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World Forum for Harmonization of Vehicle Regulations**Working Party on Brakes and Running Gear****Seventy-eighth session**

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Item 9(a) of the provisional agenda

Steering equipment – Regulation No. 79**Proposal for amendment to Regulation No. 79 (Steering equipment)****Submitted by the experts from the European Association of Automotive Suppliers and the International Organization of Motor Vehicle Manufacturers ***

The text reproduced below was prepared by the experts from the European Association of Automotive Suppliers (CLEPA) and the International Organization of Motor Vehicle Manufacturers (OICA). Modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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.

I. Proposal

Insert a new paragraph 5.3.1.6., to read:

"5.3.1.6. **The requirements of paragraphs 5.3.1.4. and 5.3.1.5. above shall not apply when the prescribed secondary braking performance defined in Paragraph 3 of Annex 3 of this Regulation can be achieved by the use of muscular energy alone.**"

Paragraph 5.3.1.6. (former), renumber as 5.3.1.7.

II. Justification

1. The current text of Annex 3 of UN Regulation No. 79 covers requirements to be met in case the braking and the steering systems have the same energy source. However these requirements are not aligned with those of UN Regulation No. 13-H. Paragraph 1.1.2. of Annex 4 to UN Regulation No. 13-H requires the capacity of a certain number of sudden stops after the energy source failed **ONLY** in the case where the secondary braking performances cannot be met without energy assisting the muscular energy:

"1.1.2. However, the energy storage devices shall not be required to be of a prescribed capacity if the braking system is such that in the absence of any energy reserve it is possible with the service brake control to achieve a braking performance at least equal to that prescribed for the secondary braking system;"

2. The current text of the provisions in UN Regulation No. 79 could be interpreted as the required number of sudden stops that must be achieved irrespective of the service braking design, i.e. even in the case of assisted braking system.

3. This proposal is an attempt to clarify and align the wording of UN Regulation No. 79 with UN Regulation No. 13-H.
