



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.29/2009/53  
7 April 2009

ENGLISH  
Original: ENGLISH AND FRENCH

---

**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

**World Forum for Harmonization of Vehicle Regulations**

One-hundred-and-forty-eighth session  
Geneva, 23 - 26 June 2009  
Item 4.2.12 of the provisional agenda

**1958 AGREEMENT**

Consideration of draft amendments to existing Regulations

Proposal for Corrigendum 1 to Revision 1 to Regulation No. 32  
(Head-on collision)

Submitted by the Working Party on Passive Safety \*/

The text reproduced below was adopted by the Working Party on Passive Safety (GRSP) at its forty-fourth session. It is based on ECE/TRANS/WP.29/GRSP/2008/26, proposal A3, as amended by Annex IV to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and the to Administrative Committee (AC.1) for consideration (ECE/TRANS/WP.29/GRSP/44, para. 52).

---

\*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

Annex 4.

Paragraph 1.2., amend to read:

"1.2. Barrier

The barrier consists of a block of reinforced concrete not less than 3 m wide in front and not less than 1.5 m high. The barrier must be of such thickness that it weighs at least 70 tons. The front face must be vertical, perpendicular to the axis of the run-up track, and covered with plywood boards  $20 \pm 2$  mm thick, in good condition. The barrier shall be either anchored in the ground or placed on the ground with, if necessary, additional arresting devices to limit its displacement. A barrier with different characteristics, but giving results at least equally conclusive, may likewise be used."

-----