

3 February 2015

Agreement

Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions*

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 28 – Regulation No. 29

Revision 2 - Amendment 2

Supplement 2 to the 03 series of amendments – Date of entry into force: 22 January 2015

Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants of the cab of a commercial vehicle



UNITED NATIONS

* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

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.3, para. 2. - www.unece.org/trans/main/wp29/wgs/wp29gen/wp29resolutions.html