

Document ECE/TRANS/WP.29/GRSG/2007/2 submitted by GRSG contains clarification for the scope of Regulation No. 66 (R66). It is proposed to apply the Regulation to single-deck rigid or articulated vehicles belonging to Class II or III. At the request of the manufacturer, approvals for vehicles belonging to Class I, A or B shall also be granted provided they comply with the prescriptions stated in the Regulation. The second part of the requirements is not mandatory. It is additional one.

Such conditions of granting type approval may be the cause of certain problems and contradictions.

1. The aim of 1958 Agreement is to define uniform technical prescriptions and the conditions for reciprocal recognition of the test results on the basis of these prescriptions that it will suffice for certain wheeled vehicles, equipment and parts to fulfill in order to be used in their countries. Additional requirements are not restricted and not covered by the Agreement. It may be done on national level of the legislation.

2. Regulation No. 107, containing requirements for strength of bus superstructure, is applied to vehicles of class II and III.

3. According to Regulation No. 107 a vehicle may be regarded as belonging in more than one class. It means that the proposed mandatory scope of Regulation No. 66 does not restrict the granting type approval for class I vehicles. Manufacturer may approve class I vehicle as class II or III for that.

4. If the Contracting Parties accept an opportunity of granting type approval for vehicle types which are not covered by mandatory scope at the request of manufacturer, they will recognise that the Regulation covers these vehicle types as well. The conclusion comes from the fact of mandatory recognition of issued type approvals. Other words the Contracting Parties may explore the scope of R66 to all classes of buses.

5. The Contracting Parties applying national prescriptions for superstructure strength of class I, A and B buses may cease applying R66 if the manufacturer has an opportunity to apply to the mentioned classes the Regulation. Otherwise they should recognize approvals being contrary to their national legislation. This situation is not in line with the aim to promote the harmonization of technical regulations.

6. Informal group IG/R66 works on the scope of R66 and has not made the final conclusion. The group may propose amendments for test methods or the prescriptions for class I, A and B buses. Therefore application the existing R66 for class I, A and B buses could be risky.

CONCLUSION

1. In the first step the scope of Regulation No. 66 should cover class II and III of the vehicles. The same scope has Regulation No. 107.

2. Informal group IG/R66 could continue their work on the possible extension of the scope of R66 and make the final conclusion.

3. The scope of R66 could be amended, if reasonable, when IG/R66 finish their work. Then it will be possible use article 12 of 1958 Agreement referring to alternative requirements and escape the contradiction with national legislation.