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Inland Transport Committee

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

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Item 10 of the provisional agenda

UN Regulation No. 95 (Lateral collision)**Proposal for Supplement 1 to the 04 series of amendment and Supplement 2 to the 05 series of amendments to UN Regulation No. 95 (Lateral collision)****Submitted by the experts from Japan and the International Organization of Motor Vehicle Manufacturers ***

The text reproduced below was prepared by a group of the experts from Japan and from the International Organization of Motor Vehicle Manufacturers (OICA). It is based on informal document GRSP-68-20 submitted by the expert from Japan at the sixty-eighth session of the Working Party on Passive Safety (GRSP). This proposal is a further amendment to the current scope of the UN Regulation which was proposed by the experts from the European Commission on behalf of General Safety Regulation Task Force (GSR-TF) during the sixty-sixth session of GRSP (see ECE/TRANS/WP.29/GRSP/66, para. 34). The modifications to the current text of the UN Regulation No.95 are marked in bold for new.

* In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in proposed programme budget for 2021 (A/75/6 (Sect.20), para 20.51), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Paragraph 1., Scope, amend to read:

"1. Scope

This Regulation applies to vehicles of category M₁ with a maximum permissible mass not exceeding 3,500 kg, **vehicles of category M₁ with a maximum permissible mass exceeding 3,500 kg where the "R" point of the lowest seat is not more than 700 mm from ground level when the vehicle is in the condition corresponding to the reference mass defined in paragraph 2.10. of this Regulation**, and to vehicles of category N₁¹."

II. Justification

1. The scope of UN Regulation No. 95 was originally defined as M₁ and N₁ categories of vehicles where the "R" point of the lowest seat is not more than 700 mm from ground level.

2. The proposal of expanding the scope of UN Regulation No. 95 (ECE/TRANS/WP.29/GRSP/2019/30) was proposed by the experts from European Commission on behalf of GSR TF and adopted at the sixty-sixth session of GRSP for submission to WP.29.

3. Due to the adoption of the document submitted by GRSP (ECE/TRANS/WP.29/2020/61) at the 181st session of WP.29, the scope of UN Regulation No. 95 was consequently amended by deleting the derogation for vehicles with a high R-point and by introducing a mass restriction to M₁ vehicles.

4. Considering that the large majority of M₁ vehicles, regardless of their mass, may have post-crash electric shock and fuel leakage risks, as well as possibilities of occupant injuries due to lateral impacts by other vehicles etc., it should 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.

5. Therefore, as an outcome of further discussion, Japan and OICA would like to propose the deletion of the newly created mass restriction for M₁ vehicles, while recognising the specific conditions of heavy M₁ vehicles with a high seating position.

6. In summary, the experts from Japan and OICA propose that UN Regulation No. 95 should apply to vehicles of category

- M₁ with a maximum permissible mass not exceeding 3,500 kg
 - M₁ with a maximum permissible mass exceeding 3,500 kg and a low "R" point
 - N₁.
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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/wp29wgs/wp29gen/wp29resolutions.html