

6 August 2013

Agreement

Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions*

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 57 – Regulation No. 58

Revision 2 - Amendment 3

Supplement 3 to the 02 series of amendments – Date of entry into force: 15 July 2013

Uniform provisions concerning the approval of:

- I. Rear underrun protective devices (RUPDs)**
- II. Vehicles with regard to the installation of an RUPD of an approved type**
- III. Vehicles with regard to their rear underrun protection (RUP)**



UNITED NATIONS

* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

Paragraph 16.2., amend to read:

"16.2. The width of the rear protective device shall 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 shall RUPD be more than 100 mm shorter on either side. Where the device is contained in or comprises the vehicle bodywork which itself extends beyond the width of the rear axle, the requirement, that the width of the RUPD shall not exceed that of the rear axle, shall not apply. However, in case of vehicles of categories O₁ and O₂ where the tyres project for more than half of their width outside the bodywork (excluding the wheel guards) or outside the chassis in the absence of bodywork, the width of the RUPD shall not be less than 100 mm deducted from the distance measured between the innermost points of the tyres, excluding the bulging of the tyres 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 rear axle. 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."

Paragraph 25.3., amend to read:

"25.3. The width of the RUP shall 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 shall RUP be more than 100 mm shorter on either side. Where the device is contained in or comprises the vehicle bodywork which itself extends beyond the width of the rear axle, the requirement, that the width of the RUP shall not exceed that of the rear axle, shall not apply. However, in case of vehicles of categories O₁ and O₂ where the tyres project for more than half of their width outside the bodywork (excluding the wheel guards) or outside the chassis in the absence of bodywork, the width of the RUP shall not be less than 100 mm deducted from the distance measured between the innermost points of the tyres, excluding the bulging of the tyres 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 rear axle. 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."

Annex 5,

Paragraph 3.1.2., amend to read:

"3.1.2. In the cases defined in paragraphs 1.1.1. and 1.1.2. of this annex a horizontal force of 50 kN or 25 per cent of the force generated by the maximum mass of the vehicle, whichever is the lesser, shall be applied consecutively to two points located 300 + 25 mm from the longitudinal planes tangential to the outer edges of the wheels on the rear axle or of the RUPD, if it exceeds the width of the rear axle, and to a third point located on the line joining these two points, in the median vertical plane of the vehicle."