



# Economic and Social Council

Distr.: General  
28 August 2024

Original: English

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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### 194th session

Geneva, 12–15 November 2024

Item 4.8.23 of the provisional agenda

#### 1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRSP

## Proposal for Supplement 3 to the 02 Series of Amendments to UN Regulation No. 135 (Pole Side Impact (PSI))

### 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, para. 30). It is based on 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.

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\* 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.



*Paragraph 1.1., footnote 2, amend to read:*

<sup>2</sup> As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.7, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

*Paragraph 2.18., including footnote 3, amend to read:*

- "2.18. "R-point" means a design reference point, which:
- (a) Has coordinates determined in relation to the designed vehicle structure; and
  - (b) Shall be established, where relevant for the purpose of this Regulation, in accordance with Addendum 6 of Mutual Resolution No. 1 (M.R.1).<sup>3</sup>"

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<sup>3</sup> document ECE/TRANS/WP.29/1101/Amend.5; see <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

*Paragraph 4.5.1., footnote 4, amend to read:*

<sup>4</sup> The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev. 7, Annex 3 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

*Paragraphs 7.12.2. and 7.13., amend to read:*

- "7.12.2. 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 A.2 of Addendum 6 of Mutual Resolution No. 1 (M.R.1)).
- 7.13. 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 A.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 5, shall be deleted*

*Insert new Annex 5, to read:*

## "Annex 5

### **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>"

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