

## Proposal for amendments to Regulation N° 58 (Rear underrun protection)

This document is produced by the expert from OICA to clarify that the vehicles not submitted to the requirements of rear underrun protection are not required to obtain Type Approval pursuant to this regulation. Changes to the current text of the Regulation are indicated in bold and strike-through characters.

### I. Proposal

Annex 3, amend to read:

#### Annex 3

#### COMMUNICATION

(Maximum format: A4 (210 x 297 mm))



issued by :

Name of administration:

.....  
.....  
.....

concerning: <sup>2/</sup>

- APPROVAL GRANTED
- APPROVAL EXTENDED
- APPROVAL REFUSED
- APPROVAL WITHDRAWN
- PRODUCTION DEFINITELY DISCONTINUED

of a type of a vehicle with regard to its rear underrun protection (RUP) pursuant to **paragraph 2.3. (b) / paragraph 2.3. (c)** / Part III <sup>2/</sup>of Regulation No. 58

<sup>2/</sup> **Strike out what does not apply.**

### II. Justification

Regulation N°58 is currently being revised per document ECE/TRANS/WP.29/2011/107, based on ECE/TRANS/WP.29/GRSG/2011/20 as amended in Annex VI to the report of GRSG-100 (see paragraph 27).

This revision of the Regulation was initiated by the Netherlands, the European Commission and CLCCR for obtaining a reasonable alignment of the regulation on the Directives 97/19/EC and 2006/20/EC from the European Union. One of the proposed amendments is the extension of the scope to all the categories M, N and O.

Yet the vehicles of the categories M1, M2, M3, N1, O1 and O2 will be deemed to satisfy the performance requirements if a.o. their rear ground clearance is lower than 550 mm (new paragraphs 2.3.(b) and 2.3.(c)). However, the Communication form of Annex 3 does not refer to this “automatic compliance” and blindly refers to Part III of the Regulation.

The proposal above aims to permit the Type Approval authorities to know whether the vehicle to be approved is subject to situation indicated in paragraphs 2.3.(b) and 2.3.(c) of the Regulation.

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