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World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Brakes and Running Gear (GRRF)

(Fifty-sixth session, 20-22 September 2004,
agenda item 5.)

COMMENTS REGARDING THE PROPOSAL FOR DRAFT AMENDMENTS TO
REGULATION No. 79

(Steering equipment)

Transmitted by the expert from the Russian Federation

Note: The text reproduced below was transmitted by the expert from the Russian Federation at the one-hundred-and-thirty-third session of WP.29 (informal document No. WP.29-133-19). WP.29 agreed to transmit it to GRRF for its consideration (TRANS/WP.29/1016, para. 64).

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

Comments in regard to:

- Proposal for draft 02 series of amendments to Regulation No. 79
(document TRANS/WP.29/2004/42)

The Russian Federation supports adoption of the 02 series of amendments to Regulation No. 79 as presented in document TRANS/WP.29/2004/42.

Those amendments introduce in Regulation No. 79 new prescriptions for electronic devices in the steering systems. There is no doubt that such devices shall not deteriorate vehicle safety performance. The related provision is stipulated by paragraph 5.6.1. of the proposal. However, by virtue of insufficient study, the document does not include any procedures of checks, which would allow confirming compliance with the said provision.

It is the opinion of the Russian Federation that the procedure of such checking actually comes to finding-out, how the dynamic stability of a vehicle, whose steering system is equipped by an electronic system with certain properties, is improved/deteriorated.

At several past GRRF sessions, the expert from the Russian Federation presented the relevant method of checking of safety of the introduction of electronic steering control at the emergency-driving situation. It was described, in particular, in informal document No. 20 of the fifty-fifth session of GRRF. In the said method, vehicle dynamics is caused by the restricted trajectory to be followed, so the emergency road situation is simulated, which makes the test close to the actual driving conditions. The method was confirmed many times by the vehicle tests performed at the Russian testing centre in Dmitrov.

The similar method is applied in the Russian Federation for checking safety of commercial vehicles including those designated for carrying dangerous goods, which allowed to make a proposal of inclusion of such method into Regulation No. 111.

The consideration of the above-mentioned method has been postponed by GRRF (see TRANS/WP.29/GRRF/55, para. 25), owing to complication of work for preparation of the 02 series of amendments to Regulation No. 79, and in expectation that the appropriate proposals on the said subject will be submitted by ISO.

The Russian Federation proposes to WP.29 to continue in GRRF the consideration of the dynamic test method for evaluation of vehicle handling and stability in order to include it into Regulations Nos. 79 and 111.
