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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Sixty-eighth session**

Geneva, 7-11 December 2020

Item 15 of the provisional agenda

**UN Regulation No. 137 (Frontal impact with focus on restraint systems)****Proposal for Supplement 1 to the 02 series of amendments to  
UN Regulation No. 137 (Frontal collision with focus on  
restraint systems)****Submitted by the expert from the International Organization of Motor  
Vehicle Manufacturers \***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) aiming to clarify transitional provisions of the 02 series of amendments to UN Regulation No. 137 (ECE/TRANS/WP.29/2020/110), in a similar way as adopted for UN Regulation No. 94 (ECE/TRANS/WP.29/2020/107), at the sixty-seventh session of the Working Party on Passive Safety (GRSP) (see ECE/TRANS/WP.29/GRSP/67, para. 17). The modifications to the current text of the UN Regulation, including ECE/TRANS/WP.29/2020/110, are marked in bold for new or strikethrough for deleted characters.

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\* 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.



## I. Proposal

Paragraphs 12.2. to 12.3., amend to read:

- "12.2. As from 1 September 2023, Contracting Parties applying this Regulation shall not be obliged to accept type-approvals of vehicles ~~having an electric power train operating on high voltage~~ according to the **preceding<sup>03</sup>** series of amendments, first issued after 1 September 2023.
- 12.3. Contracting Parties applying this Regulation shall continue to accept type-approvals of vehicles ~~not having an electric power train operating on high voltage~~ according to the **preceding<sup>01</sup>** series of amendments ~~to the Regulation,~~ **first issued before 1 September 2023, provided the transitional provisions in these respective previous series of amendments foresee this possibility."**

## II. Justification

1. Paragraph 12.2: Since the technical requirements modified by the 02 series of amendments do not affect the specification of non-Electrified Vehicles, it is a simple administrative process to obtain approval of new models of non-EV to these latest (05) series. Therefore, there is no need to differentiate the transitional provisions for electrified vehicles and non-electrified vehicles and the standardized provisions given in the general guideline (ECE/TRANS/WP.29/1044/Rev.2) can be used.
2. Paragraph 12.3: The objective of this series of amendments was to align the technical requirements of the UN Regulation with those of the UN GTR No. 20, with limited safety improvements. Therefore, the approvals granted before Date (b) – 1 September 2023 should remain acceptable.
3. The proposed paragraph 12.3. is, in principle, in accordance with the standardized provision V.8 of the general guideline. However, it is not clear whether "the preceding series" is singular or plural in its English version. With the understanding that it should mean "any of the preceding series", the additional phrase "provided the transitional provisions ..." is supplemented in order to clarify that the possibilities given in such earlier series of amendments are still valid.
4. In the case of UN Regulation No. 137, the following possibilities are foreseen:
  - (a) UN Regulation No. 137, 01 series of amendments: introduced 34 mm chest compression for new models only (both EV and non-EV).
  - (b) Approvals to the original version of UN Regulation No. 137, remain acceptable if granted before 1 September 2020.
5. Therefore, OICA suggests using the same wording as agreed by GRSP for UN Regulation No. 94.