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World Forum for Harmonization of Vehicle Regulations

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Item 4.6.10 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRSP

Proposal for Supplement 3 to the 01 series of amendments to UN Regulation No. 137 (Frontal impact with focus on restraint systems)

Submitted by the Working Party on Passive Safety *

The text reproduced below was adopted by the Working Party on Passive Safety (GRSP) at its sixty-fifth session (ECE/TRANS/WP.29/GRSP/66, para. 45). ECE/TRANS/WP.29/GRSP/2019/37. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their June 2020 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Paragraph 1., amend to read:

"1. Scope

This Regulation applies to vehicles of category M₁¹ with a maximum permissible mass not exceeding 3,500 kg and to vehicles of category N₁."

Insert a new paragraph 2.32., to read:

"2.32. *"Displacement system"* means a device by which the seat or one of its parts can be displaced and/or rotated, without a fixed intermediate position, to permit easy access of occupants to and from the space behind the seat concerned."

Paragraph 5.2.1.2.3., amend to read:

"5.2.1.2.3. The thorax compression criterion (ThCC) shall not exceed 34 mm² in the case of vehicles of category M₁ and 42 mm in the case of vehicles of category N₁."

Paragraph 5.2.5.1., amend to read:

"5.2.5.1. To open at least one door per row of seats. Where there is no such door, it shall be possible to allow the evacuation of all the occupants by activating the displacement system of seats, if necessary. This is not applicable to convertibles where the top can be easily opened to allow the evacuation of the occupants.

This shall be assessed for all configurations or worst-case configuration for the number of doors on each side of the vehicle and for both left-hand drive and right-hand drive vehicles, when applicable."

¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

² This threshold limit is derived from the injury criteria of a 65-year old fifth percentile 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.