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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on General Safety Provisions****122nd session**

Geneva, 12–15 October 2021

Item 5 of the provisional agenda

UN Regulation No. 34 (Prevention of fire risk)**Proposal for Supplement 3 to the 03 series of amendments of
UN Regulation No. 34****Submitted by the expert from the International Organization of Motor
Vehicle Manufacturers ***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to remove the categories M₁ and N₁ from the scope of the regulation to avoid duplication with UN Regulations Nos. 94, 95 and 153. It is based on informal document GRSG-121-41. The modifications to the current text of the UN Regulations are marked in bold for new and strikethrough for deleted characters.

* 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., amend to read (footnote unchanged):

"1. **Scope**

This Regulation applies:

- 1.1. Part I: To the approval of vehicles of categories M, N and O* with regard to the tank(s) for liquid fuel.
- 1.2. Part II-1: At the request of the manufacturer, to the approval of vehicles of categories ~~M, N~~ M₂, M₃, N₂, N₃ and O approved to Part I or IV of this Regulation fitted with liquid fuel tank(s) with regard to the prevention of fire risks in the event of a frontal and/or lateral collision as well as to the approval of vehicles of categories M₁ and N₁, which are of a total permissible mass exceeding 2.8 tonnes, and categories M₂, M₃, N₂, N₃ and O, fitted with tank(s) for liquid fuel, which have been approved to Part I or IV of this Regulation with regard to the prevention of fire risks in the event of a **and/or** rear collision.

Part II-2: To the approval of vehicles of categories M₁ and N₁, which are of a total permissible mass not exceeding 2.8 tonnes, fitted with liquid fuel tank(s) approved to Part I or IV of this Regulation with regard to the prevention of fire risks in the event of a rear collision.
- 1.3. Part III: To the approval of tanks for liquid fuel as separate technical units.
- 1.4. Part IV: To the approval of vehicles with regard to the installation of approved tanks for liquid fuel."

Paragraph 3.1.4.2., amend to read:

- "3.1.4.2. The number of this Regulation, followed by "RI", if the vehicle is approved pursuant to Part I of the Regulation, or by "RII-1" if the vehicle is approved pursuant to Parts I or IV and to Part II-1 of the Regulation, ~~or by "RII-2" if the vehicle is approved pursuant to Parts I or IV and to Part II-2 of the Regulation,~~ a dash and the approval number to the right of the circle prescribed in paragraph 3.1.4.1."

Part II-1 (the title), amend to read (deletion of "-1"):

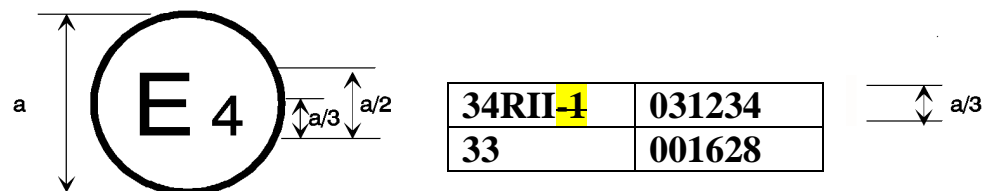
"Part II-1 - Approval of vehicles with regard to the prevention of fire risks in the event of collision"

Paragraph 7.2.2. to be deleted, and following paragraphs to be re-numbered accordingly.

Part II-2, delete.

Annex 2, amend to read (changes highlighted in yellow – footnote unchanged):

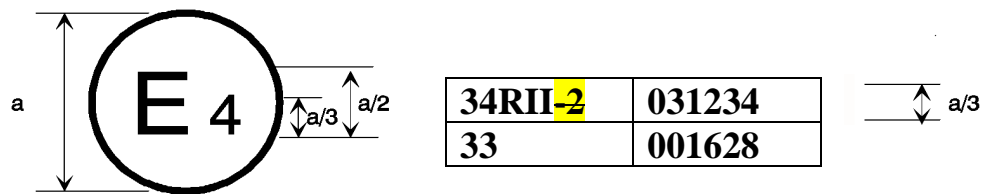
"Model B
(See paragraph 3.1.5. of this Regulation)



a = 8 mm minimum

The above approval mark affixed to a vehicle shows that the type concerned was approved in the Netherlands (E 4) pursuant to Regulations Nos. 34 Parts I or IV and II-1 and 33.* The approval numbers indicated that, at the date when the respective approvals were given,

Regulation No. 34 included the 03 series of amendments and Regulation No. 33 was still in its original form.



The above approval mark affixed to a vehicle shows that the type concerned was approved in the Netherlands (E 4) pursuant to Regulations Nos. 34 Parts I or IV and II-2 and 33.* The approval numbers indicated that, at the date when the respective approvals were given, ...”

II. Justification

1. The intention of this proposal is to avoid double approval with regard to fire risks by deleting the impact tests for M₁ and N₁ vehicles from UN Regulation No. 34.
2. Those vehicles are indeed in the scope of Regulations Nos. 94, 95 and 153.
3. Regulation No. 153 actually better covers the prevention of fire risks than Regulation No. 34 since it is covering fuel safety but also electric vehicles and hydrogen safety.