

**Meeting between I Yarnold, E Foreman (DTp) and NM Rogers and J Cart
(IMMA/Informal group) – 2005-07-26**

- NMR thought that some of the text in the GTR was ambiguous and he would endeavour to prepare a modified version for viewing at the September GRRF meeting.
- NMR stated that the Japan delegation had made a number of comments on the GTR and these should be discussed before GRRF
- Regarding the GRRF meeting, IY said that he wanted to promote as much free thinking and discussion as possible and would like delegates to speak for themselves rather than their associations. He also said he would express thanks to those associations that had done so much good work to get the GTR to this position e.g. JAMA/JASIC.
- There was a general discussion on the differences between the North American v European approach to GTRs etc. and the fact that there was a lot of outside pressure to get GTRs completed.
- IY thought that opposition to the m/cycle brakes GTR would probably centre around the replacement of the existing ABS adhesion utilisation test with the new high μ stop and maybe the absence of MFDD for the new both brakes test.
- NMR explained in detail the proposal for the high friction surface test where the vehicle brake performance with ABS was compared with the normal, non ABS Dry Stop performance result.
- NMR explained the problems associated with the Dry Stop test – all controls activated, where, because of the resulting unexplained high MFDD value, the requirement would be expressed as stopping distance only. IY thought that the European delegates, who only work with MFDD, may have difficulty in accepting this. He suggested:
 - explaining that this test was intended more as a stability check test with the real stopping performance being measured during the single control Dry Stop test.
 - state that we have lifted the complete test from FMVSS where only stopping distance is measured.
 - note that this was the only test out of a total of 8 where there wasn't MFDD equivalent.
- IY thought there would be general comments based on the car GTR discussion:
 - Should both stopping distance and MFDD requirements be met?
 - There will be a difference between MFDD and SD and so it will be easier to comply using one method than the other.

- Will administrations and manufacturers have a free choice of method? U.S. will use stopping distance and manufacturers should test both ways to be safe.
- NMR explained that TUV had demonstrated in Munich that modern instrumentation analyses a braking stop and can give the results in SD or MFDD with the “press of a button”.
- In conclusion, because Europe (with its strong views on MFDD v SD) was not so directly involved in the development of the motorcycle GTR, IY thought that we were less likely to experience the same problems as with the car GTR.

J Cart