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**NATIONAL STANDARD OF THE PEOPLE'S REPUBLIC
OF CHINA**

中华人民共和国国家标准

GB 11567.2-2001

**Motor Vehicles and Trailers - Rear Underrun
Protection Requirements
汽车和挂车后下部防护要求**

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Implemented on May 01, 2002

**Issued by General Administration of Quality Supervision, Inspection and
Quarantine of the People's Republic of China**

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Foreword

All technical contents of this standard are mandatory.

This standard has only revised the contents of rear underrun protective devices specified in GB 11567-1994 *Motor Vehicles and Trailers - Lateral and Rear Underrun Protection Requirements*.

This standard refers to and uses all the technical contents of the ECE R58 (*Unified Provisions on 1: Approval of Rear Underrun Protective Devices, 2: Approval of Vehicles Fitted with Approved Rear Underrun Protective Devices, 3: Approval of Vehicles Equipped with Rear Underrun Protection*) issued by the United Nations Economic Commission for Europe (ECE) on July 11, 1983. The main difference between the revised contents of this standard and ECE R58 is the addition of the technical requirements of rear underrun protective devices with energy absorbing performance as well as the conditions and procedures for the rear collision test of mobile barrier.

Annex A, Annex B and Annex C of this standard are the normative annexes.

The major differences between this standard and GB 11567-1994 are:

- ① Respectively stipulate rear underrun protective devices, vehicles of categories N₂, N₃, O₃ and O₄ fitted with rear underrun protective devices complying with the requirements of Part I of this standard, vehicles fitted with rear underrun protection.
- ② This standard only retains the requirements of GB 11567-1994 on the shape of rear underrun protective devices (3.2.5 of GB 11567 1994), and modifies the other requirements of rear underrun protective devices in GB 11567-1994.
- ③ This standard specifies the conditions and procedures for the static loading test of rear underrun protective devices, the conditions and procedures for the rear collision test of mobile barrier as well as the measuring instruments in the form of annex.

This standard will replace the contents of rear underrun protective devices in GB 11567-1994 since its implementation.

Recommendations on the implementation date of this standard:

- 1) For the new shaped vehicles: begin to implement since the implementation date of this standard.
- 2) For the newly produced vehicles: begin to implement since July 1, 2002.

This standard is proposed by the State Administration of Machinery Industry.

This standard is under the jurisdiction of National Technical Committee of Auto Standardization.

Drafting units of this standard: China Automotive Technology and Research Center, Changchun Automobile Research Institute.

Main drafters of this standard: Zhu Tong, Zhu Xichan, Cui Guangbin.

This standard is interpreted by National Technical Committee of Auto Standardization.

This standard was first released in 1989, first revised in 1994, and this is the second revision.

National Standard of the People's Republic of China
Motor Vehicles and Trailers - Rear Underrun Protection Requirements

GB 11567.2-2001

Replacing some contents of GB 11567-1994

1 Scope

This standard specifies the technical requirements and test methods for rear underrun protective devices of motor vehicles and trailers.

1.1 This standard applies to

PART I: rear underrun protective devices which are intended to be fitted to vehicles of categories N₂, N₃, O₃ and O₄.

PART II: vehicles of categories N₂, N₃, O₃ and O₄ fitted with rear underrun protective devices complying with the requirements of Part I of this standard;

PART III: vehicles of categories N₂, N₃, and O₃ and O₄ fitted with rear underrun protective devices which are not inspected according to Part I of this standard or so designed and/or equipped that its component parts can be regarded as fulfilling the function of rear underrun protective devices.

This standard does not apply to the following vehicles:

- Semi-trailer towing vehicles;
- Special purpose vehicles specially designed and manufactured for handling long goods that cannot be segmented, such as vehicles for transporting timber, steel bars, etc.;
- Vehicles designed and manufactured for special purposes that cannot be fitted with rear underrun protective devices due to objective reasons.

1.2 The purpose of this standard is to offer effective protection against underrunning of vehicles mentioned in 1.1 of this standard in the event of collision with vehicles of category M₁ and N₁.

2 Definitions

This standard uses the following definitions.

2.1 Rear underrun protection

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