

## I. Proposal

### **Draft new 01 series of amendments of Regulation No. [X] concerning approval of the Full Width Rigid Barrier test**

Submitted by the expert from Japan

The text reproduced below has been prepared by the experts from Japan to outline a 01 series of amendments to the draft new UN Regulation with regard to the Full Width Rigid Barrier test. This proposal would enable Contracting Parties to apply this Regulation with a Thorax Compression Criterion (ThCC) of 34 mm for the Hybrid III 5<sup>th</sup> female dummy on the passenger seat on the condition that both the 00 series draft new regulation and the 01 series amendments shall be adopted at the same timing.

The modifications to the text of the draft UN Regulation (ECE-TRANS-WP29-GRSP-2014-10e) are marked in bold for new or strikethrough for deleted characters.

Amendment of regulation

*Paragraph 4.2., amend to read:*

“4.2. An approval number shall be assigned to each type approved. Its first two digits (at present **01** corresponding to the **01** series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party may not assign the same approval number to another vehicle type.”

*Paragraph 5.2.1.2.3., amend to read:*

5.2.1.2.3. The thorax compression criterion (ThCC) shall not exceed **34 mm<sup>X</sup>**.

*Insert a new footnote*

*X: This threshold limit is derived from the injury criteria of a 65 year old 5% female. This criterion should be limited to the front outboard passenger position under the load case and the test condition of this Regulation. Its usage should only be extended following further consideration and review.*

*Insert new paragraphs 11. to 11.4., to read:*

**"11. Transitional provisions**

- 11.1. As from the official date of entry into force of the 01 series of amendments to this Regulation, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals to this Regulation as amended by the 01 series of amendments.**
- 11.2. Even after the date of entry into force of the 01 series of amendments, Contracting Parties applying this Regulation may continue granting type approvals, and shall not refuse to grant extensions of type approvals, to this Regulation in its original form.**
- 11.3. As from 1 September 2020, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to this Regulation in its original form, first issued after 1 September 2020.**
- 11.4. Even after 1 September 2020, Contracting Parties applying this Regulation shall continue to accept approvals of vehicle types to this Regulation in its original form, which were granted before 1 September 2020."**

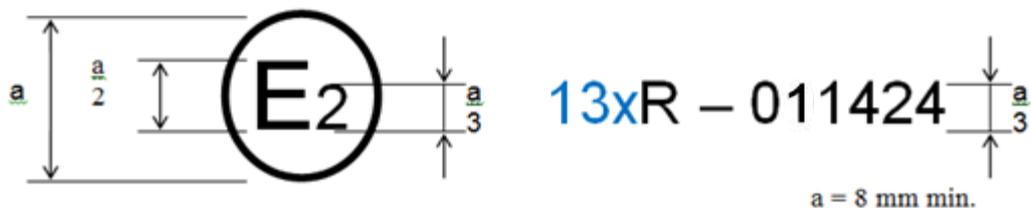
*Annex 2, amend to read:*

**"Annex 2**

**Arrangements of approval marks**

Model A

(See paragraph 4.4. of this Regulation.)

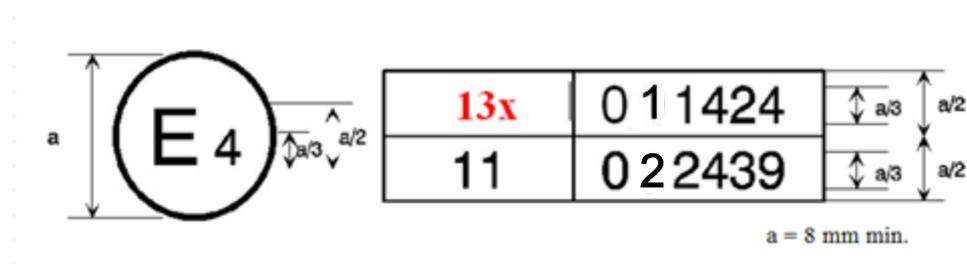


The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the protection of the occupants in the event of a frontal collision, been approved in France (E2) pursuant to Regulation No. 13x under approval number 011424.

The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 13x as amended by the 01 series of amendments.

Model B

(See paragraph 4.5. of this Regulation.)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E4) pursuant to Regulation Nos. 13x and 11<sup>1</sup>. The first two digits of the approval number indicate that, at the dates when the respective approvals were granted, Regulation No. 13x incorporated the 01 series of amendments and Regulation No. 11 incorporated the 02 series of amendments."

## II. Justification

The purpose of this proposal is to introduce the 01 series of amendments to UN[X] to enable Contracting Parties applying this Regulation to implement the Full Width Rigid Barrier test with ThCC of 34 mm for the Hybrid III 5<sup>th</sup> female dummy on the passenger seat.

At present, it is already agreed that the vehicle shall be tested and approved in accordance with the method described in Annex 3, using the Hybrid III 5<sup>th</sup> female dummy on the passenger seat. There are, however, two proposals for ThCC, 34 mm and 42 mm. The final criterion has not been resolved.

In the light of technical difficulties at present, ThCC of 42 mm is a milestone toward attaining ThCC of 34 mm. This is why the proposed two-step approach should be recommended, as it would encourage Contracting Parties to attain ThCC of 34 mm, and also both the 00 series and 01 series shall be adopted at the same timing.

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<sup>1</sup> The latter number is given only as an example.