

Proposal to amend UN Regulation No. 151

I. Proposal

Table 1 of Appendix 1, amend to read:

“Scenarios (other parameters possible as long as those are within the limits as defined in the core text)

	Envelope	Lateral bicycle coordinate with respect to dummy center, in the coordinate systems as shown above (tolerance: ± 0.1 m)	Bicycle speed (tolerance: ± 2 km/h)	Initial vehicle speed (tolerance: ± 2 km/h)	Impact position with tolerance (for two points each)
Single trucks, single tractors	1,3	-2.9 m, -5.7 m	10 km/h, 20 km/h	10 km/h, 20 km/h	0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m)
Trucks equipped to tow trailers	1, 2, 3	-2.9 m, -5.7 m	10 km/h, 20 km/h	10 km/h, 20 km/h	0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m)
Tractors (equipped to tow semitrailers)	1, 3	-2.9 m, -5.7 m	10 km/h, 20 km/h	10 km/h, 20 km/h	0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m)
M₃ of Class I Class I non-articulated (rigid) M₃¹	4, 5	-2.9 m, -5.7 m	10 km/h, 20 km/h	10 km/h, 20 km/h	0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m)
All other M ₃	5	-2.9 m, -5.7 m	10 km/h, 20 km/h	10 km/h, 20 km/h	0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m)

Place the relevant speed signs in relation to the vehicle longitudinally within the first 10 m of the trajectory, and with a distance of up to 2 m laterally to the foreseen vehicle path, but not in the vehicle path.”

Footnote 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.3, para. 2 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html”

II. Justification

1. In order to validate a realistic test scenario, appropriate trajectories are required for each type of M3 vehicle. Envelope 4 represents a specific trajectory for a Class I non-articulated (rigid) M3 vehicle. Envelope 5 represents trajectories for Class II, Class III and articulated M3 vehicles of all classes.
2. ‘Classification of power-driven vehicles and trailers’ in line with the Consolidated Resolution on the Construction of Vehicles (R.E.3.)