ECE/TRANS/WP.29/GRRF/2009/10 (TPMS)	(a)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
Reconsideration of informal documents from the previous sessions of GRRF (referring to agenda item and follow-up decision of the current session)					
64-10	European Commission	9(a)	E	Proposal for collective amendments to Regulations Nos. 30 and 108 (Clarification of the scope of Regulations)	(a)
64-15	Secretariat	4	E	Proposal for an amendment to Regulation No. 78 (Suppl. 1 to the 03 series of amendments)	(a)
64-22	India	6	E	Proposal from India for draft amendments to Regulations Nos. 90, 13, 13-H and 78	(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

ADOPTED AMENDMENTS TO ECE/TRANS/WP.29/GRRF/2008/4

(Collective amendments to Regulations Nos. 30, 54, 108 and 109, see para. 51 of this report)

A.1. PROPOSAL TO REGULATION No. 30 (Pneumatic tyres for motor vehicles and their trailers)

Paragraph 1., amend to read (including the addition of footnote **):

"1. SCOPE

This Regulation covers new pneumatic tyres designed primarily for vehicles in categories **M₁, N₁, O₁ and O₂**. */ **/

It does not apply to tyres designed primarily for

- (a) the equipment for vintage cars
- (b) competitions.

*/ As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles R.E.3 (document TRANS/WP.29/78/Rev.1 as last amended by Amend. 4).

****/ This Regulation defines requirements for tyres as a component. It does not limit their installation on any categories of vehicles."**

A.2. PROPOSAL TO REGULATION No. 54 (Pneumatic tyres for commercial vehicles and their trailers)

Paragraph 1., amend to read (including the addition of footnote **):

"1. SCOPE

This Regulation covers new pneumatic tyres designed primarily for vehicles in categories M₂, M₃, N and O₃ and O₄ */ **/. However, it does not apply to tyre types identified by speed category symbols corresponding to speeds below 80 km/h.

*/ As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles R.E.3 (document TRANS/WP.29/78/Rev.1 as last amended by Amend. 4).

****/ This Regulation defines requirements for tyres as a component. It does not limit their installation on any categories of vehicles."**

A.3. PROPOSAL TO REGULATION No. 108 (Retreaded pneumatic tyres for motor vehicles and their trailers)

Paragraph 1., amend to read (including the addition of footnote **):

"1. SCOPE

This Regulation ~~applies to~~ **covers** the production of retreaded tyres **designed primarily for vehicles of category M₁, N₁, O₁ and O₂. */ ****. **However**, it does not apply to **the production of:**

- 1.1. Retreaded tyres with a speed capability below 120 km/h or above **300 km/h**.
- 1.2. Tyres originally produced without speed symbols and load indices.
- 1.3. Tyres originally produced without type approval and without either an "E" or "e" mark.
- 1.4. Tyres designed for the equipment of cars produced prior to 1939.
- 1.5. Tyres designed exclusively for competition or off road use and marked accordingly.
- 1.6. Tyres designated as "T type" temporary use spares.

*/ **As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles R.E.3 (document TRANS/WP.29/78/Rev.1 as last amended by Amend. 4).**

** **This Regulation defines requirements for tyres as a component. It does not limit their installation on any categories of vehicles."**

A.4. PROPOSAL TO REGULATION No. 109 (Retreaded pneumatic tyres for commercial vehicles and their trailers)

Paragraph 1., amend to read: (including the addition of footnote **):

"1. SCOPE

This Regulation ~~applies to~~ **covers** the production of retreaded **pneumatic** tyres **designed primarily** for vehicles **of category M₂, M₃, N, O₃ and O₄ */ ****. **However**, it does not apply to **the production of:**

- 1.1. Retreaded tyres with a speed capability below 80 km/h.
- 1.2. Tyres originally produced without speed symbols and/or load indices.
- 1.3. Tyres originally produced without type approval and without either an "E" or "e" mark.

*/ **As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles R.E.3 (document TRANS/WP.29/78/Rev.1 as last amended by Amend.4).**

** **This Regulation defines requirements for tyres as a component. It does not limit their installation on any categories of vehicles."**

Annex III

TERMS OF REFERENCE AND RULES OF PROCEDURE OF THE INFORMAL GROUP ON AUTOMATIC EMERGENCY BRAKING SYSTEMS (AEBS) AND LANE DEPARTURE WARNING SYSTEMS (LDW) (see paragraph 54 of this report)

TERMS OF REFERENCE

1. The informal group shall prepare draft regulatory proposals to incorporate Automatic Emergency Braking Systems (AEBS) and Lane Departure Warning Systems (LDW) into Regulations annexed to the 1958 Agreement.
2. The group will focus on systems for heavy vehicles in categories N₂, N₃, M₂, and M₃ vehicles of Classes B, II and III. Vehicles of category M₁ and N₁ may be covered in a later stage.
3. The group should take full account of existing data and research in developing its regulatory proposals. It should consider pre-existing standards (e.g. ISO, SAE, Japanese guidelines and regulations) and Regulations from other territories for AEBS and LDW in developing its proposals.
4. Draft regulatory texts should be submitted to the [sixty-ninth] session in [February 2011].¹
5. The target completion date for the work of the informal group shall be the [seventieth] session of GRRF in [September 2011].¹
6. These targets will be reviewed in February 2010.
7. Final decisions on regulatory proposals rest with GRRF, WP.29 and the Contracting Parties.

RULES OF PROCEDURE

1. The informal group is a sub group of GRRF, and is open to all participants of GRRF.
2. A Chairman and a Secretary will manage the informal group.
3. The official language of the informal group will be English.
4. All documents and/or proposals must be submitted to the Secretary of the group in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated [10] working days in advance.¹

¹ The text in square bracket should be considered at the first meeting of the informal group.

5. An agenda and related documents will be circulated to all members of the informal group in advance of all scheduled meetings.
6. Decisions will be reached by consensus. When consensus cannot be reached, the Chairman of the group shall present the different points of view to GRRF. The Chairman may seek guidance from GRRF as appropriate.
7. The progress of the informal group will be routinely reported to GRRF – wherever possible as an informal document and presented by the Chairman or his representative.
8. All working documents should be distributed in digital format. Meeting documents should be made available to the UNECE secretariat for publication on the website of WP.29.

Annex IV

GRRF INFORMAL GROUPS

<u>Informal group on</u>	<u>Chairperson</u>	<u>Secretary</u>
TYREgtr	Mr. I. Yarnold Tel: 44 207 944 2080 Fax: 44 207 944 2169 E-mail: ian.yarnold@dft.gsi.gov.uk	Mr. J.-C. Noirhomme (ETRTO) Tel: 32 2 344 4059 Fax: 32 2 344 1234 E-mail: info@etrto.org
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	Mr. M. Pehle (CLEPA) Tel: 49 226-2781974 Fax: 49 226-2786550 E-mail: pehle@bpw.de
Special tyre Definitions (STD) <u>2/</u>	<u>1/</u>	<u>1/</u>
Automatic emergency braking systems and lane departure warning systems (AEBS/LDW) <u>2/</u>	(European Commission) <u>1/</u>	(OICA) <u>1/</u>

1/ To be determined.2/ Subject to the consent of WP.29.
