



Economic and Social Council

Distr.: General
2 April 2020

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

181st session

Geneva, 23-25 June 2020

Item 4.6.12 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRSP

Proposal for the 04 series of amendments to UN Regulation No. 95 (Lateral collision)

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. 34). It is based on ECE/TRANS/WP.29/GRSP/2019/30, as amended by Annex VII to the report. 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 M₁ with a maximum permissible mass not exceeding 3,500 kg and to vehicles of category N₁.¹"

Insert a new paragraph 2.40., to read:

"2.40. "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 5.3.3.1., amend to read:

"5.3.3.1. 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. In case no displacement system is available for the evacuation of a rear seated occupant, it shall be shown that a 50th percentile manikin can be evacuated without the use of any devices to support its weight and any other tools.

For vehicles of category N₁ this evacuation may be done via an emergency window if this window can be easily opened, but if tools are necessary, (e.g. for breaking the window) these tools shall then be provided by the manufacturer and shall be visible and located in close proximity to that emergency window.

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

Insert a new paragraph 5.3.8., to read:

"5.3.8. The fuel system and high voltage system shall be assessed for all configurations or worst-case configuration for left-hand drive and right-hand drive vehicles, when applicable."

Insert new paragraphs 10.13. to 10.17., to read:

"10.13. As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 04 series of amendments.

10.14. As from 5 July 2022, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 5 July 2022.

10.15. Until 5 July 2024, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 5 July 2022.

10.16. As from 5 July 2024, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.

10.17. Notwithstanding paragraph 10.16., Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the preceding series of amendments to this Regulation, for the vehicles which are not affected by the changes introduced by the 04 series of amendments."

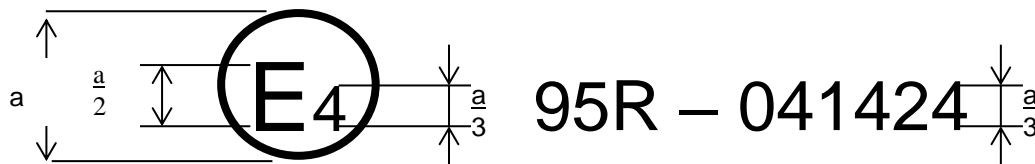
¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

Annex 2, amend to read:

"Annex 2

Arrangements of the approval mark

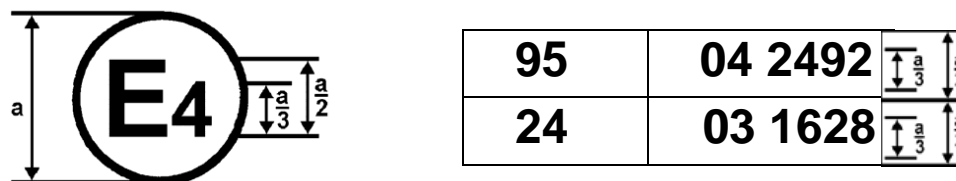
Model A
(See paragraph 4.5. of this Regulation)



a = 8 mm min.

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 lateral collision, been approved in the Netherlands (E 4) pursuant to UN Regulation No. 95 under approval number 041424. The approval number indicates that the approval was granted in accordance with the requirements of UN Regulation No. 95 as amended by the 04 series of amendments.

Model B
(See paragraph 4.6. of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to UN Regulations Nos. 95 and 24.² The first two digits of the approval numbers indicate that, at the dates when the respective approvals were granted. UN Regulation No. 95 incorporated the 04 series of amendments and UN Regulation No. 24 incorporated the 03 series of amendments.

² The latter number is given only as an example.