

Draft Terms of Reference for the group of interested experts on Brake related signals between vehicles (BRSBV)

1. Introduction

1. GRRF agreed to set up a group of interested experts to establish alternative requirements for brake related signals between towing and towed vehicle.
2. Regulation No. 13 establishes that braking related signals from towing to towed vehicles should use the standardized connector (ISO 7638). This is not possible when a fully automated coupling system (FACS) is used.
3. In a first step the group considers alternative requirements for vehicles of categories N₃, O₃ and O₄ regarding FACS. In a second step the group may consider also alternative requirements for modular vehicle combinations and totally integrated vehicle combination control systems.
4. The group should also produce an amendment to Regulation No. 55 with a proposal for a new definition of the FACS coupling.

2. Objective of the proposal

(a) Task

5. To consider in detail, the task of producing an amending text of Regulation No. 13, as concerns braking related signals between towing and towed vehicle, taking account of the existing and emergent new technologies in the context fully automatic coupling systems (FACS), modular vehicle combinations (road trains) and totally integrated vehicle combination control systems.

(b) Process

6. To follow the guidelines set out in Trans/WP29/1044e

(c) Compilation

7. To produce the Regulation requirements which draw on existing texts in the braking field but, within sensible limits, lean toward the acceptance of the more stringent standards. This is to be done consistent while remaining practical and workable by differing organisations in various countries. Every attempt is to be made to ensure that the completed text will be understandable to users who are not seasoned experts in the development of Braking Regulations.

(d) Scope

8. To cover vehicles of category N₃, O₃ and O₄.

(e) Time schedule

9. The target is to submit a draft Regulation which includes up-to-date technology to the GRRF meeting of February 2013.

(f) Meetings

10. The anticipated time scale allows for 5 main meetings before the GRRF in February 2013. Additional meetings will, wherever possible, be linked to the GRRF sessions.

3. Operating principles

11. Participants to include Contracting Parties, Vehicle Manufacturers and Suppliers, Technical Services, Electric Safety Experts, etc.

12. The working language of the group will be English.

13. All documents will be submitted to the UNECE secretariat and posted on the website <http://www.unece.org/trans/main/wp29/wp29grrf/brsbv> in advance of the meetings. The group may postpone to discuss any item or proposal which has not been circulated 10 working days in advance of the scheduled meeting.

14. Proposals will be developed by consensus. When consensus cannot be reached, the chairman shall present the different points of view to GRRF. The chairman may seek guidance from GRRF as appropriate.

15. Sessions shall be held in agreement with the majority of the participants after the group has been established in a constitutional meeting.

16. A provisional agenda shall be drawn up by the secretariat in accordance with the participants of the group. The first item upon the provisional agenda for each session shall be the adoption of the agenda.

17. The second item on the provisional agenda will be the discussion, matters arising and adoption of the Minutes of the previous session.

4. Work plan and time schedule

February 2011	Draft of ToR to GRRF
March 2011	Constitutional meeting,
May 2011	Second meeting of the BRSBV group
September 2011	Adaption of ToR and Progress-Report to GRRF
November 2011	Adaption of ToR by WP.29
November 2011	Third meeting of the BRSBV group
February 2012	Progress-Report to GRRF
March 2012	Fourth meeting of the BRSBV group
June 2012	Fifth meeting of the BRSBV
September 2012	Draft proposal for amending R13 and R55 (Inf. Doc.) to GRRF
February 2013	Adoption by GRRF of draft proposal for amending R13 and R55
June 2013	Adoption by WP.29
