

Proposal for Supplement 1 to the Regulation on Pole Side Impact in its original version

Proposal for Supplement 1 to the 01 series of amendments to the Regulation on Pole Side Impact

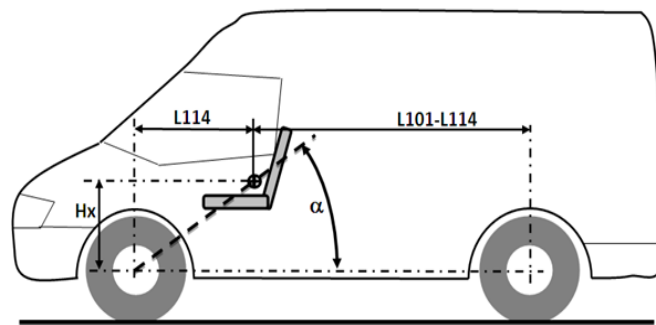
The modifications to the existing text of the Regulation (ECE/TRANS/WP.29/2014/79) are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 1.1., amend to read:

"1.1. This Regulation applies to:

- (a) Category M₁ vehicles **with a gross vehicle mass of up to 3500 kg;**
and
- (b) Category N₁ vehicles where the angle alpha (α), measured rearward from a **horizontal plane passing through the centre of the front axle to an angular plane passing through the centre of the front axle and the R-point of the driver's seat** is less than 22.0 degrees; or the ratio between the distance from the driver's R-point to the centre of the rear axle (L101-L114) and the centre of the front axle and the driver's R-point (L114) is less than 1.30.²



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II. Justification

1. The scope of the new Regulation on Pole Side Impact includes vehicles of category N1 (limited to GVM < 3.5 t) and vehicles of category M1 (without mass limit).
2. The vehicle fleet includes a small number of M1 vehicles with a GVW > 3,5t which are based on vehicles of category N2, N3, M2 or M3.
3. Limiting the scope of the GTR to the same maximum masses for commercial vehicles and passenger cars would reduce the burden for those manufacturers producing vehicles of category M1 as a variant of N2, N3, M2, M3 vehicles.

4. Paragraph 1.1.(b) was slightly amended to further clarify the determination of N1 vehicles in the scope.
