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World Forum for Harmonization of Vehicle Regulations

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Item 4.6.3 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRSP

Proposal for Supplement 7 to the 03 series of amendments to UN Regulation No. 129 (Enhanced Child Restraint systems)

Submitted by the Working Party on Passive Safety *

The text reproduced below was adopted by the Working Party on Passive Safety Provisions (GRSP) at its seventieth session (ECE/TRANS/WP.29/GRSP/70, para.20). It is based on ECE/TRANS/WP.29/GRSP/2021/7 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 June 2022 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (part V sect. 20) para 20.76), 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 6.6.4.5.1., amend to read:

"6.6.4.5.1. Main injury assessment criterion — Head containment

At the start of the lateral impact test, side protection shall be positioned at the same horizontal level and longitudinal position as that of the dummy's head centre of gravity, between the vertical longitudinal planes of the head and the door panel.

During the loading phase of lateral impact testing, up to 80 ms, head containment shall be assessed by the following criteria:

- (a) No head contact with the door panel;
 - (b) No part of the head shall pass beyond the vertical longitudinal plane identified by a red line on top of the door panel (top view camera). This vertical longitudinal plane is defined in Annex 6, Appendix 3, Figure 1 ('head containment plane'). This criterion is for monitoring purpose only for tests with a Q10 dummy."
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