

Proposal for an amendment to document ECE/TRANS/WP29/GRSG/2010/13
Regulation No. 58 (Rear under run protection)

This document replaces informal GRSG-98-15.

The modifications to the text of document ECE/TRANS/WP.29/GRSG/2010/13 or the present text of Regulation 58 are marked in bold or strikethrough characters.

A. PROPOSAL

1. Paragraph 2.3., amend to read:

2.3. Any vehicle in one of the categories M1, M2, M3, N1, O1 or O2 will be deemed to satisfy the condition set out above:

- (a) if it satisfies the same conditions as set out in Part II or Part III, or
- (b) if the ground clearance of the rear part of the unladen vehicle does not exceed ~~55 cm~~ **550 mm** over a width which is not shorter than that of the rear axle by more than ~~40 cm~~ **100 mm** on either side (excluding any tyre bulging close to the ground), or
- (c) **in case of vehicles of categories O1 and O2 where the tyres project outside the bodywork (excluding the wheel guards) if the ground clearance of the rear part of the unladen vehicle does not exceed 550 mm over a width which is not shorter than that of the rear axle, measured over the inmost points of the tyres (excluding any tyre bulging close to the ground), by more than 100 mm on either side.**

Where there is more than one rear axle, the width to be considered is that of the widest.

This requirement must be satisfied at least on a line at a distance of not more than ~~45 cm~~ **450 mm** from the rear extremity of the vehicle.

2. Insert a new proposal to amend paragraph 16.2 of Regulation 58

Paragraph 16.2., amend to read:

16.2. The width of the rear protective device must at no point exceed the width of the rear axle measured at the outermost points of the wheels, excluding the bulging of the tyres close to the ground,

nor must ~~it~~ **the device** be more than 100 mm shorter on either side.

However, in case of vehicles of categories O1 and O2 where the tyres project outside the bodywork (excluding the wheel guards) it is allowed that the width of the device does not exceed the distance between the inmost points of the tyres, excluding the bulging of the tyres close to the ground, nor must the device be more than 100 mm shorter on either side.

Where there is more than one rear axle, the width to be considered is that of the widest rear axle. In addition the requirements of paragraphs 3.1.2 and 3.1.3 of Annex 5 relating the distance of the points of application of the test forces from the

outer edges of the rear wheels (Annex 1, item 7) must be verified and recorded in the type approval communication form.

3. Insert a new proposal to amend paragraph 25.3 of Regulation 58

Paragraph 25.3., amend to read:

25.3 The width of the RUP must at no point exceed the width of the rear axle measured at the outermost points of the wheels, excluding the bulging of the tyres close to the ground,

nor must ~~it~~ **the device** be more than 100 mm shorter on either side.

However, in case of vehicles of categories O1 and O2 where the tyres project outside the bodywork (excluding the wheel guards) it is allowed that the width of the RUP does not exceed the distance between the inmost points of the tyres, excluding the bulging of the tyres close to the ground, nor must the RUP be more than 100 mm shorter on either side.

Where there is more than one rear axle, the width to be considered is that of the widest rear axle. Where the device is contained in or comprised by the vehicle bodywork which itself extends beyond the width of the rear axle the requirement that the width of the RUP must not exceed that of the rear axle shall not apply.

B. JUSTIFICATION

The proposal of the European Commission (ECE/TRANS/WP29/GRSG/2010/13) extends the scope of Regulation 58 with vehicles of category O₁ and O₂. Paragraphs 16.2. and 25.3. require a rear underrun device to be not more than 10 cm shorter on each side than the width of the axle(s). The application of these provisions to vehicles of category O₁ and O₂ of which the tyres project outside the width of the bodywork would mean that the rear underrun device will also extend the width of the bodywork substantially. Such a rear underrun device can catch vulnerable road users, like cyclists, and does not increase road safety with regard to underrun protection; on the contrary it creates a dangerous situation. In such cases the width of the rear underrun device as required by paragraphs 16.2. and 25.3. should be limited. For the vehicles concerned it is suggested to relate the width of the device to the width of the axle, but measured at the inmost side of the tyres. Also in these cases the width of the RUPD or RUP may be 100 mm smaller. Advantage of this approach is that the measurement method is similar as that for the other vehicles.

Sometimes the RUPD is combined with the installation of the lights at the rear of the vehicles resulting in a RUPD which extend the width of the bodywork at the rear of the vehicle. It is important to maintain this possibility in order to fulfil the provisions of Regulation 48 and the prevention of obscuring the light by a tailboard. Therefore the reformulation of paragraph 16.2 and 25.3 permits the manufacturer to use a RUPD that is wider than the width of the bodywork at the rear.

As a consequence of this we believe that paragraph 2.3, as proposed by the European Commission should be brought in line with the suggested wording for paragraph 16.2 and 25.3. In addition, we have changed the units of the dimensions from cm to mm to be in line with the common use of mm in this regulation.

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