

Council Directive of 26 July 1971 on the approximation of the laws of the Member States relating to the braking devices of certain categories of motor vehicles and of their trailers (71/320/EEC) (repealed)

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## [<sup>F1</sup> ANNEX XIII

### Braking and deviation test for vehicles with temporary-use spare wheels/tyres

#### Textual Amendments

**F1** Inserted by Commission Directive 98/12/EC of 27 January 1998 adapting to technical progress Council Directive 71/320/EEC on the approximation of the laws of the Member States relating to the braking devices of certain categories of motor vehicles and their trailers (Text with EEA relevance).

#### 1. GENERAL CONDITIONS

- 1.1. The test track shall be substantially level and have a surface affording good adhesion.
- 1.2. The test shall be performed when there is no wind liable to affect the results.
- 1.3. The vehicle shall be loaded to its maximum mass as determined in point 1.14 of Annex I.
- 1.4. The axle loads resulting from the loading condition in accordance with point 1.3 of this Annex shall be proportional to the maximum axle loads as determined in point 1.2.1.2.1 of Annex II
- 1.5. The tyres shall be inflated to the pressure recommended for the vehicle-type by the manufacturer.

#### 2. BRAKING AND DEVIATION TEST

- 2.1. The test shall be carried out with the temporary-use spare wheel/tyre fitted alternately in place of one front wheel and one rear wheel. However, if use of the temporary-use spare wheel/tyre is restricted to a specific axle, the test shall be carried out only with the temporary-use spare wheel/tyre fitted to that axle.
- 2.2. The test shall be carried out using the service braking system from an initial speed of 80 km/h with the engine disconnected.
- 2.3. The stopping distance shall not exceed the value resulting from the following formula<sup>(1)</sup>:

$$s \leq 0,1 v + v^2 150$$

where

s = stopping distance in m  
v = initial speed of 80 km/h.

The force applied to the control shall not exceed 500 N.

The mean fully developed deceleration during the test shall not be less than 5,8 m s<sup>2</sup>.

- 2.4. Tests shall be carried out for each of the fitting conditions of temporary-use spare wheels/tyres specified in point 2.1 of this Annex.
- 2.5. The prescribed braking performance shall be obtained without any wheel-locking, deviation of the vehicle from its intended course, abnormal vibration, abnormal wear of the tyre during the test or excessive steering correction.]

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- (1) [<sup>F1</sup>This formula corresponds to that prescribed for the service braking system performance of vehicles of category M<sub>1</sub> in point 2.1.1.1.1 of Annex II.]

**Textual Amendments**

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