

Proposal for supplement 2 to the 06 series of amendments to UN Regulation No. 95 (Lateral collision protection)

The text reproduced below was prepared by the expert from Germany on behalf of the TF GRSP AVRS, to enable the application of the regulation to vehicles equipped with an ADS [feature type 2]. The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Title, amend to read:

Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants, **fuel system integrity and protection against electrical shock** in the event of a lateral collision

Insert a new paragraph 0, to read:

“0. Introduction

0.1. For supplement 2 to the 06 Series of Amendments:

0.1.1. The Regulation is amended to account for vehicles of category X. The scope is updated to reflect that this Regulation does not apply to vehicles of category Y, since no occupants are inside the vehicle under any circumstances.

0.1.2. The Regulation was originally drafted for vehicles with driver and manual driving controls and it is the intention of this new amendment to keep the spirit of the regulation and to extend its application to vehicles without driver and manual driving controls. In the absence of driver/manual driving controls, provisions related to them shall not be taken into account if not already covered by this amendment.

0.1.3. In case of vehicles with an ADS where those vehicles are also equipped with a manual driving mode operating at a speed of more than 6 km/h it is expected that in the manual driving mode the technical requirements can be applied as they would for a conventional vehicle. In a mode where an ADS feature is active the relevant ADS requirements have to be fulfilled.”

Paragraph 1., amend to read:

1. Scope

This Regulation applies to vehicles of category M₁ with a maximum permissible mass not exceeding 3,500 kg and to vehicles of category N₁¹.**[This regulation does not apply to vehicles of category Y.]**

Paragraph 2.1., amend to read:

“2.1. ~~“Approval of a vehicle” means the approval of a vehicle type with regard to the behaviour of the structure of the passenger compartment in a lateral collision;~~ (Reserved)”

Paragraph 1, footnote 1, amend to read:

^{“1} As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.~~78~~, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>”

Paragraph 2.11., amend to read:

- “2.11. “Unladen mass” means the mass of the vehicle in running order without ~~driver, passengers~~ **occupants** or load, but with the fuel tank filled to 90 per cent of its capacity and the usual set of tools and spare wheel on board, where applicable;”

Paragraphs 5.1.1. to 5.1.1.2., amend to read:

- “5.1.1. The test will be carried out on the driver’s side unless asymmetric side structures, if any, are so different as to affect the performance in a side impact. In that case either of the alternatives in paragraph 5.1.1.1. or 5.1.1.2. may be used by agreement between the manufacturer and Type Approval Authority. **In case of vehicles of category X, the manufacturer shall propose the tested side. For all vehicle categories, the procedure under 5.1.1.1 and 5.1.1.2 shall apply.**
- 5.1.1.1. The manufacturer ~~will~~ **shall** provide to the authority responsible for approval with information regarding the ~~compatibility of performances in comparison with of the driver’s~~ **respectively the proposed side when the test is being carried out on that side in comparison with the opposite side.**
- 5.1.1.2. The Type Approval Authority, if concerned as to the construction of the vehicle, will decide to have the test performed on the side, ~~opposite the driver, this being~~ **considered to be the least favourable.**”

[Insert new paragraphs 5.2.2., to read:

- “5.2.2. Insert compatibility criterion for category Y vehicles.”]**

Paragraph 5.3.1.1., amend to read:

- “5.3.1.1. In the case of automatically activated door locking systems which are installed optionally and/or which can be de-activated ~~by the driver~~, this requirement shall be verified by using one of the following two test procedures, at the choice of the manufacturer:”

Paragraph 5.3.2.2., amend to read:

- “5.3.2.2. In the case of automatically activated door locking systems which are installed optionally and/or which can be de-activated ~~by the driver~~, this requirement shall be verified by using one of the following two test procedures, at the choice of the manufacturer:”

Annex 4 Paragraph 2.4., amend to read:

- “2.4. The longitudinal vertical median plane of the mobile deformable barrier shall be coincident within ± 25 mm with a transverse vertical plane passing through the R point of the front seat adjacent to the struck side of the tested vehicle. The horizontal median plane limited by the external lateral vertical planes of the front face shall be at the moment of impact within two planes determined before the test and situated 25 mm above and below the previously defined plane. **[In case of vehicles of category Y, the position of the barrier shall be proposed by the manufacturer and confirmed by the Technical Service.]”**

Annex 4 Paragraph 5.2.2., amend to read:

- “5.2.2. In the case of vehicles equipped with an automatically activated door locking system, which is installed optionally and/or which can be de-activated ~~by the driver~~, one of the following two procedures shall be used at the choice of the manufacturer:”

II. Justification

1. See paragraph 0. in the proposal.

2. Content of paragraph 2.1. was deleted as not necessary and not used for other collision protection regulations.
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