

Proposals for amendments to EC/TRANS/WP.29/GRRF/2015/41 (Proposal for a new 04 series of amendments to Regulation No. 78)

The expert from the European Commission prepared the provisions below in collaboration with the experts from Germany, the Netherlands and IMMA. The items highlighted in yellow require specific attention. Suggestions for amendments have been made in red, taking into account comments raised by IMMA in GRRF-80-13. The transitional provisions, which have been introduced for the proposed 04 series of amendments, still need to be discussed.

I. Proposal

Insert new paragraph 5.1.14., to read:

"5.1.14. Vehicles that are equipped with an antilock brake system may be fitted with a single means (e.g. switch, lever, button, menu option) to ~~temporarily reduce or~~ disable the antilock brake system function, which is only permitted under the following conditions:

- (a) the vehicle is stationary; and
- (b) the ~~temporary reduction or~~ disablement of the antilock brake system function shall be the result of a deliberate action by the rider according to one of the following methods:
 - (i) simultaneous actuation of the antilock brake system on/off switch and the front, rear or combined brake system actuator (brake lever or pedal); or
 - (ii) the actuation of the antilock brake system on/off switch for a minimum of 2 seconds; or
 - (iii) the progression through at least 2 successive steps or levels of actuation of a rotating knob, a touch panel switch or a menu option selector;

[(c) if the motorcycle is equipped with a riding mode selector switch feature allowing an "off-road", "all terrain mode" or any other riding mode electronically preparing the vehicle for off-road use, temporarily reduction or disabling of the antilock brake system function shall only be allowed in this particular riding mode; and]

~~(c)~~ the antilock brake system function shall be automatically activated after each start-up of the vehicle, except for restarts after unintentional stalling of the engine; and

~~(d)~~ **(e)** the ~~temporary reduction or~~ disablement of the antilock brake system function shall be indicated by the activation of symbol B.18 as specified in ISO 2575:2010/Amd1:2011 (ISO 7000-2623) or any other equivalent unequivocal indication of the disabled antilock brake system state. Alternatively the warning lamp referred to in paragraph 3.1.13. shall be continuously activated (i.e. lit or flashing); and

~~(f) — if the antilock brake system is switched-off permanently an antilock brake system off-state bit shall be set to 1 and frequently (1 Hz) be stored in non-volatile memory on-board of the vehicle within the active key cycle. Only the last occurring bit state information (0 or 1) before engine stall or power-off may be stored and made available as single bit snapshot information. This binary state information shall be readable through a reading method made available free of charge and within the shortest possible delays by the vehicle manufacturer to the certification authority; and~~

~~(e) (g)~~ prohibition of any software and/or hardware defeat device compromising or allowing to circumnavigate one or more of the requirements set out in points (a) to (f); and

~~(f) (h) simple and~~ instantaneous re-enablement of a functional stage which complies with anti-lock brake system approval requirements of the antilock brake system under all operation modes ~~and driving conditions~~ shall be warranted and shall be demonstrated to the satisfaction of the certification authority (e.g. simple press of a button)."

Paragraph 9., amend to read:

- "9. Transitional provisions
- 9.1. As from the official date of entry into force of the ~~03 04~~ series of amendments to this UN Regulation, no Contracting Party applying this UN Regulation shall refuse **to grant or refuse to accept UN type approvals an application for approval** under this UN Regulation as amended by the ~~03-04~~ series of amendments. At the request of the manufacturer, Contracting Parties applying this UN Regulation may agree to the application of these amendments before the official date of their entry into force.
- 9.2. As from **[1 September 2018]** ~~24 months after the official date of entry into force mentioned in paragraph 9.1.~~, Contracting Parties applying this UN Regulation shall grant approvals only if the type of vehicle corresponds to the requirements of the UN Regulation as amended by the ~~03-04~~ series of amendments.
- 9.3. ~~Approvals granted before 1 September 2019 the end of the 24 month period following the official date of entry into force shall cease to be valid 48 months after the date of entry into force mentioned in paragraph 9.1., unless the Contracting Party which granted the approval notifies the other Contracting Parties applying this Regulation that the type approved vehicle meets the requirements of this Regulation as amended by the 0304 series of amendments.~~
- As from 1 September 2020, Contracting Parties applying this Regulation shall not be obliged to accept, for the purpose of national or regional type approval, a vehicle type approved to the preceding series of amendments to this Regulation.**
- 9.4. Notwithstanding the transitional provisions above, Contracting Parties whose application of this UN Regulation comes into force after the date of entry into force of the most recent series of amendments are not obliged to accept **UN type** approvals which were granted in accordance with any of the preceding series of amendments to this UN Regulation."

II. Justification

1. Amend point b) as proposed by EC in in GRRF-80-24
 2. Delete point c) and renumber thereafter as proposed by IMMA in GRRF 80-13
 3. Amend point e) to be consistent with the change in b) as specified in GRRF-80-24
 4. Delete point f) and renumber thereafter as proposed by IMMA in GRRF 80-13
 5. Replace point (h) into more technology neutral wording as proposed by IMMA in GRRF-80-13
 6. The proposed changes are significant. Transitional provisions will be needed given the necessary lead time for adaptation.
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