

Proposal for a change to document GRSG/2011/20 with regards to Regulation No. 58. (Rear under run protection)

Changes to document GRSG/2011/20 are indicated in bold and strike-through characters, i.e. the original proposal is assumed to be adopted.

I. Proposal

New proposed paragraph 2.3. , amend to read:

- "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 550 mm over a width which is not shorter than that of the rear axle by more than 100 mm on either side (excluding any tyre bulging close to the ground. **Gaps provided for towing hooks, exhaust pipes, etc. are assumed to be filled in by an imaginary surface forming a smooth continuation of the surrounding external surface**), or
 - (c) if, in case of vehicles of categories O₁ and O₂ where the tyres project for more than half outside the bodywork (excluding the wheel guards) or outside the chassis in the absence of bodywork, the ground clearance of the rear part of the unladen vehicle does not exceed 550 mm over a width which is not shorter than 100 mm deducted from the distance measured between the innermost points of the tyres (excluding any tyre bulging close to the ground), on either side.

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 450 mm from the rear extremity of the vehicle."

II. Justification

1. OICA welcomes the attempt of the European Commission to align UNECE R58 with the corresponding European Directives 97/19/EC and 2006/20/EC.
 2. These texts generally well address the protection of the subject vehicle in the event of rear collision with vehicles of category M₁ and N₁, however they do not cover the cases of the gaps necessary for fitting equipments like the towing hook and the exhaust pipes.
 3. The proposal above is an attempt to cover the case of such gaps thanks to a wording inspired from paragraph 2.4. of Regulation N° 26 (external projections). The proposal is written with the assumption that the original proposal GRSG/2011/20 is adopted.
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