



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.29/GRRF/2007/17  
13 July 2007

Original: ENGLISH  
ENGLISH AND FRENCH ONLY

---

**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

World Forum for Harmonization of Vehicle Regulations

Working Party on Brakes and Running Gear

Sixty-second session  
Geneva, 25-28 September 2007  
Item 7. of the provisional agenda

REGULATION No. 90 (Replacement brake linings)

Proposal for a draft corrigendum to Regulation No. 90

Submitted by the expert from the United Kingdom

The text reproduced below was prepared by the expert from United Kingdom in order to clarify the application of test speeds for the speed sensitivity test. The modifications to the current text of the Regulation are marked in **bold** characters.

A. PROPOSAL

Annex 3

Paragraph 2.1.2.1., amend to read:

"2.1.2.1. Using the pedal force derived from paragraph 2.1.1.2. of this annex and with initial brake temperature  $\leq 100\text{ }^{\circ}\text{C}$ , make three brake applications from each of the following speeds:

(a) Front axle 65, 100 km/h and **additionally** 135 km/h where  $v_{\text{max}}$  exceeds 150 km/h.

(b) Rear axle 45, 65 km/h and **additionally** 90 km/h where  $v_{\text{max}}$  exceeds 150 km/h."

Paragraph 2.1.2.1., amend to read:

"2.2.4.1. Using the line pressure derived from paragraph 2.2.3.2. and with initial brake temperature  $\leq 100\text{ }^{\circ}\text{C}$  make three brake applications from rotational speeds corresponding to vehicle linear speeds of:

(a) 75, 120 km/h and **additionally** 160 km/h where  $v_{\text{max}}$  exceeds 150 km/h."

B. JUSTIFICATION

The United Kingdom wishes to put forward this proposal as a Corrigendum to the adopted 01 series of amendments to Regulation No. 90 in order to clarify the application of test speeds in relation to the maximum speed of the vehicle.

-----