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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****117th session**

Geneva, 8-11 October 2019

Item 12 of the provisional agenda

**UN Regulation No. 93 (Front Underrun Protection)****Proposal for amendments to UN Regulation No. 93 (Front Underrun Protection)****Submitted by the expert from the European Commission\***

The text reproduced below was prepared by the expert from the European Commission to update the provisions on Frontal Underrun Protection (FUP) approved as integrated part of the motor vehicle. The amendment is proposed, in particular, to allow more rounded shape of the cab in light of better aerodynamic performance. The modifications to the current text of the UN Regulations are marked in bold for new or strikethrough for deleted characters.

**I. Proposal**

*Paragraph 1.3.*, amend to read:

"**1.3. Vehicles where any FUP (e.g. fixed, removable, foldable, adjustable, etc.) is incompatible with their on-road use may be partly or fully exempted from this Regulation, subject to the decision of the Type Approval Authority**"

*Paragraphs 1.3.1. and 1.3.2.* shall be deleted

*Paragraph 10.5.*, amend to read:

"**10.5. The FUP shall have sufficient strength so that the horizontal distance measured in the rearward direction between the foremost part of the vehicle, as measured in the vertical plane which is parallel to the median longitudinal plane of the vehicle and which is corresponding with the geometric centre**

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\* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, Cluster 3.1), the World Forum will develop, harmonize and update UN regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



**of the test ram contact surface in its initial position, after the application of the test forces (specified in this annex) and the test ram contact surface on the vehicle after the application of the relevant test forces (as specified in Annex 5), does not exceed 400 mm."**

*Insert new paragraphs 11. to 11.4., to read:*

## **"11. Transitional provisions**

- 11.1. As from the official date of entry into force of the 01 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 the 01 series of amendments.**
- 11.2. As from 1 September 2020, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the original series, first issued after 1 September 2020.**
- 11.3. Contracting Parties applying this Regulation shall not refuse to grant type approvals according to the original series of this Regulation or extensions thereof,**
- 11.4. Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the original series of this Regulation first issued before 1 September 2020."**

*Annex 5, new paragraph 2.2.6., insert to read:*

- "2.2.6. In order to avoid lateral loading on the test ram during the test, the FUP may be locally adapted to provide for an appropriately flat area for force application. Any such modification shall however not act as a reinforcement of the FUP structure itself."**

## **II. Justification**

1. It is expected that truck cabs will become more aerodynamic to improve fuel efficiency and CO<sub>2</sub> emissions. This may lead to more rounded cabs and more unique truck cab shapes. Hence, the proposal is to update Part III where the FUP is integrated in the motor vehicle.
2. The current version of this Regulation is only suitable for conventional flat fronted trucks, as the most forward point of the cab is taken as the reference point, regardless of the point of application of the FUP test force.
3. In this proposed amendment, the forward reference point is to be taken in the same transverse location as where the force is applied. This means that the FUP can follow the contour of the cab and the distance is measured along this contour, rather than at the foremost point of the overall cab.
4. This results in FUPs that, in the case of cab fronts that are curved, at least 400 mm must be maintained along the front contour of the cab, instead of the foremost point.
5. In order to reduce the possibility of inappropriate exemptions, it is proposed to align the basis for exemptions to that as agreed for UN Regulation No. 73.