

Proposal for draft amendments to Regulation No. 58

Note: The text reproduced below was prepared by the expert from the European Commission in order to introduce requirements for certain categories of vehicles not yet covered by the Regulation.

The text enclosed is based on that of Commission Directives 97/19/EC and 2006/20/EC.

A PROPOSAL

Insert new paragraph 1.1.4. to read:

"Vehicles of categories M1, M2, M3, N1, O1 and O2 1/ on grounds of rear underrun protection."

Paragraph 2. amend to read:

"2. ~~PURPOSE~~ GENERAL REQUIREMENTS

2.1. All vehicles must be so constructed and/or equipped as ~~The purpose of this Regulation is to offer effective protection~~ **over their whole width** against under-running of vehicles mentioned in paragraph 1 of this Regulation in the event of rear collision with vehicles of category M1 and N1 (¹).

2.2. The vehicle shall be tested under the following conditions:

- it must be at rest on a level, flat, rigid and smooth surface,
- the front wheels must be in the straight-ahead position,
- tyres must be inflated to the pressure recommended by the vehicle manufacturer,
- the vehicle may, if necessary to achieve the test forces required, be restrained by any method specified by the vehicle manufacturer,
- if the vehicle is equipped with hydropneumatic, hydraulic or pneumatic suspension or a device for automatic levelling according to load, it must be tested with the suspension or device in the normal running condition specified by the manufacturer.

2.3. Any vehicle in one of the categories M1, M2, M3, N1, O1 or O2 will be deemed to satisfy the condition set out above:

- if it satisfies the same conditions as set out in Part II or Part III or
- if the ground clearance of the rear part of the unladen vehicle does not exceed 55 cm over a width which is not shorter than that of the rear axle by more than 10 cm on either side (excluding any tyre bulging close to the ground).

Where there is more than one rear axle, the width to be considered is that of the widest.

This requirement must be satisfied at least on a line at a distance of not more than 45 cm from the rear extremity of the vehicle."

Paragraph 15.1. amend to read:

" ... 16 below **and has been tested following the conditions set out in paragraph 2.2,** approval..."

Paragraph 24.1. amend to read:

" ... 25 below **and has been tested following the conditions set out in paragraph 2.2,** approval..."

Paragraph 31.1. amend to read:

"...force of the **03** series of amendments..."

(a) ... approvals under ~~Parts I, II and III~~ of this Regulation as amended by the **03** series of amendments...

Paragraph 31.4. amend to read:

~~"Until 48 months following the date of entry into force of this Regulation as amended by the 02 series of amendments~~ **1 November 2012** Contacting Parties..."

(a) ...requirements of ~~Part III~~ of this Regulation as amended by the **02** series... of amendments..."

(b) requirements of ~~Part III~~ of this Regulation as amended by the **02** series... of amendments..."

Paragraph 31.4. amend to read:

~~"As from 48 months following the date of entry into force of this Regulation as amended by the 02 series of amendments~~ **1 November 2012**, Contacting Parties..."

(a) ...requirements of ~~Part III~~ of this Regulation as amended by the **03** series... of amendments..."

(b) requirements of ~~Part III~~ of this Regulation as amended by the **03** series... of amendments..."

(c) requirements of ~~Part III~~ of this Regulation as amended by the **03** series... of amendments..."

B JUSTIFICATION

In order to increase the level of protection, rear underrun protection devices should be required to withstand increased force levels, and account should be taken of vehicles using air suspension units. In addition, vehicles in categories M1, M2, M3, N1, O1 and O2 should comply with some general requirements in order to ensure effective protection against under-running.
