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
DONE AT GENEVA ON 20 MARCH 1958

AMENDMENTS PROPOSED TO REGULATION NO. 79

The Secretary-General of the United Nations, acting in his capacity as depositary, communicates the following:

On 1 July 1998, the Secretary-General received from the Administrative Committee of the above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to Regulation No. 79 ("Uniform provisions concerning the approval of vehicles with regard to steering equipment") annexed to the Agreement.

A copy, in the English and French languages, of the document containing the text of the proposed amendments is transmitted herewith (TRANS/WP.29/634).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement which read as follows:

"2. An amendment to a Regulation will be considered to be adopted unless, within a period of six months from its notification by the Secretary-General, more than one-third of the Contracting Parties applying the Regulation at the time of notification have informed the Secretary-General of their disagreement with the amendment. If, after this period, the Secretary-General has not received declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation, the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the unamended Regulation will be regarded as an alternative to the amended Regulation and will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force. In this case the obligations of the Contracting Parties applying the Regulation shall be the same as set out in paragraph 1."
3. Should a new Contracting Party accede to this Agreement between the time of the notification of the amendment to a Regulation by the Secretary-General and its entry into force, the Regulation in question shall not enter into force for that Contracting Party until two months after it has formally accepted the amendment or two months after the lapse of a period of six months since the communication to that Party by the Secretary-General of the proposed amendment."

7 August 1998
ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

DRAFT SUPPLEMENT 3 TO REGULATION No. 79

(Steering equipment)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its eighth session, following the recommendation by the Working Party at its one-hundred-and-fourteenth session. It is based on document TRANS/WP.29/1998/7, not amended (TRANS/WP.29/609, paras. 81 and 130).
Paragraph 2.5.3.4., amend to read:

"2.5.3.4. Auxiliary steering equipment (ASE) in which the wheels of axle(s) of vehicles of categories M and N are steered in addition to the wheels providing principal steering input not purely electric, hydraulic or pneumatic, in the same direction or in the opposite direction to the wheels providing principal steering input, and/or the steering angle of the front, centre and/or the rear wheels may be adjusted relative to vehicle behaviour."

Annex 4, paragraph 2.1.1., the table, insert a reference to footnote "3/" to the column for the test circle radius (to read "R 3/") and below the table insert a new footnote "3/" to read:

"3/ If, due to the configuration of the test site, the values of the radii cannot be observed, the tests may be carried out on tracks with other radii, (maximum variation: ± 25%) provided that the speed is varied to obtain the transverse acceleration resulting from the radius and speed indicated in the table for the particular category of vehicle."