Submitted by the expert from EC

Informal document **GRSP-65-13**
(65th GRSP, 13-17 May 2019
agenda item 15)

Amendment to UN Regulation No. 95 (Lateral collision

Submitted by the expert from the European Commission

The text reproduced below was prepared by the expert from the European Commission to modify the scope of the Regulation, to provide appropriate transitional provisions and to make minor adaptations and clarifications to the existing requirements. The modifications to the current text of the UN Regulations are marked in bold for new or strikethrough for deleted characters.

I. Proposal for the 04 series of Amendments to UN Regulation No. 95 (Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants in the event of a lateral collision)

Paragraph 1., amend to read:

"**1. Scope**

This Regulation applies to the lateral collision behaviour of the structure of the passenger compartment of M_1 and N_1[1] categories of vehicles ~~where the "R" point of the lowest seat is not more than 700 mm from ground level when the vehicle is in the condition corresponding to the reference mass defined in paragraph 2.10. of this Regulation~~."

Insert new paragraphs 5.2.1.5., to read:

["**5.2.1.5.** **Where the "R" point of the lowest seat is more than 700 mm from ground level when the vehicle is in the condition corresponding to the reference mass defined in paragraph 2.10. of this Regulation, the requirements of paragraphs 5.2.1.1. to 5.2.1.4. are deemed to be met and the side-impact dummy does not have to be instrumented for the test.**"]

Paragraph 5.3.3.1., amend to read:

"5.3.3.1. Open ~~a sufficient number of doors~~ **at least one door per row of seats** ~~provided for normal entry and exit of passengers, and if necessary tilt the seat backs or seats~~ **and, where there is no such door, to activate the displacement system of the seats in front, in absence of an escape path towards the row in front of at least 550 mm width and 1 100 mm height between the vehicle floor and roof** to allow **the** evacuation of all occupants **and this shall be assessed for all configurations or worst-case configuration as regards number of doors on each side of the vehicle and for both left-hand drive and right-hand drive vehicles, when applicable**;"

Insert new paragraphs 5.3.8., to read:

[1] As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

"**5.3.8.** **The fuel system and high voltage system shall be assessed for all configurations or worst-case configuration as regards left-hand drive and right-hand drive vehicles, when applicable.**"

Insert new paragraphs 10.13 to 10.17., to read:

"**10.13.** **As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 04 series of amendments.**

10.14. **As from [1 May] 2022, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after [1 May] 2022.**

10.15. **Until [1 May] 2024, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before [1 May] 2022.**[3]

10.16. **As from [1 May] 2024, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.**

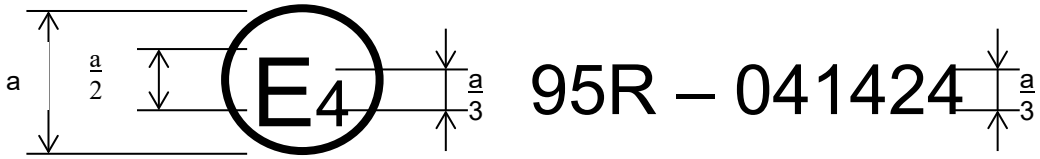
10.17. **Notwithstanding paragraph 10.16, Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the preceding series of amendments to this Regulation, for the vehicles which are not affected by the changes introduced by the 04 series of amendments.**"

Annex 2, amend to read:

"Annex 2

Arrangements of the approval mark

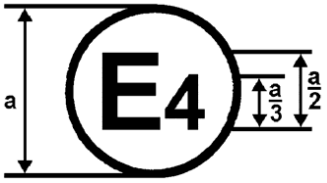
Model A
(See paragraph 4.5. of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the protection of the occupants in the event of a lateral collision, been approved in the Netherlands (E 4) pursuant to Regulation No. 95 under approval number **04**1424. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 95 as amended by the **04** series of amendments.

Model B
(See paragraph 4.6. of this Regulation)



95	04 2492
24	03 1628

a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to Regulations Nos. 95 and 24.[2] The first two digits of the approval numbers indicate that, at the dates when the respective approvals were granted. Regulation No. 95 incorporated the **04** series of amendments and Regulation No. 24 incorporated the 03 series of amendments.

II. Justification

1. The European Union is in the process of adopting the revised General Safety Regulation that introduces a range of new safety features. It however also addresses a number of exemptions regarding essential vehicle safety requirements for e.g. heavy SUVs and vans.

2. These broad exemptions can no longer be justified in the light of increasing electrification of the vehicle fleet as well as generally the protection of persons in terms of post-crash electric shock and fuel leakage risks, as well as door opening or jamming and the safe evacuation of occupants of such vehicles.

3. The envisioned application dates that have been decided by the European Parliament and EU Member States are also proposed in new transitional provisions for this Regulation.

4. In wide vehicles it may be not necessary for the front seats to have a displacement system (in accordance with Regulation 17), as occupants can move forward between the seats. It is proposed to allow this also in this Regulation to allow for the evacuation of rear-seated occupants through a front door in case of a side impact.

5. To avoid diverging interpretations by Technical Services and Type-Approval Authorities it is clarified that at least a worst-case configuration as regards side doors, fuel system and/or electrical system layout must be assessed to prevent that certain configurations would somehow not be checked.

[2] The latter number is given only as an example.