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agenda items 6.3. and B.2.3.3.)

**PRELIMINARY REPORT ON THE DEVELOPMENT OF A GLOBAL TECHNICAL
REGULATION CONCERNING THE BRAKING OF PASSENGER VEHICLES**

Transmitted by the representative of the United Kingdom

Note: This document contains a preliminary report on the development of a global technical regulation (gtr) concerning the passenger vehicles braking. It is based on the text of informal document No. WP.29-136-25 distributed during the one-hundred-and-thirty-sixth session (TRANS/WP.29/1041, para. 90).

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<http://www.unece.org/trans/main/welcwp29.htm>

1. The informal group developing the gtr has met five times and has been supported in its work by an expert sub-group, which has met on three occasions. Wherever possible the meetings have coincided with GRRF or with separate industry meetings to reduce travel and associated costs. Work started in September 2003 and formal approval for the gtr was granted in November 2004.
2. As reported in the original submission to the Administrative Committee AC.3 (TRANS/WP.29/AC.3/10), the target standards from which the gtr is being developed are UNECE Regulation No. 13-H and USA - FMVSS No. 135. These standards already share a number of similarities due to the harmonization work completed during the 1990s and so the informal group was able quickly to identify the areas where further detailed discussion was needed.
3. Against this background, the group set itself the target of developing a fully harmonized standard – using the principle of "tested once accepted everywhere" in all its discussions. This approach has proved highly successful and notable progress has been made in delivering against the objective of a fully harmonized standard. The group has, however, found particular difficulty in securing agreement on a small number of technical provisions – with equal arguments for including the requirement with those not to include. The group is therefore approaching an impasse on these specific topics and should like to take advice from AC.3 on handling, and to make proposals on how to resolve the current difficulty.
4. AC.3 is also invited to take note of the timetable for completion of the gtr (informal document WP.29-134-8). The informal group proposed at the time of submitting the formal proposal to AC.3 that the earliest conclusion of its work would be May 2006. This date is now increasingly unlikely to be achieved due to delays in agreeing the technical requirements and anticipating the need to clear the final text through GRRF before submitting it to AC.3 scrutiny.
5. In order to minimize these potential delays and to maintain rapid progress, the informal group proposes to AC.3 that it approves in principle the use of optional requirements in the gtr and accepts the following technical points as the most likely to be so included.
 - (i) Parking brake performance with an unbraked trailer.
 - (ii) Service Braking Performance with an unbraked trailer.
 - (iii) Electromagnetic compatibility (EMC).
 - (iv) Surface Adhesion Specification.
 - (v) Stop Lamp signalling.
 - (vi) Periodical Technical Inspection (P.T.I).
 - (vii) ABS Tests/Performance.

6. The informal group continues to work on the basis that the scope of the gtr is Passenger vehicles Category 1-1 as defined in the draft Special Resolution No.1. (S.R.1). Some Contracting Parties have indicated they may extend the application to a wider group of vehicles and this will be considered in the preamble to the gtr.
7. The next informal group meeting is scheduled for 27-29 June 2005 at the Paris offices of OICA. The subsequent meeting is linked to GRRF in the Palais des Nations on 19 and 20 September 2005.

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