

Proposal for of amendments to Regulation No. 79 (Steering Equipment for vehicles)

Submitted by the expert from CLEPA and OICA

The text reproduced below was prepared by the experts from the European Association of Automotive Suppliers (CLEPA) and from the International Organization of Motor Vehicle Manufacturers (OICA) to clarify the levels of braking performance requirements for M1 vehicles in Annex 3 of this regulation. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Annex 3, paragraphs 2 and 3, amend to read:

“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)	m/s ²	FdaN
M1	80 100	5.8 6,44	50
M2 and M3	60	5.0	70
N1	80	5.0	70
N2 and N3	60	5.0	70

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).

Category	V km/h	Secondary braking m/s ²	Residual braking m/s ²
M1	80 100	2.9 2,44	1.7
M2	60	2.5	1.5
M3	60	2.5	1.5
N1	70	2.2	1.3
N2	50	2.2	1.3
N3	40	2.2	1.3

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II. Justification

1. In the Regulation 79 there are values for requirements of the braking system for M1 vehicles, which still are in line with the former requirements of the Regulation 13.
 2. The Regulation 13 is not anymore used for M1 vehicles.
 3. In consequence, the values of the requirements with regard to the braking system should be aligned with the current values in the Regulation 13H.
 4. The value for “Residual Braking” performance should be deleted, because it does not exist in the Regulation 13H anymore.
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