

Action item for the Brakes GTR project

by 04/12/14

- : IMMA should consider whether or not the high friction surface test could be wet for the transition tests
- : In the interests of uniformity, IMMA would see if the force values for the both brakes together test can be aligned with the single brake test forces
- : IMMA would send a consolidation of comments on the Phase II report to Transport Canada & NHTSA
- : BMW would determine what would be an appropriate low enough & high enough surfaces for providing limit values of coefficient of friction
- : BMW would need to determine the type of requirement for power assisted brake system
- : BMW would investigate how test houses cured the question of non-switchable ABS motorcycles when evaluated for adhesion utilisation.
- : Piaggio would provide with typical deceleration values for 3 wheelers
- : NHTSA would research data to show if a minimum brake temperature in the range 0-100°C could cause a repeatability problem.
- : NHTSA would consider the results from the different heating procedures (FMVSS and ECE).

by 05/01/03

- : The drafting team would receive a complete first draft of the GTR, including ABS
- : NHTSA would draft a modified ECE 78 adhesion test for the group to consider.
- : NHTSA would provide IMMA with a list of statistical variables needed for the Cost Effectiveness Analysis.

In 2005:

- : The drafting team would meet for an informal meeting during 57/GRRF, after which the text would be sent to the Informal group for study and initial comment by 05/03/01.
- : 57/GRRF would be asked to approve the GTR outline table.
- : IMMA would ask ACEM for the possibility of running a statistical analysis from the MAIDS analysis
- : Transport Canada & NHTSA would check the draft text with their lawyers by the 4/GTRBR meeting.
- : 4/GTRBR would be held in week 26 at the end of June
- : The delivery of the final version of the 1st GTR text as a formal document to the UN by week 28.
- : The first draft of the GTR text would be presented at 58/GRRF, provided that there had been no major disagreements at 57/GRRF in February
- : The final report on cost effectiveness would be prepared by 05/12/31

In 2006:

- : Final draft GTR text by April 2006 for approval by AC3 in June 2006
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