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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on Pollution and Energy****Eighty-sixth session**

Geneva, 30 May–2 June 2022

Item 3(a) of the provisional agenda

**Light vehicles: UN Regulations Nos. 68 (Measurement of the maximum speed, including electric vehicles), 83 (Emissions of M<sub>1</sub> and N<sub>1</sub> vehicles), 101 (CO<sub>2</sub> emissions/fuel consumption) 103 (Replacement pollution control devices) and 154 (Worldwide harmonized Light vehicles Test Procedures (WLTP))****Proposal for a new Revision of the Consolidated Resolution on the Construction of Vehicles (R.E.3)****Submitted by the expert from the International Organization of Motor Vehicle Manufacturers\***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA). This document aims at amending definitions for Special Purpose Vehicles referred to in several UN Regulations. The modifications to the current text of the Resolution are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (Sect.20), para 20.76), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

Paragraph 2.5., amend to read:

- "2.5.        "*Special purpose vehicle*": A vehicle of category M, N or O for conveying passengers or goods and for performing a special function for which special body arrangements and/or equipment are necessary. **As follows:**
- ...
- 2.5.5.        "*Special service vehicle*": Motor vehicle of category M, N or O designed and constructed for use by the rescue services, armed services, civil defense, fire services and forces responsible for maintaining public order. These vehicles are intended for special services and may carry passengers as a consequence of the tasks assigned to these services and having special equipment for such purpose.
- 2.5.6.        "*Wheelchair accessible vehicle*": A vehicle of category M<sub>1</sub> constructed or converted specifically so that they accommodate one or more persons seated in their wheelchairs when travelling on the road.
- 2.5.7.        "*Special group*": A special purpose vehicle that does not enter in any of the definitions mentioned in this Part.
- 2.5.8.        "*Trailer caravan*": A vehicle of category O as defined in term 3.2.1.3. of international standard ISO 3833:1977.
- 2.5.9.        "*Mobile crane*": A vehicle of category N<sub>3</sub>, not fitted for the carriage of goods, provided with a crane whose lifting moment is equal to or higher than 400 kN.m.
- 2.5.10.       "*Converter dolly*": A vehicle of category O equipped with a fifth-wheel coupling to support a semi-trailer with a view to converting the latter into a trailer.
- 2.5.11.       "*Exceptional load transport trailer*": A vehicle of category O<sub>4</sub> intended for the transport of indivisible loads that is subject to speed and traffic restrictions because of its dimensions. Under this term are also included hydraulic modular trailers irrespective of the number of modules.
- 2.5.12.       "*Exceptional load transport motor vehicle*": A road tractor or tractor unit for semi-trailer of category N<sub>3</sub> meeting all the following conditions:
- (a)   having more than two axles and at least half of the axles (two axles out of three in the case of a three axle vehicle and three axles out of five in the case of a five axle vehicle) designed to be driven simultaneously, irrespective of whether one powered axle can be disengaged;
  - (b)   that is designed for towing and pushing exceptional load transport trailer of category O<sub>4</sub>;
  - (c)   that has a minimum engine power of 350 kW; and
  - (d)   that can be equipped with an additional front coupling device for heavy towable masses.
- 2.5.13.       "*Multi-equipment carrier*": An off-road vehicle of category N designed and constructed for pulling, pushing, carrying and actuating certain interchangeable equipment:
- (a)   with not less than two mounting areas for this equipment;
  - (b)   with standardized, mechanical, hydraulic and/or electrical interfaces (e.g. Power take off) for powering and actuating the interchangeable equipment; and
  - (c)   that fulfils the definition of international standard ISO 3833- 1977, paragraph 3.1.4. (special vehicle).

**If the vehicle is equipped with an auxiliary load platform, its maximum length shall not exceed:**

- (a) 1,4 times of the front or rear track width of the vehicle, whichever is the larger in the case of two axle vehicles; or**
- (b) 2,0 times of the front or rear track width of the vehicle, whichever is the larger in the case of vehicles having more than two axles."**

## **II. Justification**

1. The definition list in R.E.3 is incomplete. Therefore, the EU legislation definitions of "Wheelchair accessible vehicles", "Special group vehicles", "Trailer caravan", "Mobile crane", "Converter dolly", "Exceptional load transport trailer", "Exceptional load transport motor vehicle" and "Multi-equipment carrier" are added.

2. Moreover, a definition of " Special service vehicle" is added as these vehicles are addressed in paragraph 8.1.1. in the 06 and 07 series of amendments to UN Regulation No. 83.

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