

7 November 2000

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 entered into force on 16 October 1995)

Addendum 94: Regulation No. 95

Amendment 2

Supplement 1 to the 01 series of amendments - Date of entry into force: 14 November 1999

**UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE PROTECTION OF THE OCCUPANTS
IN THE EVENT OF A LATERAL COLLISION**



UNITED NATIONS

*/ Former title of the Agreement:

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

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Paragraph 4.5.1., footnote 1/, amend to read:

"... 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35-36 (vacant), 37 for Turkey, 38-39 (vacant), 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia and 46 for Ukraine. Subsequent numbers"

Annex 6,

Paragraph 5.6.5., amend to read:

"5.6.5. The neck-pendulum is decelerated from impact velocity to zero by an appropriate device, resulting in a deceleration-time history inside the corridor specified in figure 5 of this annex. All measured rotations are recorded using CFC 1000 filters. All measured rotations are filtered digitally, using ISO CFC 180. The pendulum deceleration is filtered with CFC 60."

Paragraph 5.6.7., amend to read:

"5.6.7. The maximum fore (\hat{A}) and aft (\hat{B}) neck base angles should be $32.0 \pm 2.0^\circ$ and $28.0 \pm 2.0^\circ$ respectively. These maxima should occur between 50 and 60 ms."

Paragraph 5.10.5., amend to read:

"5.10.5. The neck-pendulum is decelerated from impact velocity to zero by an appropriate device, resulting in a deceleration-time history inside the corridor specified in figure 6 of this annex. All measured rotations are recorded using ISO CFC 1000 filters. All measured rotations are filtered digitally, using ISO CFC 180. The pendulum deceleration is filtered with CFC 60."

Paragraph 5.10.7., amend to read:

"5.10.7. The maximum fore (\hat{A}) and aft (\hat{B}) spine base angles should be $33.0 \pm 2.0^\circ$ and $29.0 \pm 2.0^\circ$ respectively. These maxima should occur between 45 and 55 ms."
