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Working Party on Brakes and Running Gear (GRRF)

(Fifty-first session, 4-8 February 2002,
agenda item 5.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 79

(Steering equipment)

Transmitted by the Expert from the International Organization
of Motor Vehicle Manufacturers (OICA)

Note: The text reproduced below was prepared by the expert from OICA in order to modify the steering control effort for buses and coaches. It is based on the text of a document distributed without a symbol (informal document No. 7) during the fiftieth session of GRRF (TRANS/WP.29/GRRF/50, para. 49).

Note: This document is distributed to the Experts on Brakes and Running Gear only.

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A. PROPOSAL

Paragraph 6.2.6.2. the table, amend to read:

"Table

STEERING CONTROL EFFORT REQUIREMENTS

Vehicle Category	INTACT			WITH A FAILURE		
	Maximum effort (daN)	Time (s)	Turning radius (m)	Maximum effort (daN)	Time (s)	Turning Radius (m)
...
...
M ₃	20	4	12 <u>**/</u>	45 <u>*/</u>	6	20
...
...
N ₃	20	4	12 <u>**/</u>	45 <u>*/</u>	6	20

*/ 50 for rigid vehicles with 2 or more steered axles excluding self tracking equipment

**/ or full lock if 12m radius is not attainable"

* * *

B. JUSTIFICATION

The EU harmonization on bus and coach lengths requires vehicles over 13.5 metres and not exceeding 15 metres to have at least 3 axles. In order to respect the manoeuvrability requirements of the directive and those of ECE R36.03, 15 metres long vehicles need 2 steered axles. As these buses and coaches use the same steering technology, tyres, etc. as trucks and are subject to the same vehicle and axle weight limitations, it would be suitable to align the steering effort requirements.
