



Economic and Social Council

Distr.: General
26 August 2024

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

194th session

Geneva, 12–15 November 2024

Item 4.8.2 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRSP

Proposal for the 04 Series of Amendments to UN Regulation No. 137 (Frontal impact with focus on restraint systems)

Submitted by the Working Party on Passive Safety*

The text reproduced below was adopted by the Working Party on Passive Safety (GRSP) at its seventy-fifth session (ECE/TRANS/WP.29/GRSP/75, paras. 27 and 30). It is based on ECE/TRANS/WP.29/GRSP/2024/14, as amended by annex VI to the report and ECE/TRANS/WP.29/GRSP/2024/7 as amended by annex VII 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 2024 sessions.

* 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.



Add a new paragraph 0., to read:

"0. Introduction to the 04 series of amendments to UN Regulation No. 137.

Currently, under UN Regulation No. 137 in its 03 series of amendments, to protect vehicle occupants of age 65 and older, the Thorax Compression Criterion (ThCC) for the Hybrid III American Female fifth percentile dummy (AF05) is limited to maximum 34 mm in vehicles of category M₁.

When developing this new 04 series of amendments to UN Regulation No. 137, GRSP considered it desirable to enhance protection of occupants of age 65 and older by applying the same AF05 dummy ThCC limit of 34 mm also to a certain range of vehicles of category N₁ which often may be used in specific countries by private consumers for commuting.

Some national accident data indicate that almost all the vehicles in which occupants of age 65 and older in front were fatally or seriously injured were very small N₁ vehicles only available in a certain number of countries. This amendment therefore seeks to address this particular case."

Paragraph 5.2.1.2.3., amend to read:

"5.2.1.2.3. The thorax compression criterion (ThCC) shall not exceed:

- (a) 34 mm in the case of vehicles of category M₁;
- (b) 34 mm in the case of vehicles of category N₁ with a maximum permissible mass not exceeding 2,800 kg, a maximum vehicle width not exceeding 1,480 mm, a length not exceeding 3,400 mm; and
- (c) 42 mm in the case of vehicles of category N₁ with a maximum permissible mass exceeding 2,800 kg, or with a maximum vehicle width exceeding 1,480 mm or with a length exceeding 3,400 mm."

Insert new paragraphs 12.7. to 12.12., amend to read:

- "12.7. As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type-approvals under this Regulation as amended by the 04 series of amendments.
- 12.8. As from 1 September 2027, Contracting Parties applying this Regulation shall not be obliged to accept type-approvals of vehicles according to the preceding series of amendments, first issued after 1 September 2027.
- 12.9. Contracting Parties applying this Regulation shall continue to accept type-approvals of vehicles according to the preceding series of amendments, first issued before 1 September 2027, provided the transitional provisions in these respective previous series of amendments foresee this possibility.
- 12.10. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation.
- 12.11. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation.
- 12.12. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept type-approvals which were granted in accordance with any of the preceding series of amendments to this Regulation."

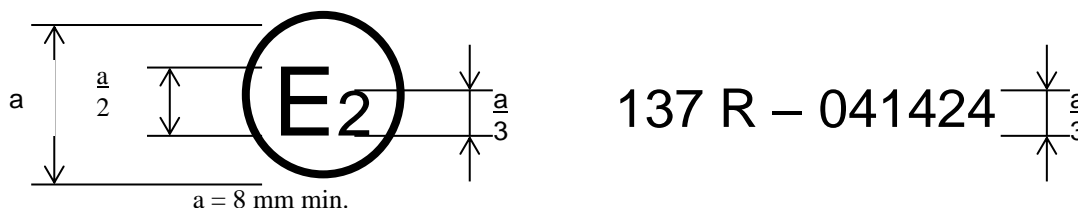
Annex 2, amend to read:

"Annex 2

Arrangements of Approval Marks

Model A

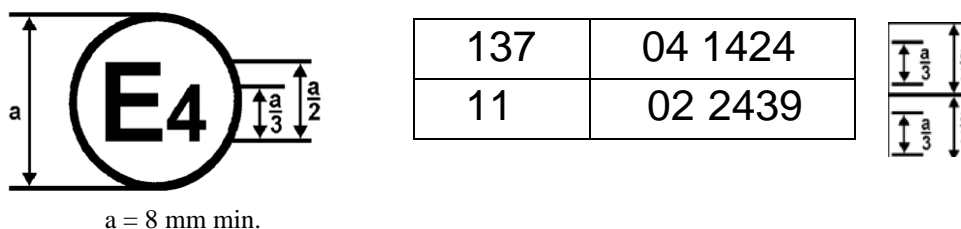
(See paragraph 4.4. of this Regulation.)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the protection of the occupants in the event of a frontal collision, been approved in France (E 2) pursuant to Regulation No. 137 under approval number 041424. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 137 04 series of amendments.

Model B

(See paragraph 4.5. of this Regulation.)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to Regulations Nos. 137 and 11.¹ The first two digits of the approval numbers indicate that, at the dates when the respective approvals were granted, Regulation No. 137 incorporated the 04 series of amendments and Regulation No. 11 incorporated the 02 series of amendments."

Annex 6, footnote 1, amend to read:

¹ The procedure 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>"

¹ The latter number is given only as an example.