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Item 17 of the provisional agenda

Collective Amendments to UN Regulations Nos. 94, 95, 135 and 137

Proposal for Supplement 3 to the 05 Series of Amendments of UN Regulation No. 95 (Lateral collision)**Submitted by the expert from Germany***

The text reproduced below was prepared by the expert from Germany. This proposal aims at re-introducing a text (allowing tolerances on the vehicle mass and simplified testing) that was deleted by the 05 series of amendments to UN Regulation No. 95 (similar as in UN Regulations Nos. 94 and 137), as shown in Informal document GRSP-71-25 distributed during the seventy-first session of the Working Party on Passive Safety (GRSP) (ECE/TRANS/WP.29/GRSP/71, paragraph 47). The modifications to the current text of UN Regulation No. 94 are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in the proposed programme budget for 2022 (A/76/6, part V, sect. 20, para. 20.76), 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 6.1.2. to 6.2., amend to read:

- "6.1.2. Extension
- The modification shall be designated an "extension" if, in addition to the change of the particulars recorded in the information folder:
- (a) Further inspections or tests are required; or
 - (b) Any information on the communication document (with the exception of its attachments) has changed; or
 - (c) Approval to a later series of amendments is requested after its entry into force.
- 6.1.2.1. Any modification of the vehicle affecting the general form of the structure of the vehicle or any variation in the reference mass greater than 8 per cent which in the judgement of the authority would have a marked influence on the results of the test shall require a repetition of the test as described in Annex 4.**
- 6.1.2.2. If the Technical Service, after consultation with the vehicle manufacturer, considers that modifications to a vehicle type are insufficient to warrant a complete retest then a partial test may be used. This would be the case if the reference mass is not more than 8 per cent different from the original vehicle or the number of front seats is unchanged. Variations of seat type or interior fittings need not automatically entail a full retest. An example of the approach to this problem is given in Annex 8.**
- 6.2. Notice of confirmation, extension, or refusal of approval shall be communicated by the procedure specified in paragraph 4.3. above, to the Contracting Parties to the Agreement applying this Regulation. In addition, the index to the information documents and to the test reports, attached to the communication document of Annex 1, shall be amended accordingly to show the date of the most recent revision or extension."

II. Justification

1. The current proposal is based on Informal document GRSP-71-25, distributed and discussed during the seventy-first session of the Working Party on Passive Safety (GRSP) (ECE/TRANS/WP.29/GRSP/71, paragraph 47). This proposal aims at re-introducing paragraphs 6.1.2.1. and 6.1.2.2. deleted by Informal document GRSP-66-33, that was introduced and discussed at the sixty-sixth session of GRSP (ECE/TRANS/WP.29/GRSP/66, paragraph 35). The current proposal would allow GRSP to decide whether it was intended to delete them. If GRSP clarified that this deletion was intentional, it should be discussed if the simplified test described in Annex 8 of the UN Regulation No. 95 is still needed.

2. A similar issue shall be discussed for Informal document GRSP-66-32 (Proposal for to the 04 series of amendments of Regulation No. 94, paragraphs 7.1.2.1. to 7.1.2.2.2., Annex 7) and for Informal document GRSP-66-36 (Proposal for to the 02 series of amendments of Regulation No. 137, paragraphs 7.1.2.1. to 7.1.2.2.2., Annex 7).
