



2. Definitions

2.~~12~~13. "Dry road" means a road with a nominal peak braking coefficient of ~~0.9~~ 1.0

6. Test procedure

- 6.1. Test Conditions
 - 6.1.1. The test shall be performed on a flat, dry concrete or asphalt surface affording good adhesion.
 - 6.1.1.1. The road test surface shall have a nominal¹ peak braking coefficient (PBC) of ~~0.9~~ 1.0 unless otherwise specified, when measured using either:
 - 6.1.1.2. The American Society for Testing and Materials (ASTM) [E1136 standard reference test tyre], in accordance with ASTM Method E1337-90, at a speed of 40 mph; or
 - 6.1.1.3. The k-test method specified in Appendix 2 to Annex 6 of Regulation No. 13-H.
 - 6.1.1.4. The test surface has a consistent slope between level and 1 per cent.
 - 6.1.2. The ambient temperature shall be between 0°C and 45°C.
 - 6.1.3. The horizontal visibility range shall allow the target to be observed throughout the test.
 - 6.1.4. The tests shall be performed when there is no wind liable to affect the results.
 - 6.1.5. Natural ambient illumination must be homogeneous in the test area and in excess of 1000 lux in the case of car to car scenario as stipulated in paragraph 5.2.1. and of 2000 lux in the case of car to pedestrian scenario as stipulated in paragraph 5.2.2. **and of 2000 lux in the case of car to bicycle scenario as stipulated in paragraph 5.2.3.** It should be ensured that testing is not performed whilst driving towards, or away from the sun at a low angle.
 - 6.1.6. **At the manufacturer's discretion and with the agreement of the Technical Service, the test may be performed under deviating test conditions.**

¹ The "nominal" value is understood as being the **minimum** theoretical target value.