

Proposal for Supplement 1 to the Regulation on Pole Side Impact in its original version

Proposal for Supplement 1 to the 01 series of amendments to the Regulation on Pole Side Impact

The modifications to the existing text of the Regulation (ECE/TRANS/WP.29/2014/79) are marked in bold for new or strikethrough for deleted characters.

I. Proposal

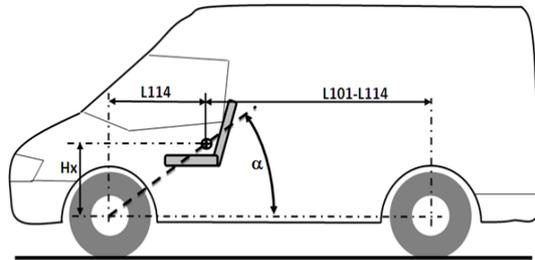
Paragraph 1.1., amend to read:

"1.1. This Regulation applies to:

- (a) Category M₁ vehicles **with a gross vehicle mass of up to 3500 kg;** and
- (b) Category N₁ vehicles where the **acute** angle α (α), measured **between a horizontal plane passing through the centre of the front axle and an angular transverse plane passing through the centre of the front axle and the R-point of the driver's seat, as illustrated below**, is less than 22.0 degrees; or the ratio between the distance from the driver's R-point to the centre of the rear axle (L101-L114) and the centre of the front axle and the driver's R-point (L114) is less than 1.30.²

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II. Justification

1. The scope of the new Regulation on Pole Side Impact includes vehicles of category N1 (limited to GVM < 3.5 t) and vehicles of category M1 (without mass limit).
2. The vehicle fleet includes a small number of M1 vehicles with a GVW > 3,5t which are based on vehicles of category N2, N3, M2 or M3.

3. Limiting the scope of the **Regulation** to the same maximum masses for commercial vehicles and passenger cars would reduce the burden for those manufacturers producing vehicles of category M1 as a variant of N2, N3, M2, M3 vehicles.
 4. Paragraph 1.1.(b) was slightly amended to further clarify the determination of N1 vehicles in the scope.
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