

**Draft Corrigendum to Regulation No. 58, 02 series of amendments
(Rear underrun protection)**

Changes to the current text of the Regulations are indicated in **bold** characters.

A. PROPOSAL

Paragraph 4.1.2., correct to read:

"4.1.2. "Type of RUPD" means RUPDs which do not differ with respect to the essential characteristics such as shape, dimensions, attachment, materials and the markings cited in paragraph 5.2.2 below.

And, RUPDs which do not differ with respect to the essential characteristics means those RUPDs having the same design characteristics with respect to shape, dimensions, attachment, materials and the markings and whose deformation levels, as measured pursuant to Annex 5, are deemed to be equal to or lower than the approved type. "

Paragraph 16.2., correct to read:

"16.2. The width of the rear protective device must at no point exceed the width of the rear axle measured at the outermost points of the wheels, excluding the bulging of the tyres close to the ground, nor must it be more than 100 mm shorter on either side. Where there is more than one rear axle, the width to be considered is that of the widest rear axle.
However, the width of the device may exceed the width of the rear axle, provided that the former does not exceed the width of the vehicle immediately above it. In addition the requirements of paragraphs 3.1.2 and 3.1.3 of Annex 5 relating the distance of the points of application of the test forces from the outer edges of the rear wheels (Annex 1, item 7) shall be verified and recorded in the type approval communication form. "

B. JUSTIFICATION

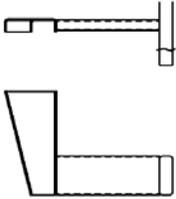
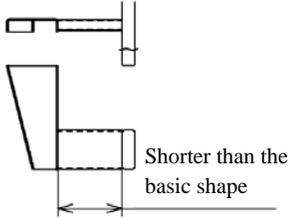
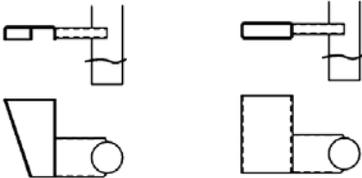
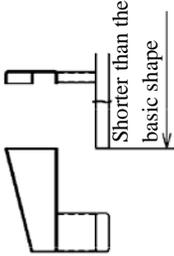
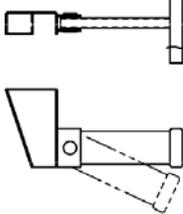
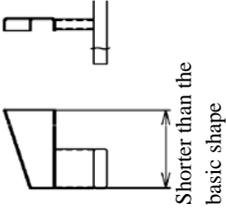
Paragraph 4.1.2.:

In Japan, when testing the RUPD components according to Annex 5 for type approvals, the basic shapes of stays and bars must be the same. In cases where there are differences in the length, etc., a table showing various combinations of the differentiated dimensions based on the basic shapes is submitted and the performance test is conducted using the combination that will cause the worst deformation when test force is applied. If this test is passed, it means that that the RUPDs shown in the table on various combinations do not differ with respect to the essential characteristics. This should be stated clearly in the provision.

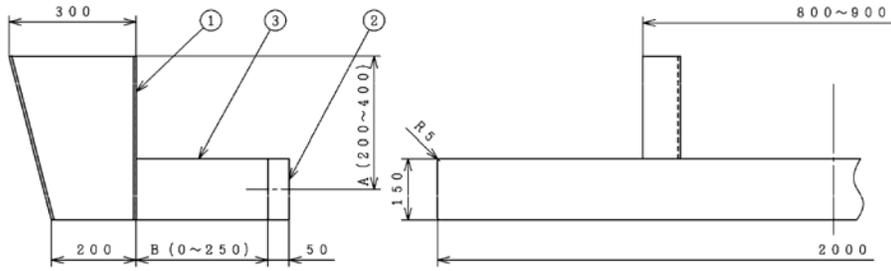
Explanatory Diagrams:

1. Scope of the Same Type

Scope of the same type

Basic shape to be approved	Devices that can produce the same test result as the basic shape for type approval	Devices that cannot produce the same test result as the basic shape for type approval
	<p>The depth differs from the shape to be approved.</p>  <p>Shorter than the basic shape</p>	<p>The cross-sectional shape differs from the shape to be approved. (Bumper body: □→○; Stay: コ→□, etc.)</p> 
	<p>The width differs from the shape to be approved.</p>  <p>Shorter than the basic shape</p>	<p>The mechanism differs from the shape to be approved.</p> 
	<p>The height differs from the shape to be approved.</p>  <p>Shorter than the basic shape</p>	

2. Essential Characteristics (Shape and Dimensions) Shown in an Application for Approval (Example)



Dimensions of A	3 patterns (200, 300, 400)
Dimensions of B	6 patterns (0, 50, 100, 150, 200, 250)
Test conditions	Test to be performed with A=400, B=250. (The 18 patterns all produce the same or better result as these structural characteristics.)

Paragraph 16.2.:

1. Regarding the tailgate lifts as RUPDs, since they are not integrated with the vehicle structure, those that extend beyond the width of the rear axle are approved as RUPDs. For this reason, we propose that the provision of paragraph 16.2 on the RUPD structure should be amended.
2. The proposed addition above is not intended to strengthen the regulation of the 02 series of amendments to UN Regulation No. 58, but rather it is intended to supplement the existing regulation so as to allow the products currently in conformity to continue to comply with the regulation.

Explanatory diagrams

