

Informal document No. **GRRF-57-2**  
(57th GRRF, 31 January-4 February 2005,  
agenda item 1.1.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 13

(Braking)

Transmitted by the expert of the Federation of  
European Manufacturers of Friction Materials (FEMFM)

Note: The text reproduced below has been prepared by a group of specialist on trailer braking in order to clarify issues with the bedding procedure in Annex 19.

**A. PROPOSAL**

Annex 19, paragraph 4.4.2.9., add the following after the existing wording with an empty line between:

"Should this procedure not fully condition the brake, further conditioning is permissible in agreement with the Technical Service. The details of any additional conditioning shall be recorded and appended to the diagram referred to in paragraph 4.4.1.1."

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**B. JUSTIFICATION**

The drafting that resulted in Annex 19 adopted at the fifty-first session of GRRF was carried-out in an ad-hoc working group in 1998/1999. At this time the large scale series production of disc brakes for trailers was in its infancy and the bedding-in process was based primarily on drum brake experience. Since then pad and lining development - to meet not only legislative braking performance criteria, but also health and safety, servicing, noise, durability, low/high deceleration with new linings/pads, etc., requirements – has resulted in materials for which the bedding-in process may not be appropriate. Therefore, it is proposed that additional conditioning be allowed, with the existing bedding-in process being retained to maintain a minimum standard. The details of any additional conditioning shall be appended to the diagram constructed from the verification results, so that they will be available for future reference. Without the flexibility of additional conditioning being allowed, the development of new linings/pads would be restricted and existing materials which are proven via vehicle homologation and in-service experience would require further extensive testing and possibility re-engineering to take advantage of Annex 20, which was initiated to simplify the type approval procedure.

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