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Amendment proposal for ECE/TRANS/WP.29/GRRF/2015/41 and for ECE/TRANS/WP.29/GRRF/2015/40

I. Proposal

Text of the UN GTR, Part B,

Insert new paragraph 3.1.14., to read:

"3.1.14. Vehicles that are equipped with an antilock brake system may be fitted with a control that can disable the antilock brake system function as well as select an operating mode other than the manufacturer's standard (default) antilock brake system operating mode. ~~single means (e.g. switch, lever, button, menu option)~~ to temporarily reduce or disable the antilock brake system function, which is ~~Switching between the antilock brake system modes is~~ only permitted under the following conditions:

- (a) the vehicle is stationary; and
- (b) the ~~temporary reduction~~ selection of operating modes, or including ~~disabling~~ 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-selection of the antilock brake system ~~on/off switch~~ mode and application of the front, rear or combined brake system actuator (brake lever or pedal); or
 - (ii) the ~~actuation-selection~~ of the antilock brake system ~~on/off switch~~ mode 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.

~~3.1.14.1(e)~~ ~~if~~ If the motorcycle is equipped with an antilock brake system operating mode ~~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~~

~~3.1.14.2(d)~~ the manufacturer's default 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~~

~~3.1.14.3(e) the temporary reduction or disablement of the antilock brake system function~~ activation of an ABS mode that does not meet the performance requirements of section XYZ 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

~~3.1.14.4(f)~~ if the antilock brake system is switched-off permanently an anti-lock 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

(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

(h) simple and instantaneous re-enablement of a functional stage 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)."

II. Justification

Discussion as noted above.
