



Economic and Social Council

Distr.: General
14 September 2021

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

185th session

Geneva, 23-25 November 2021

Item 4.8.20. 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. 135 (Pole side impact)

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-ninth session (ECE/TRANS/WP.29/GRSP/69, para. 27). It is based on ECE/TRANS/WP.29/GRSP/2021/14, as amended by Annex VI 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 November 2021 sessions.

* 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 (part V 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.

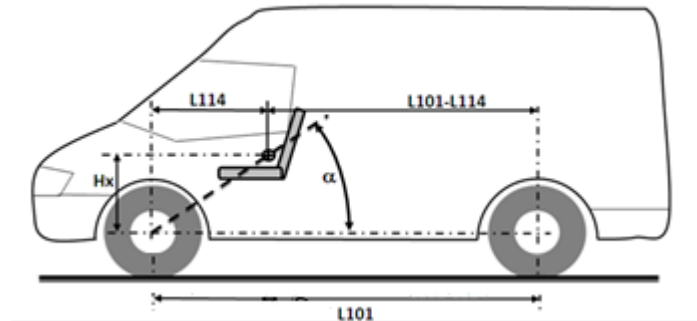


Paragraph 1.1. (b), amend to read:

"1. Scope"

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 the vehicle in unladen condition as defined in paragraph 2.24., the acute angle 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."

¹ In accordance with the general guidelines on the scope of UN Regulations (see document ECE/TRANS/WP.29/1044/Rev.3), 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.6, para. 2 - www.unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions