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Item 4.9.3. of the provisional agenda

**1958 Agreement – Consideration of draft amendments
to existing Regulations submitted by GRRF**

Proposal for Supplement 4 to the 01 series of amendments to Regulation No. 79 (Steering equipment)

Submitted by the Working Party on Brakes and Running Gear*

The text reproduced below was adopted by the Working Party on Brakes and Running Gear (GRRF) at its seventy-fourth session (ECE/TRANS/WP.29/GRRF/74, para. 30). It is based on ECE/TRANS/WP.29/GRRF/2013/5. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration.

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Annex 3, paragraphs 2. and 3., amend to read (with the addition of a new row in the tables):

"2. If an energy source failure occurs, service braking performance on the first brake application shall achieve the values given in the table below.

Category	V (km/h)	Service braking (m/s ²)	F (daN)
M ₁	100	6.43	50
M ₂ and M ₃	60	5.0	70
N ₁ ^{a, b}	(i)	80	5.0
	(ii)	100	6.43
N ₂ and N ₃	60	5.0	70

^a The applicant shall select the appropriate row (i) or (ii) and this choice shall be subject to the agreement of the Technical Service.

^b Information: The values in row (i) are aligned with the corresponding provisions in Regulation No. 13, the values in row (ii) are aligned with the corresponding provisions in Regulation No. 13-H.

3. After any failure in the steering equipment, or the energy supply, it shall be possible after eight full stroke actuations of the service brake control, to achieve at the ninth application, at least the performance prescribed for the secondary (emergency) braking system (see table below).

In the case where secondary performance requiring the use of stored energy is achieved by a separate control, it shall still be possible after eight full stroke actuations of the service brake control to achieve at the ninth application, the residual performance (see table below).

Secondary and residual efficiency

Category	V (km/h)	Secondary braking (m/s ²)	Residual braking (m/s ²)
M ₁	100	2.44	-
M ₂ and M ₃	60	2.5	1.5
N ₁ ^{a, b}	(i)	70	2.2
	(ii)	100	2.44
N ₂	50	2.2	1.3
N ₃	40	2.2	1.3

^a The applicant shall select the appropriate row (i) or (ii) and this choice shall be subject to the agreement of the Technical Service.

^b Information: The values in row (i) are aligned with the corresponding provisions in Regulation No. 13, the values in row (ii) are aligned with the corresponding provisions in Regulation No. 13-H.

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