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World Forum for Harmonization of Vehicle Regulations**Working Party on Passive Safety****Seventieth session**

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Item 16 of the provisional agenda

UN Regulation No. 153 (Fuel system integrity and electric power train safety at rear-end collision)**Proposal for Supplement 2 to UN Regulation No. 153 (Fuel system integrity and electric power train safety at rear-end collision)****Submitted by the expert from Germany ***

The text reproduced below was prepared by the expert from Germany, aiming to clarify the text of the UN Regulation. It is based on informal document GRSP-69-07 distributed at the sixty-ninth session of the Working Party on Passive Safety (GRSP). The modifications to the current text of the UN Regulation are marked in bold for new or 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

Paragraphs 2. to 2.1.9., amend to read:

"2. Definitions

For the purpose of this Regulation:

- 2.1. "Vehicle type" means a category of power-driven vehicles which do not differ in such essential respects as:
 - 2.1.1. The length and width of the vehicle in so far as they have an effect on the results of the impact test prescribed in this Regulation.
 - 2.1.2. The structure, dimensions, lines and materials of the part of the vehicle rearward of the transverse plane through the "R" point of the rearmost seat **in so far as they have an effect on the results of the impact test prescribed in this Regulation.**
 - 2.1.3. The lines and inside dimensions of the passenger compartment in so far as they have an effect on the results of the impact test prescribed in this Regulation.
 - 2.1.4. The siting (front, rear or centre) and the orientation (transversal or longitudinal) of the engine, in so far as they have an ~~negative~~ effect on the result of the impact test procedure as prescribed in this Regulation.
 - 2.1.5. The unladen mass, in so far as there is an ~~negative~~ effect on the result of the impact test prescribed in this Regulation.
 - 2.1.6. The locations of the REESS, in so far as they have an ~~negative~~ effect on the result of the impact test prescribed in this Regulation.
 - 2.1.7. The structure, shape, dimensions and materials (metal/plastic) of the tank(s) **in so far as they have an effect on the results of the impact test prescribed in this Regulation.**
 - 2.1.8. The position of the tank(s) in the vehicle in so far as it has an ~~negative~~ effect on the requirements of paragraph 5.2.1.
 - 2.1.9. The characteristics and location of the fuel feed system (pump, filters, etc.) **in so far as they have an effect on the results of the impact test prescribed in this UN Regulation.**

II. Justification

The text in paragraphs 2.1.1. to 2.1.9. defines criteria that are relevant to determining which variations of a vehicle can be covered under a single vehicle type without having to apply for a separate approval type. The current text contains several subparagraphs, which explicitly mention that the differences will only cause a new type of vehicle if the differences affect or negatively affect the results of the impact test described in this regulation, while other subparagraphs do not. This proposal extends the condition of the necessity of an influence on the results of the impact test to all criteria described under paragraph 2.1. and at the same time clarifies the text by deleting the word "negative" before "effect" which is in several paragraphs.
