

Distr.
GENERAL

TRANS/WP.29/GRSG/2001/6
22 January 2001

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for the Harmonization of Vehicle Regulations (WP.29)

Working Party on General Safety Provisions (GRSG)
(Eightieth session, 2-6 April 2001,
agenda item 4.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 66
(Strength of superstructure)

Transmitted by the Expert from Hungary

Note: The text reproduced below was prepared by the expert from Hungary in order to update the Regulation. It is based on a document distributed without a symbol (informal document No. 12) during the seventy-ninth session of GRSG (TRANS/WP.29/GRSG/58, para. 30).

Note: This document is distributed to the Experts on General Safety Provisions only.

GE.01-20327

The list of contents, amend to read:

"

6. Modification and extension of approval of a vehicle type
7. Conformity of production
8. Penalties for non-conformity of production
9. Production definitely discontinued
10. Transitional provisions
11. Names and addresses of Technical Services"

The list of annexes, amend to read:

".....

- Annex 3 Determination of the position of the centre of gravity
Annex 4 View points of the structural description
Annex 5 Rollover test on complete vehicle
Annex 6 Body section rollover test
[Annex 7 Pendulum test on body sections]
Annex 8 Computer simulation of rollover test on complete vehicle
Annex 9 Calculation method based on quasi/static tests.

The text of the Regulation,

Paragraph 1., amend to read:

- "1. This Regulation applies to single-deck rigid or articulated vehicles designed and constructed for the carriage of more than 22 passengers, whether seated or standing, in addition to the driver and crew."

Insert a new paragraph 2.1., to read:

- "2.1. "Vehicle" means a vehicle designed and equipped for transportation of passengers."

Paragraph 2.1. (former), renumber as paragraph 2.3.

Paragraph 2.3. (former), renumber as paragraph 2.6.

Insert a new paragraph 2.4., to read:

- "2.4. "Articulated vehicle" means a vehicle.

Paragraph 2.4. (former), renumber as paragraph 2.7.

Paragraph 2.5. (former), renumber as paragraph 2.8.

Paragraph 2.6. (former), renumber as paragraph 2.9. and amend to read:

"2.9. "Residual space" means a space to be preserved in the passenger's and driver's compartment providing better survival possibility for passengers, driver and crew in case of rollover accident."

Paragraph 2.7. (former), renumber as paragraph 2.5.

Paragraphs 2.8. and 2.9. (former), should be deleted.

Insert new paragraphs 2.10. to 2.16., to read:

- "2.10. "Rollover test on a complete vehicle" means a realistic rollover situation which is defined as basic test with full scale vehicle to prove the required strength of the superstructure.
- 2.11. "Tilting bench" means a technical device, an arrangement of tilting platform, ditch and concrete ground surface together, with the help of which a rollover test on complete vehicle can be performed.
- 2.12. "Tilting platform" means a rigid plane which can be rotated around a horizontal axis in order to tilt a vehicle either to determine its CG's height or to perform a rollover test on complete vehicle.
- 2.13. "Energy balance" means controlling the principle of energy conservation during the standard rollover test as a process. The total potential energy of the vehicle - through kinetic energy - is transformed into different kinds of mechanical works.
- 2.14. "Plastic zone" means a special geometrically limited part of the superstructure in which, as the result of dynamic, impact forces:
- large scale plastic deformations are concentrated
 - essential distortion of the original shape (cross section, length, or other geometry) occurs
 - in consequence of local buckling the loss of stability ensues
 - due to the deformation work a certain amount of kinetic energy is absorbed.
- 2.15. "Plastic hinge" means a simple plastic zone formed on rod-like element like single tube, window column, etc.
- 2.16. "Reference energy" (E_R) means the potential energy of the vehicle to be tested, when staying in the starting, unstable position of the rollover process."

Paragraphs 3.2.1. to 3.4., amend to read:

- "3.2.1. The main general parameters of the vehicle, especially:
 - 3.2.1.1. general layout drawings of the vehicle and its interior arrangement with the main dimensions.
 - 3.2.1.2. the unladen kerb mass of the vehicle (kg) and the axle loads (kg) coming from it.
 - 3.2.1.3. the exact position of the unladen vehicle's centre of gravity (CG) together with the measuring report. To determine the centre of gravity position the measuring and calculation methods described in annex 3 shall be used.
 - 3.2.1.4. the value of reference energy (E_R) which is the product of the unladen kerb mass (M_k), the gravity constant (g) and the height of centre of gravity (h_o) in the vehicle unstable position when starting the rollover test (see figure 1).
- 3.2.2. Detailed description of the superstructure of the vehicle type, including its main dimensions, construction and constituent materials, especially:
 - 3.2.2.1. drawing about the manufacturer's model of the load bearing and energy absorbing frame structure of the vehicle type against dynamic loads in case of rollover test.
 - 3.2.2.2. description and drawings of those parts and constructional arrangements of the vehicle type which have significant influence on the strength of the superstructure or on the residual space, see annex 4.
- 3.2.3. Detailed and exact drawing about the survival space. The manufacturer can provide a survival space independently from seating arrangement as a worst case, if:
 - 3.2.3.1. the supporting and reinforcing effect of installed seats are not considered.
 - 3.2.3.2. the mass of possible maximum number of seats is considered.
 - 3.2.3.3. the residual space is determined according to all possible seating arrangements.
- 3.2.4. Further detailed documentation, parameters, data depending on the approval test method chosen by the manufacturer, given accordingly in annex 5, annex 6, [annex 7], annex 8 and annex 9.
- 3.2.5. In case of an articulated vehicle all of this information shall be given separately for the two rigid parts of the vehicle type, except for paragraph 3.2.1.1. which is related to the complete vehicle.

- 3.3. On request of the technical service a complete vehicle shall be presented to check the mass, axle loads, position of the centre of gravity and all other data and information which are relevant in respect of the strength of superstructure.
- 3.4. According to the approval test method chosen by the manufacturer, test pieces, units, specimens shall be submitted to the technical service on its request. The arrangement and number of these test pieces should be checked up with the technical service. In case of units, specimens which were already tested earlier, the test results, test reports shall be submitted."

Paragraph 4., to be drafted.

Paragraph 5., amend to read:

"5. GENERAL SPECIFICATIONS AND REQUIREMENTS

5.1. Requirements

The superstructure of the vehicle shall have the sufficient strength to ensure that the residual space during and after the rollover test on complete vehicle is unharmed. That means:

- 5.1.1. No displaced part of the vehicle shall intrude into the residual space, which were out of it before the test (e.g. pillars, safety rings, luggage racks, etc.). All the structural parts, which are originally in the residual space (e.g. vertical handholds, partitions, kitchenettes, toilets, etc.) shall be ignored, when evaluating the harm of the residual space.
- 5.1.2. No part of the residual space shall project outside the contour of the deformed structure. The contour of the deformed structure should be determined step by step, between every two windows and/or door pillars. In one segment, between two deformed pillars the contour is a theoretical surface, determined by straight lines running through the inside contour points of the two neighbouring deformed pillars having the same height above the floor level before the rollover test. (see figure 2)

5.2. Residual space

The residual space means the volume within the passenger and driver's compartment determined by a one-one vertical transverse plane on both sides of the vehicle defined in figure 1(a), when these planes are moved along longitudinal straight lines (see figure 1(b)) with the following instructions:

- 5.2.1. The straight lines are determined by theoretical S_R points on both sides of the vehicle. Behind the rearmost and in front of the foremost seat's theoretical S_R points the straight lines are horizontal.

- 5.2.2. The position of the theoretical S_R points are located on each seat-back centre line of the outer seats, 500 mm above the floor under the seats, 150 mm from the inside surface of the side wall. These dimensions shall also be applied in the case of rearwards facing and inward facing seats.
- 5.2.3. The rearmost vertical border plane of the residual space is 200 mm behind the theoretical S_R point of the rearmost outer seat.
- 5.2.4. the foremost vertical border plane of the residual space is 600 mm in front of the theoretical S_R point of the foremost passenger seat or the driver's seat in its foremost position if it is adjustable, or the crew seat if it is located.
- 5.2.5. the residual space is continuous between its rearmost and foremost border plane.
- 5.2.6. if the two sides of the vehicle are not identical (symmetric) related to the seat floor arrangement and the height of the theoretical S_R points, the step between the two heights of the residual space shall be in the longitudinal vertical centre plane of the vehicle (see figure 1(c)).
- 5.2.7. If the rearmost and foremost seats on the two sides of the vehicle are not in the two sides of the vehicle are not in the same longitudinal positions, the length of the residual space on the two sides can be different.

5.3. Specification of rollover test on complete vehicle

The rollover test is a lateral tilting test, shown on figure 3. and specified as follows:

- 5.3.1. The full scale vehicle is standing (no speed) when tilting slowly until its unstable position
- 5.3.2. The rollover test starts in the unstable position of the vehicle with zero angular velocity and the axis of rotation is running through the wheel-ground connecting points. In this moment the tested vehicle is characterised by the reference energy E_R (see figure 3. and paragraph 3.2.1.4.).
- 5.3.3. the vehicle tips over into a ditch, having a horizontal, dry concrete ground surface with a nominal depth of 800 mm.
- 5.3.4. the detailed technical specification of the rollover test on complete vehicle as an approval test is given in annex 3.

5.4. Specifications of equivalent approval tests

Instead of the rollover test on complete vehicle, at the discretion of the manufacturer, one of the following equivalent approval test methods can be chosen:

- 5.4.1. rollover test on body sections being representative of the complete vehicle, in accordance with the specifications of annex 6.
- [5.4.2. pendulum test on body sections being representative of the complete vehicle, in accordance with the specifications of annex 7].
- 5.4.2. computer simulation of the standard rollover test in accordance with the specifications of annex 7.
- 5.4.4. calculation method based on the results of quasi-static tests in accordance with the specifications of annex 8.
- 5.4.5. Basic principle is that the equivalent approval test methods must be carried out in such a way that they represent the rollover test specified in the appendix of annex 5. If the equivalent approval test method chosen by the manufacturer cannot take account of the special feature, construction of the vehicle (e.g. air-conditioning installation on the roof, changing height of the waist rail, changing roof height, etc.) the vehicle may be required by the Technical Service to undergo the rollover test specified in annex 5.

5.5. Test of articulated buses

In the case of an articulated vehicle, each rigid section of the vehicle shall comply with the general requirement specified in paragraph 5.1. and shall be tested and approved accordingly. If one of the rigid sections of an articulated vehicle has only one axle, the standard test shall be carried out on such a way that

- 5.5.1. an artificial support shall be applied at the articulated hinge structure of the section which holds it in its original position on the tilting platform, when this is in the horizontal position
- 5.5.2. the artificial support has to provide such an axis of rotation for the rigid section, which is running through the wheel-ground connecting point being parallel to the vertical, longitudinal symmetry plane of the rigid section.

5.6. Direction of rollover test

The rollover test shall be carried out on that side of the vehicle which is more dangerous with respect to the residual space. The decision is made by the competent Technical Service on the basis of the manufacturer's proposal, considering at least the following.

- 5.6.1. the lateral eccentricity of the centre of gravity which can result in bigger potential energy in the unstable, starting position of the vehicle.
- 5.6.2. the asymmetry of the residual space according to paragraph 5.2.6.
- 5.6.3. the different, asymmetrical constructional feature of the two sides of the vehicle, which side is stronger (weaker), better supported by partitions, inner boxes (e.g. wardrobe, toilet, kitchenette, etc.)"

Paragraph 6., amend to read:

"6. MODIFICATION AND EXTENSION OF APPROVAL OF A VEHICLE TYPE

Insert new paragraphs 6.1.3. to 6.1.3.2., to read:

- "6.1.3. The consideration should be based on two aspects:
 - 6.1.3.1. constructional aspect means whether there is any change in the load bearing and energy absorbing frame structure (dimensions, material, constructional details, technology, etc.) and if there is, is it considerable or not.
 - 6.1.3.2. energy aspect means whether the reference energy (E_R) is changed or not. If the modified vehicle type has the same or smaller reference energy than the approved one, no further test is needed from the energy aspect."

Paragraphs 7. to 11., amend to read:

- "7. CONFORMITY OF PRODUCTION
(to be drafted)
- 8. PENALTIES FOR NON-CONFORMITY OF PRODUCTION
(to be drafted)
- 9. PRODUCTION DEFINITELY DISCONTINUED
(to be drafted)

10. TRANSITIONAL PROVISIONS

(to be drafted)

11. NAMES AND ADDRESSES OF TECHNICAL SERVICES..

(to be drafted)".

Paragraphs 12. and 13. (former), to be deleted.

Figure 1, amend to read:

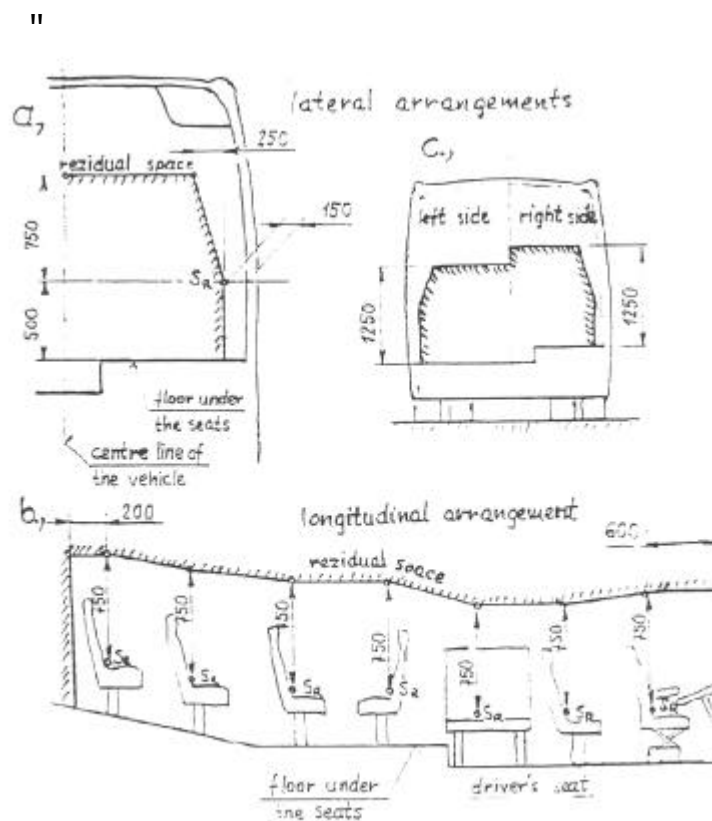


Figure 1 The residual space"

Insert new figures 2 and 3, to read:

"

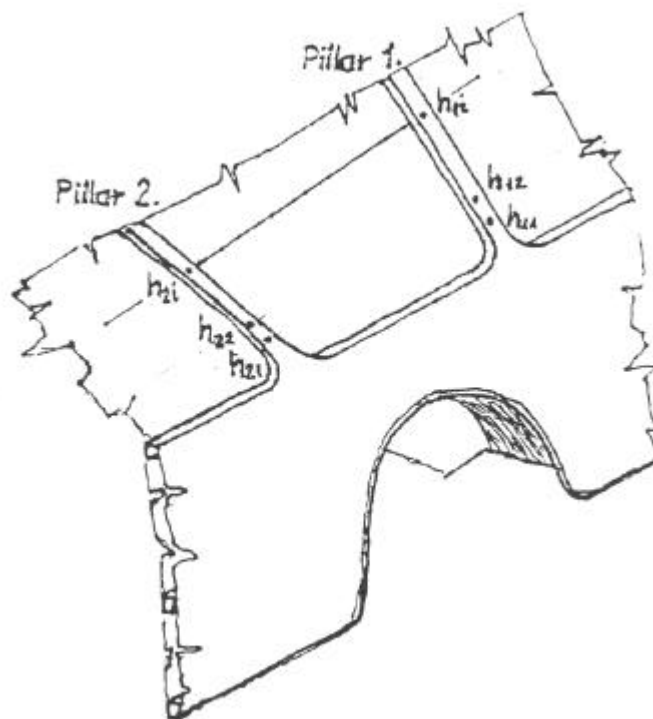


Figure 2 Definition of contour

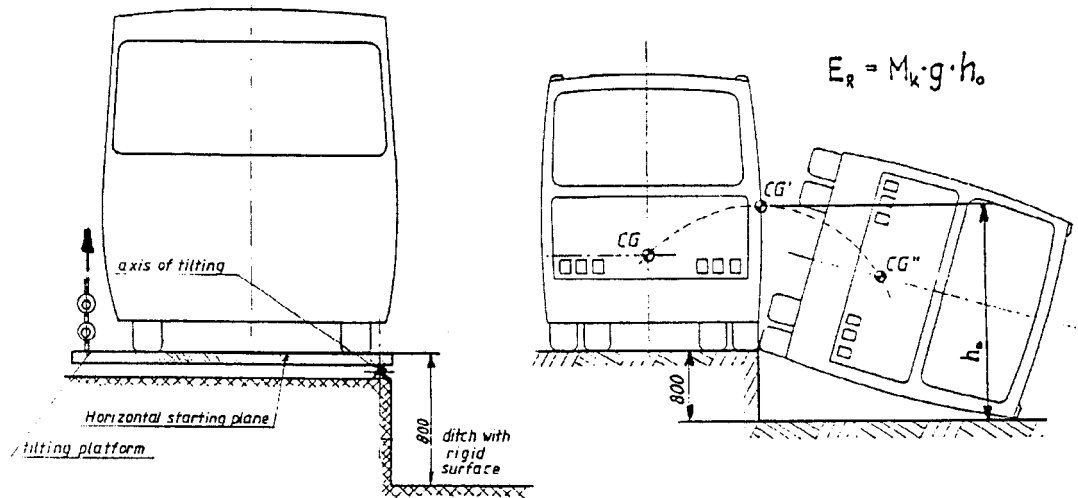


Figure 3 Rollover test with complete vehicle"

Annex 1,

Item 5., amend to read:

"5. Brief summary description of the superstructure in respect of paragraph 3.2.2. and annex 4."

Insert a new item 6., to read:

"6. Exact drawing about the residual space used in the approval procedure"

Items 6. and 7. (former), renumber as items 7. and 8.

Insert a new item 9., to read:

"9. The value of reference energy (kJ) according to paragraph 3.2.1.4."

Items 8. and 9. (former), renumber as items 10. and 11.

Insert a new item 12., to read:

"12. Direction of the rollover test used or supposed during the
 approval procedure"

Items 10. to 15. (former), renumber as items 13. to 18.

Item 16. (former), renumber as item 19., and amend to read:

"19. List of documents, containing data specified in para. 3.2. and in
 the appropriate annex which specifies the used approval test
 method. The listed documents are deposited by the competent
 authority and are available on request"
