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Item 4.6.2 of the provisional agenda

**1958 Agreement – Consideration of draft amendments
to existing Regulations submitted by GRSP**

Proposal for Supplement 2 to the 03 series of amendments to Regulation No. 29 (Cabs of commercial vehicles)

Submitted by the Working Party on Passive Safety *

The text reproduced below was adopted by the Working Party on Passive Safety (GRPE) at its fifty-fourth session (ECE/TRANS/WP.29/GRSP/54, para. 20). It is based on ECE/TRANS/WP.29/GRSP/2013/19, 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.

* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

GE.14-21544



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Paragraph 1., amend to read:

- "1. This Regulation applies to vehicles of category N¹ with regard to the protection of the occupants of the cab."

Insert new paragraphs 2.13. and 2.14., to read:

- "2.13. "Vehicles of category N₁ derived from M₁" means those vehicles of N₁ category which, forward of the A-pillars, have the same general structure and shape as a pre-existing M₁ category vehicle."
- 2.14. "Separate cab" means a cab attached to the vehicle's frame by specific links and which has no common part with the cargo area."

Paragraph 5.1.2., amend to read:

- "5.1.2. Vehicles of categories N₁ and vehicles of categories N₂ with a gross vehicle mass not exceeding 7.5 t shall be subjected to the tests A and C, as described in Annex 3, paragraphs 5. and 7..

However a vehicle type which meets the frontal impact requirements of Regulation No. 12 or Regulation No. 33 or Regulation No. 94, and vehicles of category N₁, derived from M₁ approved to Regulation No. 94, may be considered to have satisfied the requirements on frontal impact (test A).

Test C shall only be conducted on vehicles which have a separate cab."

Paragraph 5.1.3., amend to read:

- "5.1.3. Vehicles of categories N₃ and vehicles of categories N₂ with a gross vehicle mass exceeding 7.5 t shall be subjected to the tests A, B, and C, as described in Annex 3, paragraphs 5., 6., and 7.

Test C shall only be conducted on vehicles which have a separate cab."

Annex 3,

paragraph 7.3.3., amend to read:

- "7.3.3. The impactor and/or the cab shall be so positioned that, at the moment of impact:"

paragraph 7.3.4., amend to read:

- "7.3.4. The impactor shall strike the upper side of the cab such that at the time of the impact the prescriptions of paragraph 7.3.3. above are satisfied. The direction of impact shall be perpendicular to the surface of the impactor and perpendicular to the median longitudinal line of the cab. Either the impactor or the cab may be moving, as long as the positioning requirements are satisfied at the moment of impact."

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