

E/ECE/324 }
E/ECE/TRANS/505 } Rev.1/Add.93/Amend.2/Corr.1

15 October 2002

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)

Addendum 93: Regulation No. 94

Amendment 2 - Corrigendum 1

Corrigendum 1 to the 01 series of amendments, subject of Depositary Notification
C.N.789.2002.TREATIES-1 dated 1 August 2002

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



UNITED NATIONS

*/ 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.

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 ± 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/m³ $\pm 20\%$
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 ± 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/m³ $\pm 20\%$
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".
