

LIST OF COMMENTS **NOT YET** INCLUDED IN FINAL DRAFT OF THE GTR.

Dated 2005 – 11 – 6

PARAGRAPH	COMMENT	SOURCE	REASON FOR NOT YET INCLUDING COMMENT
Throughout GTR	Use common term actuation instead of activation and application .	Japan	???? TC and US lawyers have studied the GTR – outcome was that the TC lawyer changed “actuates” to “activates” in several places. There seems to be no common rule in FMVSS or JSS or ECE or ISO. At present there is a mix of terms in the GTR. Comments please.
2.11	Modify definition:....” plus 15 kgs for test equipment excluding including outriggers,”	Japan	Not discussed or agreed by group in Brussels.
3.1.7	Difficult to understand 3 wheeler descriptions. Alternative text proposed.	Japan	Agree with comment but an alternative proposal was received from TC and this is used in GTR because the foot operated requirement for 3-4 vehicles was omitted from the Japan proposal.
3.1.9	Add “shall have a sealed covered separate reservoir”	UK	We agreed to remove these words at the Brussels meeting.
3.2.1	Propose “Wear of the service brakes friction material shall be..”	Japan	Because the brake adjustment also has to compensate for wear of other parts such as disc thickness or drum diameter.
4.2.5	Delete “unless the manufacturer supplies the vehicle for testing with the brakes already burnished”	USA	This proposal came from TC lawyers - E mail from D.Brault on Sept 16 th .
4.3.3 (and 4.11.3)	Remove “column 2” and “column 3” from table	TC + Japan	“Column 2” and “column 3” was added by TC lawyers for table in 4.9.3.2. and thus added to these tables also
4.6.1	a. A baseline test based on using the Dry Stop Test -	Japan	“Based on” should be retained because the Wet Brake baseline test is not <u>exactly</u> the same as the Dry Stop Test
4.6.1	The test is not applicable to parking brakes	Japan	I think this statement is required.

4.7.3.1	Note that if the vehicle is unable to achieve the specified vehicle deceleration rate, these stops shall be carried out at the maximum achievable value.?????	Japan	This note comes from ECE R78 .. It is included because the specified decel of 3-3.5 m/s ² may not be achievable. The minimum specified rear brake performance from the table in 4.3.3 is 2.9 m/s ² .
4.9.1	Move ABS definitions to section 2.	TC + Japan	In Brussels we agreed to move this specific definition to the ABS section.
4.9.3.1 4.9.5.1 4.9.6.1 4.9.7.1	Delete “These forces may be increased in order to ensure that the ABS is fully cycling during the stop.”	USA	To evaluate ABS correctly, it is essential that the ABS is fully cycling. I believe that not all vehicles will have the front wheel fully cycling on good high friction surfaces when 220N is applied. The GTR must specify full cycling so how can this be achieved?
4.10.3	- Brake actuation: ?????	Japan	Further description is not necessary because this is covered in the general information in 4.10.1,