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Proposal to amend the draft 01 series of amendments to Regulation No. 127 (Document ECE/TRANS/WP.29/2014/38)

I. Proposal

Paragraphs 11.1 to 11.4., amend to read:

- "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 2017**, ~~36 months after the date of entry into force of the 01 series of amendments~~, Contracting Parties applying this Regulation shall grant type approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 01 series of amendments.
- 11.3. Contracting Parties applying this UN Regulation shall not refuse to grant extensions of UN type approvals for existing vehicle types which have been granted according to the preceding series of amendments to this UN Regulation.
- 11.4. **Contracting Parties applying this UN Regulation shall continue to accept UN type approvals to the preceding series of amendments to the UN Regulation shall remain valid. Contracting Parties applying this UN Regulation shall continue to accept them.**"

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Annex 4, paragraphs 1.1. and 1.4., square brackets shall be removed

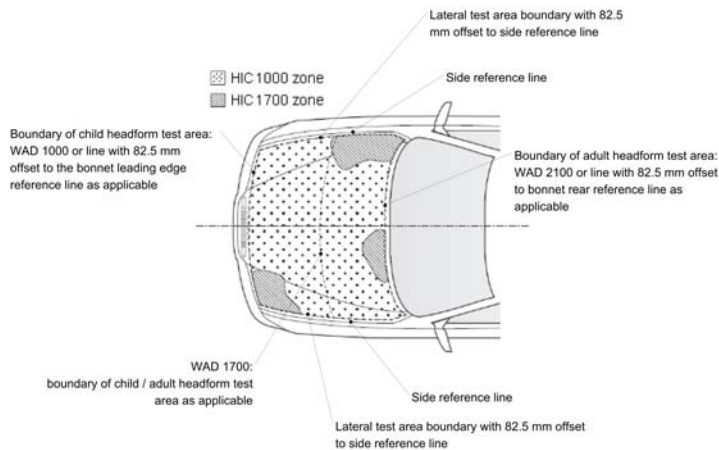
Annex 5, Paragraph 3.2.1., amend to read:

- "3.2.1. The velocity of the headform impactor shall be measured at some point during the free flight before impact, in accordance with the method specified in ISO 3784:1976. ~~The accuracy of velocity measurement shall be ±0.01 m/sec. ...~~"

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Annex 5, Figure 11 Example of marking of HIC 1000 zone and HIC 1700 zone, replace the Republic of Korea proposal as follow;

"Figure 11
Example of marking of HIC1000 zone and HIC1700 zone



Annex 6, paragraph 2.2.4., amend to read:

"2.2.4. The relative humidity and temperature of the certification area shall be measured at the time of calibration certification, and recorded in the certification report.

Annex 6, figure 5, the title, amend to read:

"Figure 5
Flexible lower legform impactor: Test set-up for the knee joint in the static certification test (see paragraph 1.2.5. of this Annex)

...
"

Annex 6, figure 6, the title, amend to read:

" Figure 6
Flexible lower legform impactor: Test set-up for the dynamic lower legform impactor certification test (pendulum test, see paragraph 1.3.3.1. of this Annex)

...
"

Annex 6, figure 7, the title, amend to read:

Figure 7
Flexible lower legform impactor: Test set-up for the dynamic lower legform impactor certification test (inverse test, see paragraph 1.4.3.1. of this Annex)

...
"

II. Justification

Paragraph 11.2: The IWVTA Informal Group suggested at the March 2014 session of WP29 that in the future, all "commencement dates" should be set at 1 September of a certain year, in order to allow a simple and unambiguous update process for UN Regulation 0 currently being developed.

By proceeding this way, each November WP29 session would collect the various (already

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adopted) amendment series to the individual UN Regulations (those covered by UN Regulation 0), of which the 1st mandatory date (currently called "type approval date") would be at 1 September of the following year.

These amendments to the various individual UN Regulations would then be included in the new amendment series to UN Regulation 0. As a consequence, the new version of UN Regulation 0 would become applicable for Universal IWVTA at about the same time as the various amendments to the individual UN Regulations.

Paragraph 11.4: As also indicated in the note in Figure 1 of ECE/TRANS/WP.29/1044/Rev.1, the principles of the 58 Agreement are that an approval, once it has been granted, remains valid. When that UN Regulation is amended a the new version is fully in force (depending on the transitional provisions), the approvals previously granted to the previous version of that UN Regulation remain valid, even though Contracting Parties have the right (again, depending on the transitional provisions) not to accept these previous approvals anymore for the access to their market.

In the case of Paragraph 11.4, it was recognised that Contracting Parties should continue to accept previously granted approvals, but the wording "approvals remain valid" is redundant and may give the wrong impression that in other cases, previous approvals lose their validity, which is not in line with the 58 Agreement.

Furthermore, the words "Even after the date of entry into force of the 01 series of amendments to this UN Regulation" are redundant and should probably best be deleted in order to avoid any misinterpretation.

Annex 5, Paragraph 3.2.1: ISO 3784:1976 on "Road Vehicles - Measurement of impact velocity in collision tests" requires in paragraph 2: "The accuracy of velocity measurement shall be ± 1 %."

The current specification in UNECE R127 of ± 0.01 m/sec in effect results in a required accuracy of about 1 per mille (0.01 m/sec for a test speed of about 10 m/sec), which cannot be achieved with today's measurement equipment. It is therefore suggested to delete this sentence and to simply refer to the ISO standard.
