

Report of 57/GRRF, 05/02/03 for the Informal group

1. Motorcycle braking GTR

1.1 Presentation of the summary of the technical contents

Noted : the Informal group's summary table (*See 01-GTRBR-05*), and the notification of the June Informal group meeting

: the points raised in the discussion, to be considered by the Informal group:

- **GTR Text:** the detailed text of the GTR would be ready for the next GRRF meeting
- **Quadricycles:** OICA wanted clarification that quadricycles would be dealt with by IMMA. IMMA explained their policy and that AC3 was still dealing with the definitions issue
- **MFDD/stopping distance:** the formula for MFDD and stopping distance was considered to be correct. USA saw no benefit from measuring both and would only include stopping distance in their national implementation of the GTR
- in general, the European countries supported MFDD
- **Test surface:** the general agreement that it was not necessary to specify the friction coefficient measurement method, because there were so many variables involved that it was an approximate value in any case
- **Raising performance requirements:** Germany, Denmark and UK favoured increasing the performance requirements
- IMMA stated that the Informal group's work was based on harmonisation to the most stringent current level and that further developments should be a second step and would have to be justified
- The Chairman's conclusion that those who wanted to make the requirements more severe should make a proposal for the group to discuss.
- **ABS:** Germany's future policy was that all vehicles should have ABS and they therefore wanted to make ABS mandatory
- The Chairman's reiteration of the need for a justified proposal and his personal view that it was not yet the time to consider mandatory ABS. The GTR was aimed at harmonising the current regulations at the most stringent level
- UK's concern that, with the deletion of the adhesions-utilisation test, there was no performance requirement which would guarantee a minimum level of deceleration when the ABS was functioning
[Note: the UK delegate also referred to national level discussions and internet websites which claimed that some ABS systems produced unacceptable increases in stopping distance.]
- IMMA agreed to look into an alternative to the adhesion-utilisation test and discuss it with the Informal group
- UK wanted the Informal group to consider the case of servo-failure
- CLEPA thought that there was an inconsistency between the draft partial failure requirements and the single brake performance

Agreed: any comments would be sent to the Informal group in writing by 05/03/03

Dr NM Rogers