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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Seventy-fifth session**

Geneva, 27–31 May 2024

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<sup>\*,\*\*</sup>**

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.

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\* 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.

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