

24 February 2014

Agreement

Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions*

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 78 – Regulation No. 79

Revision 2 - Amendment 1

Supplement 4 to the 01 series of amendments – Date of entry into force: 13 February 2014

Uniform provisions concerning the approval of vehicles with regard to steering equipment



UNITED NATIONS

* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

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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