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THE RESULTS OF THE STATE SURVEILLANCE OF BUSES

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Objective



State surveillance is carried out to verify the compliance of mass-produced vehicles with the issued type approval documents. State surveillance involving destructive and non-destructive testing is carried out since 2017

<i>Year</i>	<i>number of objects</i>	<i>budget</i>
2017:	3 tests	≈ 70 000 €
2018:	3 tests	≈ 70 000 €
2019:	14 tests	≈ 210 000 €
2020:	4 tests	≈ 210 000 €
2021:	4 tests	≈ 210 000 €

Verifiable bus requirements

- 1. Braking system efficiency;**
- 2. Safety-belt anchorages;**
- 3. Equipment of motor vehicles with restraint systems;**
- 4. Strength of the seats and their anchorages;**
- 5. Equipment with safety glazing;**
- 6. Equipment with devices for indirect vision;**
- 7. Equipment with lighting and light-signalling devices;**
- 8. Superstructure strength;**
- 9. General safety requirements for passenger transport vehicles;**
- 10. Equipment with e-call device**



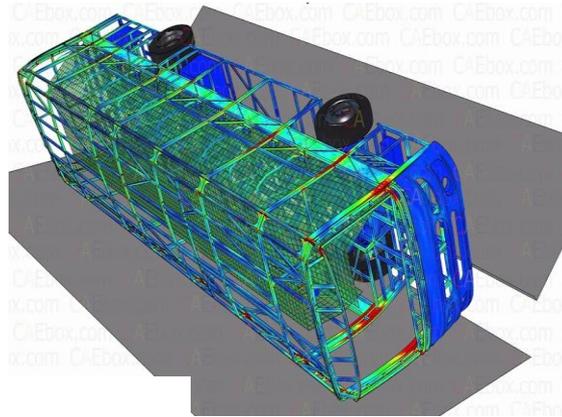
Sanctions



In case of uncover at the state surveillance, non-conformity of production to the prescribed requirements, the following sanctions can be applied to manufacturers:

- **Administrative fine;**
- **The order on temporary suspension of product release into circulation;**
- **The order on product recall;**
- **Withdrawal of the type approval and forced product recall;**
- **Administrative body informs about dangerous products presence at the market by media**

Test methods stipulated in UN Regulation No. 66-02



Rollover test on representative body sections

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Quasi-static calculations or computer simulations

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Rollover test on a complete vehicle

Test vehicle



A bus of M3 category,
class III



A rollover test on a complete vehicle was performed in accordance with the provisions of Annex 5 to UN Regulation No. 66-02.

The objective of the test is to assess the compliance of the vehicle in terms of ensuring the integrity of the residual space that shall be kept in the passenger compartment, crew and driver compartment(s) **to ensure a greater likelihood of survival of passengers, driver and crew in the event of a vehicle rollover**

Identified damage



Intrusion of individual structural elements (luggage racks) into the residual space of the vehicle

Detachment of passenger seats was identified *

*** Not a subject to evaluation as part of the compliance assessment pursuant to UN Regulation No. 66-02**

Identified damage



The emergency hatches were failed to open in accordance with the instructions marked on them *

*** Not a subject to evaluation as part of the compliance assessment pursuant to UN Regulation No. 66-02**

Conclusions



1) Rollover test on representative body sections and/or Quasi-static calculations or computer simulations stipulated in UN Regulation No. 66-02 **not all cases can be considered as equivalent** to the rollover test method on a complete vehicle:



2) At the load resulting from an M3 category vehicle overturning, detachment of passenger seats is possible. However, existing provisions of UN Regulations (not only No. 66) do not provide for the assessment of seat strength in this type of overloading.

3) UN Regulation № 66 does not correspond with UN Regulation № 107 in terms of emergency exits



Current situation

Previously, this presentation was submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) in 2019, following which the Russian Federation was invited to study what actions should be taken based on the results of the tests of buses.

The Russian side undertook obligations to develop draft amendments to amendments to the relevant UN Regulations.

Such amendments have been prepared in due course in the working parties of GRSG (Working Party on General Safety Provisions).

The Russian Federation expressed its readiness to act as a technical sponsor of the information received after the tests.

All proposals were preliminarily approved and supported by the majority of forum participants.

However, at present, this work has practically stopped for reasons that are not clear to us.

We propose to resume this work and requests WP.29 to confirm the possibility of approach to the establishment of additional provisions in UN Regulation No. 66 and provide guidance to GRSG on how the proposed provisions can be introduced into UN Regulation No. 66.

If the development of amendments for UN Regulation needs the establishment of informal working group, we are ready to lead such group and provide the results of our tests, as technical sponsor.



Thank you for your attention!
