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Regulation No. 58 (Rear under run protection)

Proposal for amendments to Regulation No. 58

Submitted by the expert from the European Commission*

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 Directives 97/19/EC and 2006/20/EC. The modifications to the current text of the Regulation are marked in bold or strikethrough characters.

* In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

A. Proposal

Insert new paragraph 1.1.4.(footnote 1/ remains unchanged), to read:

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

Paragraph 2., amend to read:

“2. GENERAL REQUIREMENTS”

Insert new paragraphs 2.1. to 2.3., to read

“2.1. All vehicles must be so constructed and/or equipped as 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:

- (a) it must be at rest on a level, flat, rigid and smooth surface,
- (b) the front wheels must be in the straight-ahead position,
- (c) tyres must be inflated to the pressure recommended by the vehicle manufacturer,
- (d) the vehicle may, if necessary to achieve the test forces required, be restrained by any method specified by the vehicle manufacturer,
- (e) 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:

- (a) if it satisfies the same conditions as set out in Part II or Part III, or
- (b) 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:

“15.1. If the vehicle ... 16 below and has been tested following the conditions set out in paragraph 2.2, approval...”

Paragraph 24.1., amend to read:

“24.1. If the vehicle ... 25 below and has been tested following the conditions set out in paragraph 2.2, approval...”

Paragraph 31.1., amend to read:

- “31.1. As from the official date of entry into force of the **03** series of amendments, no Contracting Party applying this Regulation shall:
- (a) refuse to grant approval under ~~Parts I, II and III~~ of this Regulation as amended by the **03** series of amendments;
 - (b) refuse a type of component or separate technical unit approved under Part I of this Regulation as amended by the 02 series of amendments;
 - (c) prohibit the fitting on a vehicle of a component or separate technical unit approved under Parts I and II of this Regulation as amended by the 02 series of amendments.”

Paragraph 31.4., amend to read:

- “31.4. Until ~~48 months following the date of entry into force of this Regulation as amended by the 02 series of amendments~~ **1 November 2012**, Contracting Parties applying this Regulation shall:
- (a) continue to grant approvals to those types of vehicles which comply with the requirements of ~~Part III~~ of this Regulation as amended by the **02** series of amendments;
 - (b) continue to accept national or regional type-approval of a vehicle type-approved under ~~Part III~~ of this Regulation as amended by the **02** series of amendments.”

Paragraph 31.5., amend to read:

- 31.5. 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**, Contracting Parties applying this Regulation shall:
- (a) grant approvals only if the vehicle type to be approved meets the requirements of ~~Part III~~ of this Regulation as amended by the **03** series of amendments;
 - (b) refuse national or regional type-approval and shall refuse first national or regional registration (first entry into service) of a vehicle which does not meet the requirements of ~~Part III~~ of this Regulation as amended by the **03** series of amendments;
 - (c) consider approvals to this Regulation to be invalid, except in the case of vehicle types which comply with the requirements of ~~Part III~~ of this Regulation as amended by the **03** series of amendments.

B. Justification

1. 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.