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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**194th session**

Geneva, 12–15 November 2024

Item 4.7.20 of the provisional agenda

**1958 Agreement:**

**Consideration of draft amendments to existing**

**UN Regulations submitted by GRSG**

Proposal for Supplement 1 to the Original Version to UN Regulation No. 147 (Mechanical couplings for Agricultural Vehicles)

Submitted by the Working Party on General Safety Provisions[[1]](#footnote-2)\*

The text reproduced below was adopted by the Working Party on General Safety Provisions (GRSG) at its 127th session (ECE/TRANS/WP.29/GRSG/106, para. 26). It is based on ECE/TRANS/WP.29/GRSG/2024/7, not amended. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their November 2024 sessions.

*Paragraph 1.1. of Annex 6*, amend to read:

"1.1. Samples of coupling devices shall be tested for both strength and function. With coupling devices, the strength shall be verified by a dynamic test. The strength of the mechanical coupling shall be established by alternating traction on a test bed. Should the design of the mechanical coupling (e.g. excessive play, towing hook) make it impossible to carry out the test with an alternating test load, the test load may also be applied on a rising basis in the direction of traction or pressure, whichever is the greater. In certain cases, additional static tests may be necessary. Instead of the dynamic test, mechanical couplings of classes i, q and r intended to be mounted to agricultural vehicles with a maximum design speed not exceeding 40 km/h may be tested according to 3.3.3.2. of this Annex (static test). In addition, the type approval authority or technical service may waive a dynamic or static test if the simple design of a component makes a theoretical check possible in case of coupling classes d, e, f, i, j and class s similar to this coupling classes. Theoretical checks may also be carried out to determine worst case conditions. In all cases, theoretical checks shall ensure the same quality of results as with dynamic or static testing. In cases of doubt, it is the results of physical testing that are overriding."

1. \* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), 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. [↑](#footnote-ref-2)