

**Economic and Social Council**Distr.: General
5 March 2021

Original: English

Economic Commission for Europe

Inland Transport Committee

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

Geneva, 17-21 May 2021

Item 14 of the provisional agenda

UN Regulation No. 135 (Pole Side Impact (PSI))**Proposal for Supplement 3 to the 01 series of amendments to
UN Regulation No. 135 (Pole Side Impact (PSI))****Submitted by the experts from Germany ***

The text reproduced below was prepared by the experts from Germany, aiming to define parameters to enable a reproducible measurement of the acute angle α to decide if the vehicle is or is not in scope of UN Regulation No. 135. The modifications to the current text of the UN Regulation are marked in bold for new characters.

* In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in proposed programme budget for 2021 (A/75/6 (Sect.20), para 20.51), 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.



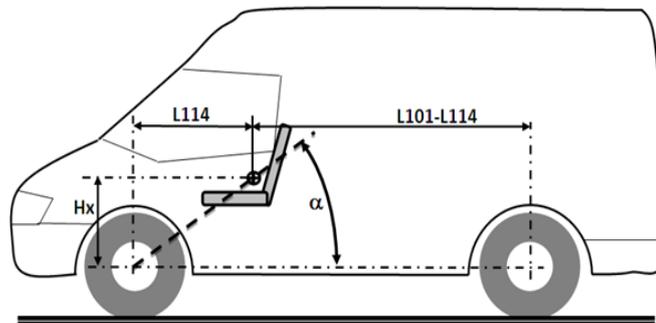
I. Proposal

Paragraph 1.1. (b), amend to read:

"1. Scope¹

1.1. This Regulation applies to:

- (a) Category M₁ vehicles with a gross vehicle mass of up to 3,500 kg; and
- (b) Category N₁ vehicles where, **when positioned on a level surface with all tyres inflated as recommended by the vehicle manufacturer and loaded to the unladen vehicle mass as defined in paragraph 2.24.**, the acute angle alpha (α), measured, between a horizontal plane passing through the centre of the front axle and an angular transverse plane passing through the centre of the front axle and the R-point of the driver's seat, as illustrated below, is less than 22.0 degrees; or the ratio between the distance from the driver's R-point to the centre of the rear axle (L101-L114) and the centre of the front axle and the driver's R-point (L114) is less than 1.30.²



1.2. Other Category M and Category N vehicles with a gross vehicle mass of up to 4,500 kg may also be approved if requested by the manufacturer."

II. Justification

1. The acute angle alpha (α) in paragraph 1.1. of UN Regulation No. 135, 01 series of amendments, establishes whether a vehicle of category N₁ is in the scope of UN Regulation No. 135.

2. The measurement of this angle in paragraph 1.1. of UN Regulation No. 135, 01 series of amendments, may vary depending on the surface on which the vehicle is placed, the tire pressure and the loading status of the vehicle. The proposed amendment defines these parameters to enable a reproducible measurement of the acute angle alpha (α) to establish whether a vehicle is into the scope of UN Regulation No. 135.

¹ In accordance with the general guidelines on the scope of UN Regulations (see document ECE/TRANS/WP.29/1044/Rev.1), Regulation No. 135 type approvals may only be granted for vehicles within the scope of this Regulation and shall be accepted by all the Contracting Parties applying this Regulation. However, decisions regarding the vehicle categories required on a regional/national basis to meet the requirements of this Regulation shall be dealt with at the regional/national level. A Contracting Party may therefore restrict application of the requirements in its national legislation if it decides that such restriction is appropriate.

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