

23 April 2010

## **AGREEMENT**

### **CONCERNING THE ADOPTION OF UNIFORM TECHNICAL PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS GRANTED ON THE BASIS OF THESE PRESCRIPTIONS \*/**

(Revision 2, including the amendments which entered into force on 16 October 1995)

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#### **Addendum 11: Regulation No. 12**

#### **Revision 3 - Corrigendum 3**

Corrigendum 3 to Revision 3, subject of Depositary Notification C.N.131.2010.TREATIES-1  
dated 3 March 2010

### **UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE PROTECTION OF THE DRIVER AGAINST THE STEERING MECHANISM IN THE EVENT OF IMPACT**



**UNITED NATIONS**

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\*/ Former title of the Agreement:

Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

GE.10-

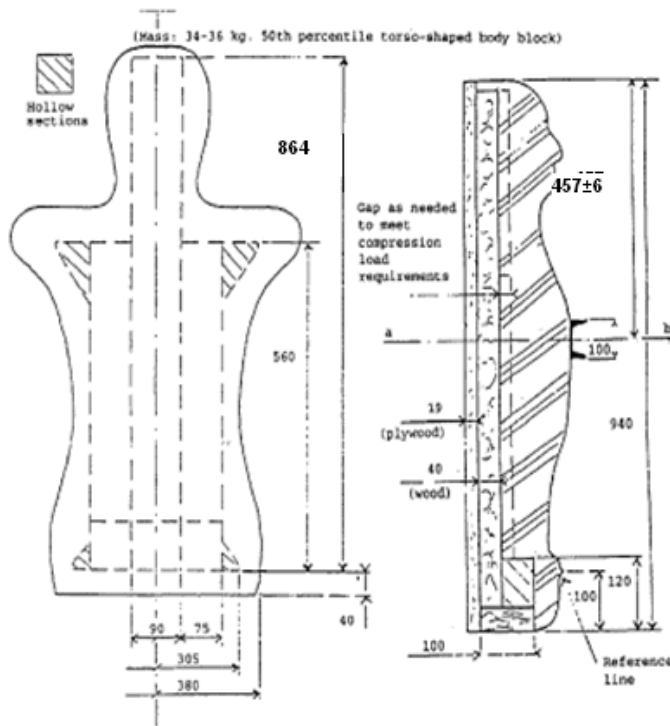
Paragraph 5.4.1., amend to read:

"5.4.1. Before the impact test prescribed in paragraphs 5.2. and 5.3. above no part of the steering control surface, directed towards the driver, which can be contacted by a sphere of 165 mm in diameter shall present any roughness or sharp edges with a radius of curvature of less than 2.5 mm.

In the case of a steering control equipped with an airbag, this requirements shall be deemed satisfactory if no part, which can be contacted by a sphere of 165 mm in diameter, contains any dangerous sharp edges, as defined in paragraph 2.18. of Regulation No. 21, likely to increase the risk of serious injury to the occupants."

Annex 4, appendix, amend to read:

"Annex 4  
 BODY BLOCK



Spring rate: 105 - 140 N/mm.  
 The chest is loaded with ....."

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