

2 February 2021

Agreement

Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations*

(Revision 3, including the amendments which entered into force on 14 September 2017)

Addendum 136 – UN Regulation No. 137

Revision 1 - Amendment 3

Supplement 3 to the 01 series of amendments – Date of entry into force: 3 January 2021

Uniform provisions concerning the approval of passenger cars in the event of a frontal collision with focus on the restraint system

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2020/59.



UNITED NATIONS

* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version); Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).

Paragraph 1., amend to read:

"1. Scope

This Regulation applies to vehicles of category M₁¹ with a maximum permissible mass not exceeding 3,500 kg and to vehicles of category N₁."

Insert a new paragraph 2.32., to read:

"2.32. "Displacement system" means a device by which the seat or one of its parts can be displaced and/or rotated, without a fixed intermediate position, to permit easy access of occupants to and from the space behind the seat concerned."

Paragraph 5.2.1.2.3., amend to read:

"5.2.1.2.3. The thorax compression criterion (ThCC) shall not exceed 34 mm² in the case of vehicles of category M₁ and 42 mm in the case of vehicles of category N₁."

Paragraph 5.2.5.1., amend to read:

"5.2.5.1. To open at least one door per row of seats. Where there is no such door, it shall be possible to allow the evacuation of all the occupants by activating the displacement system of seats, if necessary. This is not applicable to convertibles where the top can be easily opened to allow the evacuation of the occupants.

This shall be assessed for all configurations or worst-case configuration for the number of doors on each side of the vehicle and for both left-hand drive and right-hand drive vehicles, when applicable."

¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

² This threshold limit is derived from the injury criteria of a 65-year old fifth percentile female. This criterion should be limited to the front outboard passenger position under the load case and the test condition of this Regulation. Its usage should only be extended following further consideration and review.