CITA

INTERNATIONAL MOTOR VEHICLE INSPECTION COMMITTEE

CITA01-GRRF60, 4 September 2006

Note: The statement reproduced below was prepared by the CITA Working Group 5 “Brake Testing” in order to clarify the position of CITA WG 5 on the documents ECE/TRANS/WP.29/GRRF/2004/23/Rev.1, 2006/17 and 2006/32;

CITA’s position is as follows:

UK’s ECE/TRANS/WP.29/GRRF/2004/23/Rev.1, Para 5.2.11.2.1. proposed the installation of wear sensors or devices fitted to at least one lining per brake per wheel which will...

OICA’s proposal ECE/TRANS/WP.29/GRRF/2006/32 tries to reduce this requirement to a device fitted to an axle, which will...

The proposals in documents ECE/TRANS/WP.29/GRRF/2004/23/Rev.1 and 2006/32 have been discussed extensively in the WG5, the CITA working group on brakes representing experts from Europe and the USA regarding PTI.

CITA WG 5 fully supports position the current proposal in document ECE/TRANS/WP.29/GRRF/2004/23/Rev.1 in which “alternatively” acoustic or optical devices fitted to at least one lining per brake per wheel which will warn the driver at his driving position when lining replacement is necessary are acceptable.

CITA WG 5 cannot agree with the proposal ECE/TRANS/WP.29/GRRF/2006/32 where such an acoustic or optical device can be limited to a device fitted to one axle.

In addition to that, CITA’s position regarding equivalent paragraph in UNECE Regulation No. 13H is the same:

Therefore, for the Para 5.2.11.2 in document. 2006/17, CITA would propose a wording similar to the proposed in 5.2.11.2.1. of document. 2004/23/Rev.1.

Justification:

It will be hard if not impossible to know a priori the position of the worst case brake lining on either side of an axle. For that reason CITA WG 5 believes that the alternative provisions proposed in document ECE/TRANS/WP.29/GRRF/2006/32 do not offer adequate facilities to inspect the brake lining, and, as such, would introduce a reduction in safety.