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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****125th session**

Geneva, 27–31 March 2023

Item 5 of the provisional agenda

**UN Regulation No. 66 (Strength of superstructure (buses))****Proposal for Supplement 1 to the 02 series of amendments to  
UN Regulation No. 66 (Strength of superstructure (buses))****Submitted by the expert from Russian Federation \***

The text reproduced below was prepared by the expert from the Russian Federation to allow additional checks in terms of passive safety at the national level. It is based on informal document GRSG 124-28 distributed at the 124th session of the Working Party on General Safety (GRSG). The modifications to the current text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2023 as outlined in proposed programme budget for 2023 (A/77/6 (Sect. 20), table 20.6), 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

*Insert new paragraph 1.3., to read:*

### "1. Scope

- 1.1. This Regulation applies to single-deck rigid or articulated vehicles belonging to categories M<sub>2</sub> or M<sub>3</sub>, Classes II or III or class B having more than 16 passengers<sup>1</sup>.
- 1.2. At the request of the manufacturer, this Regulation may also apply to any other M<sub>2</sub> or M<sub>3</sub> vehicle that is not included in paragraph 1.1.
- 1.3. **National requirements of the contracting parties may apply to the assessment of escape hatches operability and injury safety of the passenger compartment after the physical roll-over test."**

## II. Justification

1. UN Regulation No. 66 prescribes requirements and methods for the assessment of strength of a superstructure. Different test methods are allowed in accordance with UN Regulation No. 66, but the test of a complete vehicle is assumed to be the basic reference method.
  2. When carrying out full-scale tests of a complete vehicle, we propose to allow additional checks in terms of passive safety on the national level, for example, destruction of seats mounts, injury-causing objects entering the residual space and moving within it, operability of the emergency hatches.
  3. This proposal is drawn up on the basis of paragraph 1.4. of paragraph 1. "Scope" of UN Regulation No. 144.
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