

## Proposal for Amendment 4 to Global Technical Regulation No. 3 (Motorcycle braking)

### Submitted by the representative of Italy

The text reproduced below was submitted by the representative of Italy with the support of IMMA, with the aim to adapt UN Global Technical Regulation (GTR) No. 3 to technical and standardization progress, introducing provisions for the activation of the stop lamp under regenerative and/or automatically commanded braking and updating the references to ASTM standards to enable the use of the new ASTM standard reference test tyre F2493 for the measurement of the Peak Braking Coefficient (PBC). This proposal aims to keep the global harmonization of motorcycle braking requirements in UN GTR No. 3 and the most recent version of UN Regulation No. 78, including the latest amendments adopted by GRVA at its 11<sup>th</sup> session in October 2021 (ECE/TRANS/WP.29/GRVA/2021/26 as amended by GRVA-11-22, and ECE/TRANS/WP.29/GRVA/2021/27). Updates to the previous version of this proposal (GRVA-12-15), which are fully aligned with the informal document regarding UN Regulation No. 78 submitted in parallel by IMMA to the 13<sup>th</sup> GRVA session, are indicated in [blue text](#).

## I. Proposal

*Insert new paragraphs 2.24., 2.25. and 2.26., to read:*

- 2.24.** **"Braking Signal"** means a logic signal indicating when illumination of the stop lamp is required or allowed as specified in paragraph 3.1.18. of this Regulation.
- 2.25.** **"Electric Regenerative Braking System"** means an electric energy system which provides for the conversion of vehicle kinetic energy into electrical energy, resulting in vehicle deceleration.
- 2.26.** **"Automatically commanded braking"** means a function within a complex electronic control system where actuation of the braking system(s) or brakes of certain axles is made for the purpose of generating vehicle retardation with or without a direct action of the driver, resulting from the automatic evaluation of on-board initiated information."

*Insert new paragraphs 3.1.18., 3.1.18.1., 3.1.18.2. and 3.1.18.3., to read:*

- 3.1.18.** **Generation and de-activation of the braking signal shall only be under the following conditions:**
- 3.1.18.1.** **Application of any service brake by the rider shall generate a braking signal.**
- 3.1.18.2.** **In addition, in case of vehicles equipped with [automatically commanded braking and/or](#) electric regenerative braking systems which produces a retarding force (e.g. upon release of the accelerator control), the braking signal shall be generated also according to the following provisions:**

<i>Vehicle deceleration by regenerative braking</i>	<i>Signal generation</i>
$\leq 1.3 \text{ m/s}^2$	The signal may be generated
$> 1.3 \text{ m/s}^2$	The signal shall be generated

- 3.1.18.3.** **Once generated the signal shall be kept as long as a deceleration demand by the [automatically commanded braking and/or](#) electric regenerative braking persists. However, the signal may be suppressed at standstill [or](#)**

when the deceleration demand falls below 1.3 m/s<sup>2</sup> or that value which generated the signal, whichever is lower.

**The braking signal shall not be generated when retardation is solely produced by the natural braking effect of the engine and/or external forces (e.g. air-/rolling resistance and/or road slope)."**

Paragraph 4.1.1.3., amend to read:

"4.1.1.3. Measurement of PBC:

The PBC is measured as specified in national or regional legislation using either:

- (a) The American Society for Testing and Materials (ASTM) E1136-19 (~~Re-approved 2003~~) standard reference test tyre, in accordance with ASTM Method E1337-19-90 (~~Re-approved 2008~~), at a speed of 40 mph; or
- (b) **An ASTM International (ASTM) F2493-20 standard reference test tyre, in accordance with ASTM Method E1337-19, at a speed of 40 mph (in this case, the obtained PBC shall be converted into the equivalent value corresponding to E1136-19 standard reference test tyre, according to the correlation equation described in ASTM E1337-19); or**
- (c) The method specified in paragraph 5."

## II. Justification

1. UN Global Technical Regulation (GTR) No. 3 contains the most advanced requirements for motorcycle brake systems. The implementation of UN GTR No. 3 is widely extended across the world and, in conjunction with UN Regulation No. 78, it provides a global framework to guarantee a safe motorcycle braking performance. It is therefore essential to keep UN GTR No. 3 continuously updated in terms of technological progress and standardization developments, as well as harmonized with UN Regulation No. 78.
2. This proposal aims to introduce two elements into UN GTR No. 3:
  - (a) Requirements for the activation of the stop lamp under regenerative and/or automatically commanded braking.
  - (b) Additional reference to the new ASTM standard reference test tyre F2493.
3. The requirements for the activation of the stop lamp under regenerative braking for electric vehicles were introduced in UN Regulation No. 78 in January 2020, by means of Supplement 1 to the 04 series of amendments (ECE/TRANS/WP.29/2019/46). The deceleration thresholds for generating the braking signal were aligned with those in UN Regulation No. 13-H for passenger cars. This ensures a consistent stop lamp activation criterion across different vehicle categories, which avoids confusing road users driving behind a decelerating vehicle, regardless of its vehicle category.
4. In December 2020, GRVA adopted a proposal by OICA and CLEPA modifying the provisions for the generation of a braking signal to illuminate stop lamps in UN Regulation No. 13-H (ECE/TRANS/WP.29/GRVA/2020/31), to ensure that the stop lamp illumination reflects the intention to decelerate, independently from the type of propulsion. For that purpose, the requirement to deactivate the stop lamp signal when deceleration falls below 0.7 m/s<sup>2</sup> under regenerative braking was removed. Subsequently, GRVA adopted in October 2021 a proposal by IMMA (ECE/TRANS/WP.29/GRVA/2021/26 as amended by GRVA-11-22) to realign the deceleration thresholds in UN Regulation No. 78 accordingly. This amendment to UN GTR No. 3 reflects the latest deceleration thresholds.
5. UN GTR No. 3 currently requires to use ASTM standard reference test tyre (SRTT) E1136 when determining the Peak Braking Coefficient (PBC) of the test surface according to ASTM Method E1337. At the 71<sup>st</sup> session of GRBP in January 2020,

ETRTO reported that the sales of ASTM SRTT E1136 would be discontinued approximately by the end of 2021, to be replaced by the new ASTM SRTT F2493. ASTM Method E1337 had been updated accordingly in 2019 to introduce the new ASTM SRTT F2493 and correlation equations to convert PBC values from SRTT F2493 into SRTT E1136 and vice-versa (GRBP-71-06).

6. It is necessary to introduce in UN GTR No. 3 a reference to the new ASTM SRTT F2493 and the conversion equation contained in ASTM standard E1337, while keeping the existing PBC provisions unchanged, in line with the latest amendment to UN Regulation No. 78 adopted by GRVA in October 2021 (ECE/TRANS/WP.29/GRVA/2021/27).
7. In addition, the wording of the proposal was updated in accordance with the informal document submitted in parallel by IMMA to the 13<sup>th</sup> GRVA session, to further align the stop lamp signal provisions in UN Regulation No. 78 with UN Regulation No. 13- H. In particular:
  - (a) To enable the activation of the stop lamp when the vehicle deceleration is caused by the automatically commanded braking.
  - (b) To align the criteria in paragraph 5.1.17.2. with the latest amendments to paragraph 5.2.22.2. of UN Regulation No. 13-H, as adopted at the 12<sup>th</sup> session of GRVA in January 2022 (ECE/TRANS/WP.29/GRVA/2022/10 as amended by GRVA-12-24).

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