

Result after PVGTR4 meeting

Ranking of **Importance (Imp.)**: 1 – 5 (5 = most important)
Ranking of **Difficulty (Diff.)**: 1 – 5 (5 = most difficult)
Reason for **Difficulty (Diff.)**:
C Self-Certification/Type-Approval issue
(C-1: requiring full details of test procedure)
(C-2: Requirements placed in a separate TA Annex)
T Timing issue
P Different philosophy
Te Technical issue

ISSUES STILL IN DISCUSSION	TIMING	Imp.	Diff.
RBS as part of the Service Braking system. Definition of categories A and B Tests in Neutral - Compensation needed? Disconnection on RGB assisted braking Vehicle speed for Heating proc. and hot test	Japan. Proposal was explained in Aug. 04, Should have been discussed in December 2004 but this was not achieved! Decision by April 2005?	5	5 P,Te
PFC of test surface - requirement 0,9 max? Test track used has to be agreed with Technical Service? range to be specified >0.85 reasonable	Briefly discussed in Dec. 2004 Decision by April 2005	5	4 C-1
Full Power System – Pressure fall. 50% or Number of applications remaining or delete?	Discussed in December 2004 No. applications left preferred. Decision by April 2005	3	3 P
Terminology, Definitions Combined list in PVGTRbraking-wip.e	Discussion to be continued where necessary.	2	2 Te
GTR Draft Document	Doc. PVGTRbraking-wipe and PVGTRtest-wipf to be discussed in detail at June 2005 meeting, Serious objections to be mentioned before March 2005. Decision by December 2005		

ISSUES DECIDED by PVGTR informal group		Imp.	Diff.
Test Procedures , Integrated or associated?	integrated , see doc. PVGTRAx1-wip	5	3 C-1
Parking brake – friction type ?	Not required , see doc. PVGTRswg2-1a	5	2 Te
Wheel Locking Order	Defined on two different surfaces	3	3 Te
Parking Brake holding test	Initial brake temperature: 65 – 100°C	2	1 Te
Definition of v_{max}	Use FMVSS 135 definition	1	1

			Te
Tests – Steering correction	Allowed on each stop as in FMVSS 135	1	1 Te
Hot Performance: No of Stops	Perform 2 tests (only one may count)	1	2 Te
EMC requirement,	no, but to be mentioned in introduction	5	5 P
Braking distribution (for non-ABS vehicles)	Calculation in the “Type Approval Annex”. This allows Technical Service the option to omit the wheel locking order test	5	5 C-2
Annex CEL	in the “Type Approval Annex”.	5	5 C-2
Warning signal function test, switch as alternative to automatic lamp check allowed?	No!	2	2 P
Special requirements for single circuit needed ?	No!	1	4 P
Burnish/Bedding of linings Option is now incorporated in PVGTR test-wipe Section 5.2.1.	Agreed Sept 04		
Parking brake - dynamic requirement?	Proposal by SWG that this is not required. see doc. PVGTRswg2-1a Agreed Jan. 05: delete Annex 3, 2.3.6, but keep 5.2.2.4	5	2 P
Foot control only for service brake (or alternatives possible)? yes/no?	Agreed Jan. 05: R13-H wording is used (alternatives are possible)		

ISSUES TO BE DECIDED / CONFIRMED by PVGTR informal group	TIMING	Imp.	Diff.
Static parking braking performance with trailer yes/no	Majority of SWG wants to have this requirement, US position is no. Discussed in January 2005, compromise could be to allow additional use of park position of automatic transmission. Decision by September 2005	3	5 P
EPB requirement for parking brake	Agreed Jan. 05: Delete par. 5.2.19.2 but not 5.2.19.2.1 of R13-H. (Reservation by Germany and France). Decision by September 2005	5	5 T

ABS - Performance definition	SWG accepted "PVGTR SWG3-15" as compromise, still lack of confidence that poor systems are distinguished (as e.g. by a stopping distance test on low adhesion). Discussed in Jan. 05. Without result. Confirmation by September 2005	5	5 Te
Unbraked trailer – service braking performance specified: yes/no	Proposal of the SWG: Delete Annex 3, par. 2.1.2. Deletion rejected by PVGTR informal group. US to consider further. Decision by September 2005	3	1 P
Type 0 test practice Pedal force applied with engine disconnected. Max possible or only what is necessary to achieve required performance?	Agreed Jan. 05: Malcolm to draft revised wording for GTR. Decision by February 2005 GRRF		
Display of warning signals	Proposal by SWG see "PVGTR2004-17eRev2" Check GRSG-GTR by March 2005. Cross-reference needed? 2 nd warning signal (yellow) accepted by US? Decision by April 2005	2	- P
Type 0 test after the hot test. Number of test runs ?	Needs to be discussed in the informal group! Decision by April 2005	2	3 Te
Reservoir Fluid – design and volume?	Compromise proposal by EW expected to be discussed in January 05 Decision by April 2005	2	5 Te
Reservoir Labelling	Compromise proposal by EW expected to be discussed in January 05 Decision by April 2005	2	5 P
Update of provisions for PTI yes/no?	Decision by ??? 2005 GRRF	5	4 P
Stop lamp illumination: to be included in GTR? yes/no?	Decision by April 2005 GRRF	1	4 P
Stopping distance / MFDD (both could be used as in PVGTRtest-wipf)	Discussion Jan. 05: Decision by ???	5	5 P

EBS requirement for service brake	<p>Proposal of SWG: Keep R13-H text with the following changes:</p> <ul style="list-style-type: none"> Delete par. 5.2.8.1 and 5.2.8.2 (compensation) [Reservation by Japan to be discussed at informal group] Discussed Jan. 05: <p>Chairman decided to defer the decision until ??? 2005</p> <ul style="list-style-type: none"> Change 5.2.20.1 to secondary performance <p>Agreed Jan. 05 (reservation by UK)</p> <p>Decision by February 2005 GRRF</p> <ul style="list-style-type: none"> Delete 5.2.20.2 <p>Agreed Jan. 05</p> <ul style="list-style-type: none"> Mention the calculation alternative for 5.2.20.6 in the Type Approval Annex <p>Discussed Jan. 05, but still open. Decision by ???</p> <ul style="list-style-type: none"> Delete 5.2.20.7 Insert S6.3.12 requirements from FMVSS 135 <p>Decision was required by Jan. 05, but no discussion took place.</p> <p>Decision by ???</p>	5	5 T
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Schedule of SWG meetings:

29/30 April 2004	London
3-5 August 2004,	Washington/DC
16/17 December 2004,	Paris (after GERF)

Schedule of Informal Group meetings:

11-13 th April	London
27-29 June 2005,	Paris (before GERF)
15/16 December 2005,	Paris (after GERF)

[28-30 March 2006,	London (Alternative: Washington)]
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