Proposal for amendments to UN Regulation No. 169

 The text reproduced below is based on that of the original version of UN Regulation No.169. The modifications to that text are indicated in bold for new characters and ~~strikethrough~~ for deleted characters.

 I. Proposal for supplement to the original version of UN Regulation No. 169

*Paragraph 4.,* amend to read:

" **4. Approval**

4.1. If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of paragraph 5. below approval of that vehicle type shall be granted. ~~Alternatively, approval shall be granted, at the request of the manufacturer and in case of a vehicle type equipped with deployable restraint system with maximum mass up to 12,000 kg if:~~

~~- this vehicle type meets the technical requirements and the transitional provisions of the 01 or later series of amendments to UN Regulation No. 160 and~~

~~- only for vehicle types with maximum mass between 8,000 - 12,000 kg the manufacturer demonstrates, to the satisfaction of the approval authority, that the triggering performance is equally effective to this Regulation.~~

~~4.1.1. Vehicles referred to in paragraph 4.1. which are not subject to national and regional regulations providing for crash tests requirements referred to in paragraphs 5.4.1 and 5.4.2. of UN Regulation No. 160 shall be subject to paragraph 5.4. of this regulation.~~

**4.2. At the request of the manufacturer, approval shall be granted for any vehicle type up to a maximum mass of 12,000 kg provided that:**

**(a) The vehicle type is equipped with a deployable occupant restraint system, and**

**(b) The vehicle type meets the technical requirements of the 01 or later series of amendments to UN Regulation No. 160.**

**4.2.1. In the case of a vehicle type with a maximum mass between 8,000 and 12,000 kg, the approval specified under paragraph 4.2. shall only be granted provided that:**

**(a) The vehicle type is derivative of a vehicle type of category M1 and/or N1,**

**(b) The M1/N1 vehicle type meets the technical requirements of the 01 or later series of amendments to UN Regulation No. 160, and**

**(c) The EDR triggering performance of the vehicle type is equivalent to that of the M1/N1 vehicle type specified under (a) above.**

**4.2.2. The equivalence of the EDR triggering specified under paragraph 4.2.1.(c) shall be demonstrated as follows:**

**(a) The manufacturer shall determine the lowest deployment thresholds for the occupant restraint system of the M1/N1 vehicle type under longitudinal and lateral collision scenarios,**

**(b) The manufacturer shall describe the scenarios used under (a) above and their suitability for application to the vehicle type under approval, and**

**(c) The physical and/or simulation testing of the vehicle type under approval shall result in EDR triggering across all the specified scenarios.**

**4.2.3. The manufacturer’s documentation shall provide the EDR triggering strategies for the vehicle type such as the integration of other active safety systems and/or modified delta-v trigger thresholds.**

**4.2.4. Vehicle types that have not been subjected to crash tests as specified under paragraphs 5.4.1. and 5.4.2. of UN Regulation No. 160 shall be subject to paragraph 5.4. of this Regulation.**

~~4.2.~~**4.3.** An approval number shall be assigned to each type approved. Its first two digits (at present 00 for the Regulation in its original form) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another type of vehicle.

~~4.3.~~**4.4.** Notice of approval or of extension or of refusal or of withdrawal of approval or of production definitively discontinued of a vehicle type pursuant to this Regulation shall be communicated to the Contracting Parties to the Agreement applying this Regulation by means of a form conforming to the model in Annex 1 to this Regulation and documentation supplied by the applicant being in a format not exceeding A4 (210 × 297mm) and on an appropriate scale or electronic format.

~~4.4.~~**4.5.** There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark conforming to the model described in Annex 3, consisting of:

~~4.4.1.~~**4.5.1.** A circle surrounding the letter "E" followed by:

(a) The distinguishing number of the country which has granted approval; and

(b) The number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the circle prescribed in this paragraph.

~~4.5.~~**4.6.** The approval mark shall be clearly legible and be indelible.

~~4.6.~~**4.7.** The approval authority shall verify the existence of satisfactory arrangements for ensuring effective checks on conformity of production before type-approval is granted."

*Paragraph 6.2.,* amend to read*:*

**"**6.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph ~~4.3.~~ **4.4.** above to the Contracting Parties to the Agreement applying this Regulation."

*Annex 3,* amend to read*:*

"**Annex 3**

**Arrangements of approval marks**

(see paragraphs **4.5. to 4.5.1.** ~~4.4. to 4.4.1.~~ of this Regulation)



a = 8 mm min

The above approval mark affixed to a vehicle shows that the vehicle type with regard to its EDR concerned has been approved in Belgium (E 6) pursuant to UN Regulation No. 169. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No. 169 in its original form."

**II. Justification**

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