

## Amendment to UN Regulation No. 94

### Submitted by the expert from the European Commission

The text reproduced below was prepared by the expert from the European Commission to expand 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 Supplement X to the 03 series of Amendments to UN Regulation No. 94 (Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants in the event of a frontal collision)

*Paragraph 1.*, amend to read:

##### "1. Scope

This Regulation applies to vehicles of category M<sub>1</sub><sup>1</sup> of a total permissible mass not exceeding ~~2.5 tonnes~~ **3 500 kg** and to vehicles of category N<sub>1</sub> of a total permissible mass not exceeding **2 500 kg**; other vehicles may be approved at the request of the manufacturer."

*Paragraph 5.2.5.1.*, amend to read:

"5.2.5.1. To open at least one door, ~~if there is one,~~ per row of seats and, where there is no such door, to ~~move~~ **activate the displacement system** of the seats **in front** or ~~tilt their backrests as necessary,~~ **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 ~~the~~ occupants; this is, however, only applicable to vehicles having a roof of rigid construction **and 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. and 5.3.1.*, to read:

##### "5.3. Specific provisions

5.3.1. Vehicles of category M<sub>1</sub> of a total permissible mass exceeding 2 500 kg that are based on vehicle types of category N<sub>1</sub> of a total permissible mass exceeding 2 500 kg and where the driver's position "R-point" is either forward of the front axle or longitudinally rearwards of the front axle transverse centreline by a maximum of 1 100 mm, are deemed to meet the

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<sup>1</sup> As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2

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requirements of paragraph 5 provided that the requirements of Regulation 137 are fully complied with.

**This shall be verified by the Technical Service and subject to the decision of the Type Approval Authority, as well as stated under point 8 on the approval communication of Annex 1."**

*Insert new paragraphs 11.16 to 11.18., to read:*

- "11.16 As from the official date of entry into force of Supplement X to the 03 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 Supplement X to the 03 series of amendments.**
- 11.17 Notwithstanding the transitional provisions above, as from [1 May] 2022, Contracting Parties applying this Regulation may refuse to grant type approval of new types of vehicle of category M<sub>1</sub> of a total permissible mass exceeding 2 500 kg and N<sub>1</sub> which do not comply with this Regulation.**
- 11.18 Notwithstanding the transitional provisions above, as from [1 May] 2024, Contracting Parties applying this Regulation may refuse recognise type approval of vehicles of category M<sub>1</sub> of a total permissible mass exceeding 2 500 kg and N<sub>1</sub>, which do not comply with this Regulation."**

## **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 vehicle mass due to e.g. electrification of the vehicle fleet as well as protection of workers that use light commercial 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. N<sub>1</sub> category vehicles with a relatively high maximum permissible mass could have specific commercial vehicle architecture based on N<sub>2</sub> category vehicles. This could in turn lead to a disproportionately high crash test severity. For this reason it is proposed not to include these vehicles in the scope with a view to test them according to Regulation 137 instead. M<sub>1</sub> category vehicles based on such N<sub>1</sub> vans are proposed to be given the same treatment.
5. 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 crash.
6. 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 must be assessed to prevent that certain configurations would somehow not be checked.