



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.29/874  
23 July 2002

ENGLISH  
Original: ENGLISH  
and FRENCH

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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

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

CORRIGENDUM 1 TO THE 01 SERIES  
OF AMENDMENTS TO REGULATION No. 94

(Frontal collision protection)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its twenty-first session, following the recommendation by WP.29 at its one-hundred-and-twenty-seventh session. It is based on document TRANS/WP.29/2002/35, not amended (TRANS/WP.29/861, para. 155).

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Annex 9,

Paragraphs 1.1. and 1.2., amend to read (footnote 1/ unchanged):

"1.1. Main honeycomb block

Dimensions:

Height: 650 mm (in direction of honeycomb ribbon axis)  
Width: 1,000 mm  
Depth: 450 mm (in direction of honeycomb cell axes)  
All above dimensions should allow a tolerance of  $\pm 2.5$  mm

Material: Aluminium 3003 (ISO 209, Part 1)  
Foil Thickness: 0.076 mm  $\pm 15\%$   
Cell Size: 19.1 mm  $\pm 20\%$   
Density: 28.6 kg/m<sup>3</sup>  $\pm 20\%$   
Crush Strength: 0.342 MPa +0% -10% 1/

1.2. Bumper element

Dimensions:

Height: 330 mm (in direction of honeycomb ribbon axis)  
Width: 1,000 mm  
Depth: 90 mm (in direction of honeycomb cell axes)  
All above dimensions should allow a tolerance of  $\pm 2.5$  mm

Material: Aluminium 3003 (ISO 209, Part 1)  
Foil Thickness: 0.076 mm  $\pm 15\%$   
Cell Size: 6.4 mm  $\pm 20\%$   
Density: 82.6 kg/m<sup>3</sup>  $\pm 20\%$   
Crush Strength: 1.711 MPa +0% -10% 1/"

Paragraph 4.4., amend to read:

"... of the nominal distances. These hole locations are a recommendation only. Alternative positions may be used which offer at least the mounting strength and security provided by the above mounting specifications."

Paragraph 5.1., footnote 2/, amend to read:

"2/ A mass, the end of which is between 125 mm and 925 mm high and 1,000 mm deep, is considered to satisfy this requirement."

Paragraph 5.2., amend to read:

"..... and have a thickness of at least 3 mm. The edges of the clamping strips should be rounded-off to prevent tearing of the barrier against the strip during impact. The edge of the strip should be located no more than 5 mm above the base of the upper barrier-mounting flange, or 5 mm below the top of the lower barrier-mounting flange. Five clearance holes of 9.5 mm diameter must be drilled in both strips to correspond with those in the mounting flange on the barrier (see paragraph 4.). The mounting strip and barrier flange holes may be widened from 9.5 mm up to a maximum of 25 mm in order to accommodate differences in back-plate arrangements and/or load cell wall hole configurations. None of the fixtures shall fail in the impact test. In the case where the deformable barrier is mounted on a load cell wall (LCW) it should be noted that the above dimensional requirements for mountings are intended as a minimum. Where a LCW is present, the mounting strips may be extended to accommodate higher mounting holes for the bolts. If the strips are

required to be extended, then thicker gauge steel should be used accordingly, such that the barrier does not pull away from the wall, bend or tear during the impact. If an alternative method of mounting the barrier is used, it should be at least as secure as that specified in the above paragraphs."

Figure 1, replace the value of "50 psi" by "0.342 Mpa", and the value of "250 psi" by "1.711 Mpa"

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