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Item 4 of the provisional agenda

UN Global Technical Regulation No. 14 (Pole side impact)

Proposal for Amendment 1 to UN Global Technical Regulation No. 14 (Pole side impact)

Submitted by the expert from the Netherlands^{*,**}

The text reproduced below was prepared by the expert from the Netherlands, that updates the references to the three-dimensional "H" point measurement and calibration procedure, which is updated and included in Mutual Resolution No. 1 (M.R.1). The modifications to the current text of UN Global Technical Regulation No. 14 are marked in bold for new and strikethrough for deleted characters.

* This document was scheduled for publication after the standard publication date owing to circumstances beyond the submitter's control.

** In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), 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

Annex 2, paragraphs 6.12.2. and 6.13., amend to read:

- "6.12.2. If the 3-D H machine does not tend to slide rearward, use the following procedure. Slide the 3-D H machine rearwards by applying a horizontal rearward load to the T-bar until the seat pan contacts the seat back (see Figure ~~3-2 of Annex 3A.2 of Addendum 6 of Mutual Resolution No. 1 (M.R.1)~~).
- 6.13. Apply a $100\text{ N} \pm 10\text{ N}$ load to the back and pan assembly of the 3-D H machine at the intersection of the hip angle quadrant and the T-bar housing. The direction of load application is maintained along a line passing by the above intersection to a point just above the thigh bar housing (see Figure ~~3-2 of Annex 3A.2 of Addendum 6 of Mutual Resolution No. 1 (M.R.1)~~). Then carefully return the back pan to the seat back. Care must be exercised throughout the remainder of the procedure to prevent the 3-D H machine from sliding forward."

Annex 3, amend to read:

"Annex 3

Description of the three-dimensional H-point machine (3-D H machine)

The three-dimensional H-point machine is described in Addendum 6 of Mutual Resolution No. 1 (M.R.1) (document ECE/TRANS/WP.29/1101/Amend.5); see <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

II. Justification

The specifications of the three-dimensional H (3-D "H") point machine have been updated and transferred into M.R.1. Also, a calibration procedure was added, assuring that the 3-D "H" point machine used for all testing in UN Regulations and UN Global Technical Regulations is consistent and gives consistent test results among all Regulations.
