

Transmitted by the experts from Spain

**ABOUT THE AMENDMENT PROPOSAL TO REGULATION No. 66**

Inside WP.29-144, the next decision was taken about the AMENDMENT PROPOSAL TO REGULATION No. 66 (Annex II of ECE/TRANS/WP.29/GRSG/72):

38. Regarding agenda item 4.2.19. (Regulation No. 66), the World Forum noted the concern by the representative of the Russian Federation (WP.29-144-15) regarding the scope of the Regulation. The World Forum agreed to refer WP.29-144-15 to GRSG for further consideration.

**We propose two possibilities:**

**PROPOSAL 1 for Supplement 1 to the 01 series of amendments:**

To maintain the whole amendment included inside Annex II of ECE/TRANS/WP.29/GRSG/72. If there is agreement inside 94<sup>th</sup> GRSG Meeting about point 1.2, we prefer to include it and submit again to WP 29 and to AC 1 for consideration as draft Supplement 1 to the 01 series of amendments to Regulation No. 66.

Annex II

AMENDMENT PROPOSAL TO REGULATION No. 66  
(Strength of the superstructure)

Proposal for Supplement 1 to the 01 series of amendments  
(see para. 4 of this report)

Paragraph 1. (including the insertion of a reference to footnote 1/ and the corresponding footnote 1/) amend to read:

- "1. SCOPE
- 1.1. This Regulation applies to single-deck rigid or articulated vehicles belonging to Classes II or III 1/.
- 1.2. At the request of the manufacturer, this Regulation may also apply to single-deck rigid or articulated vehicles belonging to Classes other than II or III.

1/ As defined in Annex 7 to the Consolidated Resolution on the Construction of vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4)."

Paragraph 4.4.1. the reference to footnote 1/ and footnote 1/, renumber as footnote 2/ and amend to read:

"2/ 1 for Germany, .... 10 for Serbia, .... 50 for Malta, 51 for the Republic of Korea, 52 for Malaysia, 53 for Thailand and 56 for Montenegro. Subsequent numbers shall be assigned .... "

## JUSTIFICATION:

We think that:

1. The inclusion of this point is not new in UN-ECE regulations: there are some examples are the ones shown in Annex I of this Informal Document.
2. We understand that the inclusion of this point does not imply that any Contracting Parties will demand this homologation to any manufacturer and can not be in contradiction to any national legislation. When the Regulation it is not needed (because it is not mandatory) it is not going to be asked for. And can not be exceptions for mandatory requirements if this voluntary one is applied.
3. We understand that the inclusion of this point only allows the manufactures of the vehicles belonging to the mentioned categories comply with some external structural verification of their vehicles.
4. The inclusion of this point does not imply the extension of the mandatory scope, that it is being analyzed inside the Informal Group. This point does not exclude any further improvement of the requirements (tests modifications) or mandatory extension of the scope, as it is being analyzing nowadays. If it is the case, the complete scope will be changed.

## PROPOSAL 2 for Supplement 1 to the 01 series of amendments, Paragraph 1. SCOPE:

If there is no agreement inside 94<sup>th</sup> GRSG Meeting about point 1.2 of the Annex II of ECE/TRANS/WP.29/GRSG/72, the secretariat could submit the amendment, maintaining Paragraph 4.4.1 and with the next modified Paragraph 1 to WP 29 and to AC 1 for consideration as draft Supplement 1 to the 01 series of amendments to Regulation No. 66, and reconsider point 1.2. in next Meetings.

Paragraph 1., (including the insertion of a reference to footnote 1/ and the corresponding footnote 1/) amend to read:

"1. SCOPE

This Regulation applies to single-deck rigid or articulated vehicles belonging to Classes II or III 1/.

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1/ As defined in Annex 7 to the Consolidated Resolution on the Construction of vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4)."

## JUSTIFICATION:

We think that there were no opposition inside the GSRG against the point 1.1 of the Annex II of ECE/TRANS/WP.29/GRSG/72 harmonizing the scope of Regulation No. 66 with that of Annex IV of the European Union (EU) Directive 2001/85/EC (and other Regulations) and it is important do not lose this point because of the discussion on point 1.2.

## **ANNEX I. SOME EXAMPLES OF PARAGRAPHS SIMILAR TO PROPOSED 1.2 IN OTHER REGULATIONS:**

### **Regulation No. 12 UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE PROTECTION OF THE DRIVER AGAINST THE STEERING MECHANISM IN THE EVENT OF IMPACT**

#### **1. SCOPE**

1.1. This Regulation applies to the behaviour of the steering mechanism of motor vehicles of category M1, and vehicles of category N1, with a maximum permissible mass less than 1,500 kg, with regard to the protection of the driver in a frontal collision.

1.2. *At the request of a manufacturer, vehicles other than those mentioned in paragraph 1.1. above may be approved under this Regulation.*

### **Regulation No. 17, Rev 04**

#### **1. SCOPE**

This Regulation applies to the strength of seats, to their anchorages and to their head restraints, of vehicles of categories M1 and N, and to the strength of seats, to their anchorages and to their head restraints, of vehicles of categories M2 and M3, not covered by Regulation No. 80, 01 series of amendments. 1/ 2/

It also applies to the design of the rear parts of seat-backs 2/ and to devices intended to protect the occupants from the danger resulting from the displacement of luggage in a frontal impact, of vehicles of category M1.

It does not apply to folding, side-facing or rearward-facing seats, or to any head restraint fitted to these seats.

#### **5.3. Mounting of head restraints**

5.3.1. A head restraint shall be mounted on every outboard front seat in every vehicle of category M1. *Seats fitted with head restraints, intended for fitment in other seating positions and in other categories of vehicles may also be approved to this Regulation.*

### **Regulation No. 107 (18 June 1998): UNIFORM PROVISIONS CONCERNING THE APPROVAL OF DOUBLE DECK LARGE PASSENGER VEHICLES WITH REGARD TO THEIR GENERAL CONSTRUCTION**

#### **1. SCOPE**

This Regulation applies to double-deck rigid or articulated vehicles designed and constructed for the carriage of persons and having a capacity in excess of 22 passengers, whether seated or standing, in addition to the driver. *At the request of the manufacturer, approvals may be granted to vehicles having a capacity of 22 passengers or less if such vehicles comply with the provisions of this Regulation.*

### **Regulation No. 34. UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE PREVENTION OF FIRE RISKS**

#### **1. SCOPE**

This Regulation applies:

1.1. PART I: to the approval of vehicles of categories M, N and O 1/ with regard to the tank(s) for liquid fuel.

1.2. PART II: *at the request of the manufacturer* to the approval of vehicles of categories M, N and O approved to Part I of this Regulation fitted with liquid fuel tank(s) with regard to the prevention of fire risks in the event of a frontal and/or lateral and/or rear collision.

**Regulation No. 80. UNIFORM PROVISIONS CONCERNING THE APPROVAL OF SEATS OF LARGE PASSENGER VEHICLES AND OF THESE VEHICLES WITH REGARD TO THE STRENGTH OF THE SEATS AND THEIR ANCHORAGES**

1. SCOPE

1.1. This Regulation applies to:

- (a) Passenger seats for forward facing installation in vehicles of categories M<sub>2</sub> and M<sub>3</sub>, of Classes II, III and B 1/;
- (b) Vehicles of categories M<sub>2</sub> and M<sub>3</sub> of Classes II, III and B 1/ in respect of their passenger seat anchorages and seat installation.

1.2. At the request of the manufacturer, vehicles of category M<sub>2</sub> 1/ approved to Regulation No. 17 shall be deemed to meet the requirements of this Regulation.

**Regulation No. 80, Rev 01, Ammend 1 UNIFORM PROVISIONS CONCERNING THE APPROVAL OF SEATS OF LARGE PASSENGER VEHICLES AND OF THESE VEHICLES WITH REGARD TO THE STRENGTH OF THE SEATS AND THEIR ANCHORAGES**

1. SCOPE

1.1. This Regulation applies to seats in vehicles of categories M2 and M3 \*/ , except vehicles of class I, as defined in paragraph 2.1.1. of Regulation No. 36 and class A, as defined in paragraph 2.1.1. of Regulation No. 52, in respect of:

1.1.1. Every passenger seat intended to be installed facing forwards;

1.1.2. The seat anchorages provided in the vehicle and intended to be fitted with the seats indicated in paragraph 1.1., or any other type of seat likely to be fitted on these anchorages.

1.2. As an alternative to this Regulation and at the request of the manufacturer vehicles of category M2 may be approved to Regulation No. 17, paragraph 5.2.

1.3. Vehicles where some seats benefit from the derogation provided in paragraph 7.4. to Regulation No. 14 shall be approved to this Regulation

*NOTE: At the request of the manufacturer, seats and their anchorages for vehicles of category M2 may be approved with requirements for M3 or for M1.*