

**Proposal from India on document ECE/TRANS/WP.29/GRRF/2007/13
dated 13 July 2007, proposed by Germany amending ECE Regulation No. 78**

India suggests that the following formulation for Para 1.1.1.(c)

Paragraph 1.1.1.(c), be amended to read:

- "c) **Unless otherwise specified**, surface has a peak braking coefficient (PBC) of
~~unless otherwise specified.~~
Nominal 0.9 when measured as per method given in 1.1.3 (a) or
≥ 0.8 as measured as per method given in 1.1.3 (b).

**A surface with a peak braking coefficient (PBC) lower than the above specified may
be used in the case, if rear wheel lift occurs."**

JUSTIFICATION:

The two methods of measurements given in paragraph 1.1.3 differ to the extent that in the ASTM method prescribed in para (a) measurements are taken with a standard reference test tyre, whereas the ECE method prescribed in para (b) utilises the tyres fitted on the vehicle to determine the coefficient of adhesion.

India is planning to use the ASTM method and it would be difficult to change the conditions at this stage of our implementation plan.

If the German proposal has emanated from the difficulties which are faced with tracks of PBC of 0.9 (as measured by the ECE Regulation No. 78), India's suggestion above to the proposal made by Germany would solve this problem without creating additional difficulties for countries planning to follow the ASTM method.

India agrees with the rest of amendments proposed by Germany and IMMA.
