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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Sixty-first session**

Geneva, 8-12 May 2017

Item 7 of the provisional agenda

**Regulation No. 12 (Steering mechanism)****Draft Supplement 5 to the 04 series of amendments to  
Regulation No. 12 (Steering mechanism)****Submitted by the expert from the Organization of Motor Vehicle  
Manufacturers (OICA)\***

The text reproduced below was prepared by the expert from the Organization of Motor Vehicle Manufacturers (OICA) to allow for the "full width rigid barrier test" according to Regulation No. 137 as an alternative in order to avoid redundancy of testing. It is based on GRSP-60-07 which was distributed without a symbol at the sixtieth session of the Working Party on Passive Safety (GRSP) (ECE/TRANS/WP.29/GRSP/60, para. 52). The modifications to the text of Regulation No. 12 and are marked in bold for new characters or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), 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.

GE.17-02258(E)



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## I. Proposal

*Paragraphs 3.1.2.6. and 3.1.2.7., amend to read:*

"3.1.2.6. Evidence that the steering mechanism complies with the specifications of paragraph 5.2.2. of Regulation No. 94 **or with the specifications of paragraph 5.2.2.1. of Regulation No. 137** if the application for approval is submitted by the applicant pursuant paragraph 5.1.2. below.

3.1.2.7. Evidence that the steering control complies with the specifications of paragraphs 5.2.1.4. and 5.2.1.5. of Regulation No. 94 **or with the specifications of paragraphs 5.2.1.1.3. and 5.2.1.1.4. of Regulation No. 137** if the application for approval is submitted by the applicant pursuant paragraph 5.2.1. below."

*Paragraph 3.2.2.3., amend to read:*

"3.2.2.3. Evidence that the steering control complies with the specifications of paragraphs 5.2.1.4. and 5.2.1.5. of Regulation No. 94 **or with the specifications of paragraphs 5.2.1.1.3. and 5.2.1.1.4. of Regulation No. 137**, if the application for approval is submitted by the applicant pursuant paragraph 5.2.1. below."

*Paragraph 4.3.4.3., amend to read:*

"4.3.4.3. The symbol R94-02 **or R137** in the case of an approval pursuant paragraph 5.2.1. below."

*Paragraph 5.1.2., amend to read:*

"5.1.2. ... complies with the specifications of paragraph 5.2.2. of Regulation No. 94 **or with the specifications of paragraph 5.2.2.1. of Regulation No. 137.**"

*Paragraph 5.2.1., amend to read:*

"5.2.1. If the steering control is fitted with a steering wheel airbag, specifications of paragraph 5.2. above are deemed to be met if the vehicle equipped with such a steering system complies with the specifications of paragraphs 5.2.1.4. and 5.2.1.5. of Regulation No. 94 **or with the specifications of paragraphs 5.2.1.1.3. and 5.2.1.1.4. of Regulation No. 137.**"

*Paragraph 5.6., amend to read:*

"5.6. Specifications of paragraphs 5.5. to 5.5.3. above are deemed to be met if the vehicle equipped with an electrical power train operating on high voltage complies with the specifications of paragraphs 5.2.8. to 5.2.8.3. of Regulation No. 94, 02 series of amendments **or with the specifications of paragraphs 5.2.8. to 5.2.8.3 of Regulation No. 137.**"

## II. Justification

1. Several requirements of Regulation No. 12 allow the alternative requirements of Regulation No. 94 in order to avoid redundancy of testing. As an example, in paragraph 5.1.2. of Regulation No. 12 (frontal crash without dummies), the compliance with Regulation No. 94 for the steering wheel displacement is defined as an alternative to the requirements. OICA proposes to expand paragraph 5.1.2. and others of Regulation No. 12 to the equivalent specification of Regulation No. 137 (frontal collision, 50 km/h).

2. The "full width rigid barrier test" of Regulation No. 137 is also a high-speed frontal crash test (50 km/h) with requirements for several items equally addressed by Regulation No.12.
  3. Consequently, Regulation No. 12 should be completed by references to Regulation No. 137 as well.
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