UNITED
NATIONS

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Economic and Social
Council

Distr.
GENERAL

TRANS/WP.29/GRRF/50
29 November 2001

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Brakes and Running Gear (GRRF)

REPORT OF THE WORKING PARTY ON BRAKES AND RUNNING GEAR (GRRF) ON ITS FIFTIETH SESSION

(10 – 12 September 2001)

1. GRRF held its fiftieth session from 10 to 12 September 2001 under the Chairmanship of Mr. M. Fendick (United Kingdom). Experts from the following countries participated in the work: Australia; Canada; Croatia; Czech Republic; Finland; France; Germany; Hungary; Italy; Japan; Netherlands; Norway; People's Republic of China; Poland; Russian Federation; Slovakia; Spain; Sweden; United Kingdom; United States of America; Yugoslavia. A representative of the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA); European Association of Automobile Suppliers (CLEPA); International Motorcycle Manufacturers Association (IMMA); European Tyre and Rim Technical Organization (ETRTO); Federation of European Manufacturers of Friction Materials (FEMFM); Bureau International Permanent des Associations des Vendeurs et Rechapeurs des Pneumatiques (BIPAVER).

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2. The documents without a symbol distributed during the session are listed in annex 1 to this report.

REGULATIONS Nos. 13 and 13-H (Braking)

(a) Further development

Documentation: TRANS/WP.29/GRRF/2000/4/Rev.1; TRANS/WP.29/GRRF/2000/15; TRANS/WP.29/GRRF/2001/8; TRANS/WP.29/GRRF/2001/10; TRANS/WP.29/GRRF/2001/17; informal documents Nos. 5, 12, 13 and 18 of annex 1 to this report.

3. The expert from Germany explained to GRRF that he wished to withdraw documents TRANS/WP.29/GRRF/2000/4/Rev.1 and TRANS/WP.29/GRRF/2000/15, after consideration of a previous discussion concerning the installation of a manual isolation switch for the anti-lock braking system on off-road-vehicles for both Regulation No. 13 and Regulation No. 13-H.

4. The expert from the Russian Federation introduced his proposal concerning the use of a spring brake system as a secondary braking system (TRANS/WP.29/GRRF/2001/8). Its consideration by GRRF is reported below (para. 5).

5. For annex 8, GRRF did not accept the proposed amendment for paragraph 2.1., suggesting that the Russian version of the text should be checked, in order to assure that it corresponded to the English and French versions. As concerns paragraph 2.3., GRRF agreed to amend its first part as reproduced below, and suggested that a new wording for its second part should be considered at the next session. It was also agreed to amend paragraph 3. as reproduced below, instead of the proposed amendment for paragraph 3.2. Finally, the proposal to amend annex 13, appendix 2, was adopted.

Annex 8,

Paragraph 2.3., amend to read:

> " ... In any case during the re-charging of the braking system from the zero pressure, the spring brakes shall remain fully applied irrespective of the position of the service braking control device. Similarly, once applied,....."

Paragraph 3., amend to read:

"3. AUXILIARY RELEASE SYSTEM"

6. The expert from the Netherlands presented a proposal intended to assure that the use of Liquid Crystal Displays (LCD) for the optical warning signal would also be permitted to indicate to the driver certain specific failures or defects of the braking equipment (TRANS/WP.29/GRRF/2001/10).

7. It was a general agreement that the prescription of paragraph 5.2.1.9. of Regulation No. 13 did not mean that displays were exclusively reserved for braking, but that signals were exclusively reserved for the purposes of the Regulation. Consequently, GRRF agreed not to amend the current text of Regulation No. 13, and suggested that a full coordination with GRSG should be maintained in the drafting of the proposal for the Regulation on identification of controls, tell-tales and indicators, to allow the use of LCD.

8. GRRF adopted the proposals for draft Corrigenda to Regulation No. 13 (TRANS/WP.29/GRRF/2001/17). Of the two proposals, proposal A was adopted without modification, and proposal B was adopted as reproduced below.

Annex 4,

Paragraph 1.8.1.3., amend to read:

"1.8.1.3. Certain vehicles subject to ADR (see annex 5)."

9. The expert from OICA introduced informal document No. 5, which contained a proposal to introduce the prescription for indicating a failure within the electrical control transmission of the stability system. GRRF agreed in principle with the proposal and requested the secretariat to distribute informal document No. 5 with an official symbol for the next session.

10. The secretariat of WP.15 introduced informal document No. 12. He explained to GRRF that the adoption of Supplement 6 to the 09 series of amendments to Regulation No. 13 and the 02 series of amendments to Regulation No. 105 had introduced inconsistencies between these two Regulations and the text of the ADR. He explained to GRRF that shared endurance braking and the applicability of annex 5 of Regulation No. 13 were the main issues.

11. GRRF clarified that power-driven vehicles should guarantee the total endurance braking performance, facilitating the coupling of all trailers and semi-trailers to power-driven vehicles. It was also clarified that the Type II-A test only applied to power-driven vehicles and not to trailers or to semi-trailers.

12. GRRF proposed that the text of ADR should be adapted to the current text of Regulation No. 13, and suggested that the expert from OICA would represent GRRF at the next meeting of WP.15, in order to explain the endurance braking requirements. GRRF agreed that this expert would transmit to WP.15 the needed amendments to ADR regarding the endurance braking requirements. GRRF requested the secretariats of WP.15 and GRRF to cooperate, in order to eliminate all the discrepancies between ADR and Regulations Nos. 13 and 105.

13. The expert from CLEPA introduced informal document No. 13 on behalf of ISO. He explained to GRRF that ISO standard 11992 had been revised, and that Regulation No. 13 should be amended, as indicated in the informal document, to incorporate this last version. In order to facilitate the consideration of the proposal, GRRF requested the secretariat to distribute informal document No. 13 with an official symbol for consideration at the February 2002 session.

14. The expert from OICA tabled informal document No. 18, which contained a proposal for a Corrigendum to the French version of Supplement 05 to the 09 series of amendments to Regulation No. 13. The expert from ISO suggested a better drafting, and finally GRRF requested the secretariat to distribute the improved version of informal document No. 18 with an official symbol for consideration at the next GRRF session.

(b) Modular type approval for trailers

Documentation: TRANS/WP.29/GRRF/2000/20; informal documents Nos. 4 and 14 of annex 1 to this report.

15. The expert from CLEPA introduced informal document No. 4, which included the agreement reached by the informal group in charge of drafting a proposal

for a modular type approval of trailers. He also said that document TRANS/WP.29/GRRF/2000/20 and informal document No. 1 of the forty-ninth session represented a consolidation of the proposals.

16. The expert from France expressed concern about the possibility of the type approval of a trailer by means of calculation without making any test. He requested that WP.29 should confirm such an approach. The expert from CLEPA clarified that the proposed modular type approval would only apply to modifications of previously type-approved trailers and that under no circumstances would tests be removed from the type-approval process.

17. The expert from Germany introduced informal document No. 14, which contained amendments to document TRANS/WP.29/GRRF/2000/20. The expert from France was against the proposal, and the expert from CLEPA was open to consider it in more depth at the next meeting.

18. In order to definitively adopt the proposal at the February 2002 session, the secretariat was requested to elaborate an addendum to document TRANS/WP.29/GRRF/2000/20, containing all the amendments adopted and the proposals of informal document No. 14.

19. The expert from Australia informed GRRF about the modular type approval for trailers in force in his country. He said that three kinds of components for trailers could be type approved: control systems, linings and axles, and suspension. He explained to GRRF that the manufacturer could combine the three kinds of components and that the tests were being made by the components' manufacturers and not by the trailer manufacturers. He also offered to provide more documented information at the February 2002 session.

20. The Chairman appreciated the information and considered the Australian method useful in developing the Global Agreement because it could form a link between the type approval system and the self-certification system.

(c) Facilitation of testing of vehicles in service

Documentation: TRANS/WP.29/GRRF/2001/2; TRANS/WP.29/GRRF/2001/9; TRANS/WP.29/GRRF/2001/16; informal document No. 9 of annex 1 to this report.

21. The expert from Germany presented document TRANS/WP.29/GRRF/2001/16 and informal document No. 9, which superseded documents TRANS/WP.29/GRRF/2001/2 and TRANS/WP.29/GRRF/2001/9, and contained the proposal, which had been agreed in the informal group considering periodical technical inspections. He said that, with this proposal, the work of the informal group had been concluded.

22. The expert from the United Kingdom raised two points to correct the English in the text of the proposal concerning Reference Braking Forces. After a discussion, GRRF adopted in principle the amendments to document TRANS/WP.29/GRRF/2001/16 reproduced below:

Paragraph 5.1.4.1., amend to read:

> " ..... for inspection holes is permitted.
>
> Actual wear measurement may necessitate some level of disassembly."

Paragraph 5.1.4.6.2., amend to read:

" ..... for each axle. The applicant for type-approval shall nominate reference-braking forces for a brake actuation pressure. These data shall be .... "

Paragraph 5.1.4.6.3., amend to read:

"5.1.4.6.3. The references braking forces shall be declared such that the vehicle is .... "

23. As concerns paragraphs 5.1.4.1. and 5.1.4.1.1., the expert from France raised the question of the final responsibility for the periodic technical inspection in the case that the brake design did not make drums and/or discs accessible, and that it was the manufacturer who indicated the working life of drums and discs. The expert from CLEPA asked for a transitional period to apply to these paragraphs. The Chairman agreed to review the wording proposed for paragraph 5.1.4.1.1. and provide an alternative for the next meeting. GRRF agreed to resume consideration of these two paragraphs at the next session and thanked the members of the informal group and its Chairman for the work done.

(d) Provisions for electric vehicles

Documentation: Informal documents Nos. 5, 6 and 11 of the forty-eighth session.

24. As agreed at the forty-ninth session (TRANS/WP.29/GRRF/49, para. 27), GRRF considered informal documents Nos. 5, 6 and 11 of the forty-eighth session. The expert from Japan stated that, for his country, it was extremely important to harmonize braking standards for M1 vehicles on the basis of a global technical regulation. He said that he was awaiting the comments from the expert from the United States of America to the sixteen braking items of informal document No. 5 in which an explicit proposal for harmonization was presented.

25. The expert from the United States of America expressed his wish that this issue could be considered in his country during the new calendar year. GRRF agreed to continue consideration of informal documents Nos. 5 and 6 of the forty-eighth session at its February 2002 session.

(e) Illumination of stop lamps

Documentation: TRANS/WP.29/GRE/1999/17; informal document No. 6 of annex 1 to this report.

26. The expert from OICA introduced informal document No. 6 in which he proposed amendments to Regulation No. 48 concerning the illumination of stop lamps. In his view, automatically-commanded braking (i.e. ACC) should illuminate stop lamps, retarders and similar devices may illuminate stop lamps but traction control systems such as ASR should not illuminate them. Concerning stability-control systems (ESP), he said that there were arguments both for and against the activation of stop lamps when actuating an ESP.

27. After consideration of the issue, there was general agreement on the illumination of stop lamps when the braking system was utilized for slowing down the vehicle with or without the driver's actuation, and that for other purposes stop lamps should not be illuminated. The Chairman expressed his intention to report to WP.29 on the situation and to consider the matter with the GRE Chairman.

28. GRRF agreed to continue consideration of this issue and requested the expert from OICA to prepare a new proposal taking into consideration the comments from GRRF experts.

(f) Braking compatibility of heavy goods vehicles

Documentation: Informal documents Nos. 10 and 11 of annex 1 to this report.

29. The expert from the United Kingdom presented informal document No. 10, which showed the results of the meeting, held in Munich on 12 July 2001, to consider the report on braking compatibility of heavy goods vehicles (which had been presented at the previous GRRF session, see TRANS/WP.29/GRRF/49, para. 35). He also introduced informal document No. 11 containing some of the figures of the report.

30. He informed GRRF that, during the meeting, both vehicle manufacturers and trailer manufacturers had recognized a maintenance but not any safety problem for the truck/semi-trailer combinations.

31. GRRF recognized that braking compatibility was not ensured to be optimal and that it was time to revise the braking compatibility requirements of Regulation No. 13. The expert from France pointed out that this issue should not only consider new technologies and future situations, but also the current situation.

32. GRRF confirmed the general support for the continuation of work on this matter, and committed the Chairman to ask WP.29's agreement to set up another informal group on this issue. The expert from the United Kingdom confirmed that the next meeting, subject to WP.29's authorization, would be held in Paris on 7 December 2001.

REGULATION No. 78 (Motorcycle braking)

(a) Further development

Documentation: TRANS/WP.29/GRRF/2000/25.

33. GRRF adopted the proposal of document TRANS/WP.29/GRRF/2000/25 with the corrections reproduced below, and agreed to transmit it for consideration to WP.29 and AC.1 at their March 2002 sessions.

Annex 3,

Paragraph 1.1.2., the text and the formula, the symbols for V_b, V_e, S_b, and S_e should be expressed in lower case letters, to read v_b, v_c, s_b, and s_e.

The reference to amending "Paragraph 1.4.1.3.", should read "Paragraph 1.4.1."

Paragraph 2.1.1., the reference to categories "L_3, L_4 and L_5" should read "L_3 and L_4"

34. The expert from France expressed his concern about the instrumentation accuracy in determining both the stopping distance and the mean fully developed deceleration. He also said that the test equipment used for Regulation No. 13 could influence test results due to the motorcycle aerodynamic and inertia modification and the electromagnetic radiation. GRRF agreed that Technical Services should perform some tests in order to confirm that there would be no difficulties during the tests for the proposal agreed above.

(b) Harmonization of motorcycle braking requirements

35. The expert from IMMA made a presentation complementary to that which had been made at the previous session (TRANS/WP.29/GRRF/49, paras. 37-39). He said that the outline of the comparison requirements between Regulation No. 78, FMVSS No. 122, and the Japanese standard would be transmitted to GRRF at the February 2002 session. He offered to send a copy of his presentation to the secretariat in order to insert it in the GRRF web page.

36. The expert from IMMA clarified that the future global technical regulation (gtr) should have the highest level of stringency of the three sets of rules which were being compared because, otherwise, the country applying the highest level would not accept a lower level of prescriptions in a gtr. He explained to GRRF that, in order to do this, it would be necessary to consider the future gtr not as individual tests but in a global way. It was also clarified that high-speed tests would be conducted on dry surfaces only.

37. GRRF thanked the expert from IMMA and agreed on further consideration at its February 2002 session, expecting definitive comparison data from the expert from IMMA.

REGULATION No. 90 (Replacement brake linings)

(a) Further development

Documentation: TRANS/WP.29/GRRF/2001/18.

38. The expert from FEMFM introduced document TRANS/WP.29/GRRF/2001/18 and proposed to separate it into two independent proposals. The first one, related to annex 4, paras. 2.1.1.1.and 2.1.1.2., contained an amendment to assure that the worst case condition was selected for the test.

39. For this issue, GRRF adopted the proposal as reproduced below, and agreed to transmit it to WP.29 and AC.1 for consideration at their March 2002 session as draft Supplement 5 to the 01 series of amendments to Regulation No. 90.

Annex 4, paragraph 2.1.1.2., amend to read:

"... and shall be based on the mean of the dynamic rolling radii of the largest and smallest tyres authorized for that vehicle type(s)."

40. Concerning the second part of the proposal, the expert from FEMFM explained to GRRF that the speed amendments proposed represented more realistic values than the current values. The experts from Germany, the Netherlands and France expressed their concerns, and GRRF finally agreed that a drafting group should reconsider the proposal in order to find an improved approach to be considered at the GRRF February 2002 session.

41. The expert from Spain raised the question as to whether replacement parking brake linings were covered by the scope of the Regulation. He said that, in his opinion, this was not clear enough in the current text of the Regulation. GRRF confirmed that replacement parking brake linings were not part of the scope of Regulation No. 90. The expert from Spain announced that a proposal clarifying the scope of the Regulation would be submitted at the next session.

(b) Proposal for a new draft global technical regulation (gtr) on replacement brake linings

Documentation: TRANS/WP.29/GRRF/1999/18.

42. GRRF agreed not to consider this item, awaiting the decision of WP.29 on establishing priorities for developing global technical regulations.

REGULATION No. 111 (Handling and stability of vehicles)

Documentation: TRANS/WP.29/GRRF/2000/19; informal documents Nos. 15 and 16, of annex 1 to this report.

43. The expert from the Russian Federation introduced informal documents Nos. 15 and 16, which also referred to informal documents Nos. 16 and 23 of the previous session. He said that it was important to continue collection and analysis of data on accidents involving N and O vehicles, and he also stated that the development of Regulation No. 111 for stability evaluation should be continued.

44. As regards the three issues contained in informal document No. 16, he explained to GRRF that the vehicle's partial loading conditions of the current version of the Regulation should be modified as proposed, in order to improve the calculation method by using a correction coefficient related to the angle at which the vehicle begins to tilt. Concerning the determination of a vehicle roll angle by the static stability test procedure and the extension of the calculation method to the tractor/semi-trailer combination, the expert from the Russian Federation announced a proposal to be transmitted to GRRF for its next session. The Russian Federation agreed to documents 15 and 16 remaining as informal documents and was still interested in receiving comments on informal document 23 presented at the forty-ninth session. The Russian Federation was also interested in possible partners or sponsors for further stability investigations.

45. The expert from the Netherlands reminded GRRF that the proposal contained in document TRANS/WP.29/GRRF/2000/19 had been transmitted to GRRF as the result of the work of the informal group. He recalled that the approach chosen was based on simple and repeatable tests, always with the aim of encouraging manufacturers to develop better vehicles.

46. The expert from OICA confirmed that ISO was working on developing active stability systems based on the braking system actuation. He offered to report to GRRF on these ISO activities.

REGULATION No. 79 (Steering equipment)

Documentation: Informal documents Nos. 3 and 7 of annex 1 to this report.

47. The expert from Germany presented informal document No. 3, which contained the result of the work of the informal group in charge of developing the Regulation. GRRF noted that any possible inconsistency concerning the signal transmission using the ISO connector could be solved in a similar way as proposed for Regulation No. 13 (see para. 13 of this report).

48. The expert from France pointed out that the proposal was not yet ready to be adopted, but was a working proposal reflecting the current stage of the work done by the informal group, and that it needed to be considered in detail. There was to be a further meeting on 6 and 7 November 2001 and GRRF agreed to reserve enough time at the following session to consider a revised draft.

49. The expert from OICA introduced informal document No. 7, which contained a proposal to modify the maximum effort on the steering control for vehicles of category M3 in case of a failure. In order to allow a better consideration of the proposal, the secretariat was requested to distribute informal document No. 3 with an official symbol for consideration at the February 2002 session.

TYRES

(a) Global harmonization of tyre regulations

50. The expert from the United Kingdom informed GRRF about the progress made during the meeting of the informal group held in Canada. He offered to distribute the minutes of the meeting and the latest version of the proposed draft global technical regulation (gtr) on tyres to interested experts. He said that the informal group was awaiting the publication of the new requirements for tyres which the United States of America were discussing in order to be considered by the informal group when drafting the definitive version of the gtr. GRRF requested the expert from the United Kingdom to make available both the minutes of the meeting and the draft proposal for a gtr to the secretariat in an electronic format, in order to make them available in the GRRF web page.

51. The expert from the European Community expressed his concern about the rulemaking in the United States of America of a new safety standard which, in his opinion, could make agreement of the gtr more difficult.

52. The expert from the United States of America briefly informed GRRF about the situation in his country concerning the introduction of new tyre requirements. He informed GRRF that on the web page of the Department of Transport (http://dms.dot.gov/search) the proposals were available as follows: concerning the gtr, docket 8011, concerning marking, docket 8296 and concerning tyre pressure monitoring 8572. Finally, he informed GRRF that the final Rule should be available by June 2002 for the two first items and 1 November 2001 for the tyre pressure monitoring system. The representative said that any comments on the proposals would be welcome and could be submitted as detailed on the dockets.

53. GRRF thanked the expert and requested the secretariat to consider the possibility of establishing a link from the GRRF web page to the DOT web page 54.

54. The expert from OICA expressed his wish to be informed about the work of the informal group, particularly regarding any discussion on tyre pressure monitoring systems. The expert from the United Kingdom announced that the next meeting was scheduled to be held from 8 to 10 November 2001 in Brussels and that all the experts were cordially invited to participate.

(b) Tyre adhesion test

Documentation: Informal document No. 17 of annex 1 to this report.

55. The expert from the United Kingdom reported to GRRF that the work of the informal group was progressing and that the group was also awaiting the final

rule to be issued by the United States of America (see paras. 50 to 52 above). He also informed GRRF that the European Community had adopted Directive 2001/43/EC relating to tyres for motor vehicles and their trailers and to their fitting. He said that the above-mentioned Directive introduced the limits and testing procedures for tyre to road noise and included a commitment for the European Union Commission to adopt requirements regarding tyre grip by 4 August 2003. An extract of it was contained in informal document No. 17.

(c) Regulation No. 30 (Pneumatic tyres)

Documentation: TRANS/WP.29/GRRF/2001/11; informal document No. 1 of annex 1 to this report.

56. After a short presentation of the proposal, and due to the lack of time, GRRF agreed to consider it at the next meeting. Experts were kindly requested to keep their copies of informal document No. 1 and bring them for consideration at the next session.

(d) Regulation No. 75 (Motorcycle tyres)

Documentation: TRANS/WP.29/GRRF/2001/13; informal document No. 8 of annex 1 to this report.

57. The expert from ETRTO introduced the proposal (TRANS/WP.29/GRRF/2001/13 as amended by informal document No. 8) for the inscription of a new marking. The expert from the United Kingdom agreed with the proposal, but suggested to apply the same principle to the other tyre Regulations, and offered to prepare the corresponding proposals. GRRF agreed to continue consideration of the proposal at the February 2002 session. Experts were kindly requested to keep their copies of informal document No. 8 and bring them for consideration at the next session.

(e) Regulation No. 106 (Agricultural tyres)

Documentation: TRANS/WP.29/GRRF/2001/12.

58. As mentioned in paragraph 57, GRRF agreed to continue consideration of this item at the next session.

(f) Regulation No. 108 (Retreaded pneumatic tyres)

Documentation: TRANS/WP.29/GRRF/2000/23/Rev.1.

59. The expert from BIPAVER presented an updated proposal to extend the scope of the Regulation in order to include retreaded tyres with a speed rating up to 300 km/h, and to allow the retreading of tyres not being originally marked with the “E” or “e” marks. The proposal received the same reservations as the original one (TRANS/WP.29/GRRF/48, para. 67). The expert from the United Kingdom suggested that the proposal should include the possibility that the Technical service could verify that the tyre without an “e” or “E” mark had the same quality as tyres approved and marked. GRRF agreed that a new proposal including this suggestion should be transmitted for consideration at the February 2002 session.

(g) Regulation No. 109 (Retreaded pneumatic tyres for commercial vehicles)

Documentation: TRANS/WP.29/GRRF/2000/24/Rev.1.

60. GRRF took the same position as per Regulation No. 108 (see para. 59 above).

OTHER BUSINESS

(a) Proposal for a draft Regulation on wheels

Documentation: TRANS/WP.29/GRRF/1998/19/Rev.3; TRANS/WP.29/GRRF/2001/14.

61. The experts from Germany and Italy presented the updated proposal (TRANS/WP.29/GRRF/1998/19/Rev.3), which was the result of the meeting of the informal group held in Germany 23 April 2001.

62. The expert from Japan thanked the informal group for the opportunity he had had in participating in it. Nevertheless, he explained to GRRF that his country would not apply the future Regulation because the level of stringency was different from the Japanese standard.

63. Some experts noted that the installation part of the proposal referred to the European Community type approval of vehicles, and rejected the concept that an ECE Regulation was linked to it. GRRF also noted the differences between national legislation concerning the change of vehicle wheels for others, which were different from those mounted by the vehicle manufacturer.

64. To resolve these issues, the Chairman announced his intention to ask WP.29 for guidance on the general philosophy of the proposal. He also suggested that the installation part of the proposal could be applied on a national basis, and eliminated from the proposal. The expert from Germany insisted on keeping the installation part in the draft Regulation and suggested to redraft the proposal without mentioning the European type approval of the vehicle.

65. GRRF agreed to continue consideration of the proposal at the next meeting, once WP.29 had expressed its view. It was also agreed to consider in February 2002 the proposal from ETRTO (TRANS/WP.29/GRRF/2001/14) regarding the reference to the use of specific tyres.

(b) Regulation No. 55 (Coupling devices)

Documentation: TRANS/WP.29/GRRF/2001/19; informal document No. 2 of annex 1 to this report.

66. The expert from the United Kingdom introduced document TRANS/WP.29/GRRF/2001/19, and explained that it was a consolidation of comments received from ISO plus the proposals contained in informal document No. 2, with the exception of those dealing with the inclusion of provisions in Annex 7 for the height of the fifth wheel and drawbar couplings. It was agreed that such provisions should be the subject of a future amendment. GRRF adopted the document except for the proposed amendments to paragraphs 3.1.5. and 3.2.2. of annex 6 and agreed to submit it with the deletion of references to paragraphs 3.1.5. and 3.2.2. of annex 6 to WP.29 and AC.1 for consideration at their March 2002 sessions.

ELECTION OF THE OFFICERS

67. Following the announcement by the secretariat on Monday, 10 September 2001 and in compliance with Rule 13 of the Rules of Procedure (TRANS/WP.29/690), GRRF called the election of officers on Wednesday, 12 September 2001. GRRF re-elected Mr. M. Fendick (United Kingdom) Chairman for the two sessions scheduled for the year 2002.

AGENDA FOR THE NEXT SESSION

68. The following agenda was agreed for the fifty-first session of GRRF (Geneva, from 4 (14.30h) to 8 (12.30h) February 2002 1/ 2/):

1. Regulation Nos. 13 and 13-H (Braking)

1.1. Further development

1.2. Modular type approvals for trailers

1.3. Facilitation of testing of vehicles in-service

1.4. Provisions for electric vehicles

1.5. Illumination of stop lamps

1.6. Braking Compatibility of heavy goods vehicles

2. Regulation No. 78 (Motorcycle braking)

2.1. Further development

2.2. Harmonization of motorcycle braking requirements

3. Regulation No. 90

3.1. Further development

3.2. Proposal for a draft global technical regulation on replacement brake linings

4. Regulation No. 111 (Handling and stability of vehicles)

Further development

5. Regulation No. 79 (Steering equipment)

Further development

6. Tyres 2/

6.1. Global harmonization of tyre regulations

6.2. Tyre adhesion test

6.3. Regulation No. 30 (Pneumatic tyres)

6.4. Regulation No. 75 (Motorcycle tyres)

6.5. Regulation No. 106 (Agricultural tyres)

6.6. Regulation No. 108 (Retreaded pneumatic tyres)

6.7. Regulation No. 109 (Retreaded pneumatic tyres for commercial vehicles)

7. OTHER BUSINESS

7.1. Proposal for draft Regulation on wheels

7.2. Report on IHRA-ITS activities

1/ As part of the secretariat's efforts to reduce expenditure, all the official documents distributed prior to the session by mail will not be available in the conference room for distribution to session participants. Delegates are kindly requested to bring their copies of documents to the meeting.

2/ The fifty-first GRRF session will begin with tyre items.

Annex 1

LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL DURING THE SESSION

No.	Transmitted By	Agenda item	Language	Title
1.	ETRTO	6.3.	E	Regulation No. 30 –Passenger Car Tyres- UK proposal concerning the marking of service description on high speed tyres
2.	Czech Republic	7.2.	E	Proposal for draft Corrigendum to the draft 01 series of amendments to Internet version of Regulation No. 55
3.	Germany	5.	E	Draft amendments to Regulation No. 79
4.	CLEPA	1.2.	E	Proposal for draft amendments to Regulation No. 13
5.	OICA	1.1.	E	Proposal for draft amendments to ECE Regulation No. 13
6.	OICA	1.5.	E	Proposed OICA position on Stop Lamp Activation
7.	OICA	5.	E	Proposal for draft amendments to ECE Regulation No. 79
8.	ETRTO	6.4.	E	Proposal to amend document TRANS/WP.29/GRRF/2001/13
9.	Secretariat	1.3.	E	Draft corrigendum to document TRANS/WP.29/GRRF/2001/13
10.	United Kingdom	1.6.	E	HGV Compatibility – Report to GRRF
11.	United Kingdom	1.6.	E	HGV Compatibility Research Project
12.	WP.15 Secretariat	1.1.	E	Vehicles intended for the carriage of dangerous goods
13.	ISO	1.1.	E	Proposal for amendment of ECE Regulation No. 13
14.	Germany	1.2.	E	Proposal for draft amendments to Regulation No. 13

No.	Transmitted by	Agenda Item	Agenda Item	Title
15.	Russian Federation	4.	E	Development of test methods for vehicles designated for carriage of dangerous goods
16.	Russian Federation	4.	E	Proposals of the Russian Federation in regards to ECE Regulation No. 111 concerning the approval of tank vehicles of categories N and O with regard to rollover stability
17.	European Community	6.2.	F	Extract of Directive 2001/43/EC
18.	OICA	1.1.	E	Draft proposal for a Corrigendum to the French version of the 05 series of amendments to the Regulation No. 13
-	IMMA	2.1.	E	Motorcycle braking gtr: Progress report to 50/GRRF

Annex 2

AD-HOC INFORMAL GROUPS OF GRRF

Name	Chairman	Contact person
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1/ To be determined