

Proposal for Supplement 1 to the 04 series of amendment and Supplement 1 to the 05 series of amendments to UN Regulation No. 95 (Lateral collision)

Submitted by the expert from Japan

The text reproduced below was prepared by the expert from Japan. This proposal is a further amendment to the current scope which was proposed by the experts from European Commission on behalf of GSR Task Force during the 66th session of GRSP and adopted. The modifications to the current text of the UN Regulation No.95 are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 1. Scope, amend to read:

"1. Scope

This Regulation applies to vehicles of categories ~~ies~~ of M₁ ~~with a maximum permissible mass not exceeding 3,500 kg~~ and to vehicles of category N₁.¹"

¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

II. Justification

1. The proposal of expanding the scope of UN Regulation No. 95 (GRSP/2019/30) was proposed by the experts from European Commission on behalf of GSR Task Force and adopted at the 66th session of GRSP.
2. Due to the adoption of the document (WP.29/2020/61) at the 181st session of WP29, the scope of UN Regulation No. 95 was amended from the lateral collision behaviour of the structure of the passenger compartment of M1 and N1 categories of vehicles where the “R” point of the lowest seat is not more than 700mm from ground level to vehicles of category M1 with a maximum permissible mass not exceeding 3,500 kg and to vehicles of category N1.
3. However, this mass restriction, “a maximum permissible mass not exceeding 3,500 kg” was somehow added to M₁ in the official proposal GRSP/2019/30. Considering that all the M1 vehicles, regardless of their mass, have post-crash electric shock and fuel leakage risks, as well as possibilities of passenger injuries due to lateral impacts by other vehicles etc, it would be possible to delete this mass restriction so that vehicles such as large sedans, saloons, and some heavy sport utility vehicles can be properly type-approved as in the past..
4. Therefore, Japan would like to propose the deletion of the newly created mass restriction from the scope, intending to make the scope back to the original state without limitation of “R” point height and apply to all vehicles of categories of M₁ and N₁.