

Passenger Vehicle GTR on braking - Progress Report to 56th GRRF.

A second meeting of the Informal PVGTR braking group took place in Paris in the week following the 55th GRRF and a third meeting will take place, here in Geneva, just after this GRRF finishes.

Additionally, a Sub-working Group, chaired by Dr Bräuninger and comprising 10 other members, was set up and given the tasks of resolving differences in the Contending Regulations that had been assembled and considering the structure of a practical Global Braking Regulation.

This sub-working group has held 2 meetings in London and more recently in Washington and has worked toward defining and ranking the contentious issues between Reg.13-H and FMVSS 135. It had been readily agreed that these were the leading contenders considering the level of existing harmonization particularly in the area of main braking performance levels. The ranking of issues was made on the relative importance of each issue and on the perceived difficulty in then securing agreement.

In parallel with these efforts, the GTR Justification documentation has been completed (TRANS/WP29/2004/74) and submitted to AC3. This document listed the World Contenders and made the case for a common Regulation covering braking requirements on the basis of cost saving, safety and general uniformity throughout a world market.

Timing issues were addressed but pressure has built up for efforts to be made to secure an earlier completion date than the November 2006 suggested.

It is recognized that there is a need for some research and that there is a probability that advice from WP29/AC3 may be needed on some issues.

A structure for the PVGTR is being considered which follows, as far as is practicable given the size and range of the braking requirement, the alternative format recommended in TRANS/WP29/883. Efforts are being made to incorporate the best features of Reg.13-H and FMVSS 135 and produce a Regulation which, being easy to understand world-wide, can lead to a consistent interpretation of the requirements.

To achieve completion earlier in 2006 means there must be a willingness to compromise and there must be efficient and timely decision making at various level in the development and approval process.

Key issues are:

Approval of the structure of the GTR

Arrangements for dealing with different certification methods.

Inclusion of EMC, PTI and Stop lamp signalling requirements

ABS performance definition.

Inclusion of New Technology systems in the Regulation.

The next meeting of the Informal Group will take place on Thursday and Friday and new participants are welcome, particularly those from Governments and from Vehicle Manufacturers.
