

## **Amendment to Swedish proposal ECE/TRANS/WP.29/GRSP/2007/15**

The proposal (ECE/TRANS/WP.29/GRSP/2007/15) from Sweden is an input to the work in the ad-hoc group on Cab Strength. The text below was not included as a justification when the Informal-GRSP-41-11 was transmitted to ECE/TRANS/WP.29/GRSP/2007/15. The justification in this informal document shall replace the justification in ECE/TRANS/WP.29/GRSP/2007/15.

### **B. Justification**

The reason behind the proposal from Sweden is to propose a new structure of the Regulation. The current Regulation has an old style. In some areas there are also technical changes proposed to the current text. The Swedish proposal is not complete. When the test methods have been agreed the proposal can be completed.

- The section 2, definitions is extended with more definitions. We think we need more than we have in the current Regulation.
- The idea behind Section 5, Requirements, is to have all requirements in that section. In the current Regulation there are requirements also in the annexes. In paragraphs 5.1.1 to 5.1.8 there are General requirements applicable to all cabs. In paragraphs 5.2.1 and 5.2.2 there are Survival space required after the test or test applicable to all cabs.
- Paragraphs 5.3 include Test applicably for cabs on vehicle of category N<sub>1</sub> and N<sub>2</sub> with a gross vehicle not exceeding 7.5 tons. We are not sure we can have the same test for cabs on vehicle of category N<sub>1</sub> and N<sub>2</sub> with a gross vehicle not exceeding 7.5 tons as for N<sub>2</sub> with a gross vehicle weigh exceeding 7.5 ton and N<sub>3</sub>. The section has to be filled in when we have agreed on the tests.
- Paragraphs 5.4 includes Test applicably for cabs on vehicle of category N<sub>2</sub> with a gross vehicle weigh exceeding 7.5 ton and N<sub>3</sub> The sections has to be filled in when we have agreed on the tests.
- The section 7, conformity of production has been updated with paragraph 7.4
- A model for information document has been included, Annex 1, part I. We think this is useful for both the manufacturer and the technical service.
- Annex 3 is requirements for test set-up. It includes details about the engine the trucks shall be equipped with during the test;  
the equipment in the cab during the test,  
the position of the cab looks if any,  
steering mechanism,  
seats  
positioning of the manikin,  
how the cab shall be mounted during the tests.
- Annex 3 –Appendix 1, Instructions for securing vehicle to the test bed has to be filled in when we have agree on the test. It is linked to what test we agree on.
- Annex 4 includes test procedure for frontal impact. It has to be filled in when we have agreed on the test.

- Annex 5 includes test procedure for 90 degree rollover (impact on the A-pillar). It has to be filled in when we have agreed on the test.
- Annex 6 includes test procedure for 180 degree rollover. It has to be filled in when we have agreed on the test.
- Annex 7 includes procedure for determining the H-point. Unchanged.
- Annex 7 – Appendix 1. Description of the three-dimension H-point machine. Unchanged.
- Annex 8. Reference data concerning seating position. Unchanged.

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