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Item 10 of the provisional agenda

Regulations No. 29 (Cabs of commercial vehicles)

Draft supplement 3 to the 03 series of amendments

Submitted by the expert from Germany*

The text reproduced below was prepared by the expert from Germany to clarify existing test requirements for cabs of commercial vehicles. The modifications to the current text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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.

I. Proposal

Annex 3,

Paragraph 7.3.2., amend to read:

"7.3.2 The striking surface ... no contact will occur between the cab and the edges of the impactor.

If a pendulum is used as an impactor, it shall be freely suspended by two beams rigidly attached to it and spaced not less than 1,000 mm apart. The distance from the axis of suspension to the geometric centre of the impactor shall not be less than 3,500 mm."

Paragraph 7.3.3.1., amend to read:

"7.3.3.1 The striking face of the impactor is at an angle of 20° to the median longitudinal plane of the cab. Either the impactor or the cab may be tilted. **If a pendulum is used as an impactor, the cab shall not be tilted.**"

II. Justification

1. The 03 series of amendments to UN Regulation No. 29 introduced a new Test C into the UN Regulation. The text of the UN Regulation does not specify the test device to be used for that test. The above proposal introduces modifications to the current text of the UN Regulation No. 29 to specify construction details of the test rig, in case a pendulum will be used as an impactor for the test. The proposed amendment to paragraph 7.3.2. was taken from the wording of the description of the impactor of Test A and Test B.

2. To improve the repeatability of the test, it is proposed in addition to place the cab on a horizontal surface and to fix the pendulum with a required angle of 20° of impact against the cab to be tested.
