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INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

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Item 21(a) of the provisional agenda

COLLECTIVE AMENDMENTS

Regulations Nos. 12, 32 and 33 - Proposal for draft amendments to plywood specifications for
crash test barriers

Submitted by the expert from India */

The text reproduced below was prepared by the expert from India in order to correct the tolerances of the plywood thickness for crash test barriers in Regulations Nos. 12, 32 and 33. It is based on ECE/TRANS/WP.29/GRSP/2008/18 and on a document without symbol (informal document No. GRSP-43-22), distributed during the forty-fourth session of the Working Party on Passive Safety (GRSP) (see report ECE/TRANS/WP.29/GRSP/43, para. 54). The modifications to the current text of Regulations Nos. 12, 32 and 33 are marked in bold or strikethrough characters.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles with respect to passive safety. The present document is submitted in conformity with that mandate.

A.1 PROPOSAL

REGULATION No. 12 (Steering wheel) - Proposal for draft Corrigendum 2 to Revision 3.

Annex 3,

Paragraph 2.2., amend to read:

"2.2. Barrier

The barrier shall consist of a block of reinforced concrete not less than 3 m wide in front and not less than 1.5 m high. The barrier shall be of such thickness that it weighs at least 70 metric tons. The front face shall be flat, vertical and perpendicular to the axis of the run-up track. It shall be covered with plywood boards **20 [± 2]** mm thick, in good condition. A structure on a steel plate at least 25 mm thick may be placed between the plywood board and the barrier. A barrier with different characteristics may likewise be used, provided that the area of the impact surface is greater than the frontal crash area of the vehicle being tested and provided that it gives equivalent results."

A.2 PROPOSAL

REGULATION No. 32 (Rear-end collision) - Proposal for draft Corrigendum 1 to Revision1 to the original version of the Regulation.

Annex 4,

Paragraph 2.2., amend to read:

"2.2. Impactor (striker)

2.2.1. The impactor shall be of steel and of rigid construction.

2.2.2. The impacting surface shall be flat, not less than, 2, 500 mm wide, and 800 mm high, and its edges shall be rounded to a radius of curvature of between 40 and 50 mm. It shall be **covered with plywood boards 20 [± 2] mm** thick."

A.3 PROPOSAL

REGULATION No. 33 (Head-on collision) - Proposal for draft Corrigendum 1 to Revision 1.

Annex 4,

Paragraph 1.2., amend to read:

"1.2. Barrier

The barrier consists of a block of reinforced concrete not less than 3 m wide in front and not less than 1.5 m high. The barrier must be of such thickness that it weighs at least 70 tons. The front face must be vertical, perpendicular to the axis of the run-up track, and covered with plywood boards **20 [± 2] mm** thick, in good condition. The barrier shall be either anchored in the ground or placed on the ground with, if necessary, additional arresting devices to limit its displacement. A barrier with different characteristics, but giving results at least equally conclusive, may likewise be used."

B. JUSTIFICATION

This proposal is aimed to harmonize plywood tolerances in different Regulations and also to make available this barrier component available to all Contracting Parties.
