

21 February 2023

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 128 – UN Regulation No. 129

Revision 4 - Amendment 7

Supplement 7 to the 03 series of amendments – Date of entry into force: 4 January 2023

Uniform provisions concerning the approval of Enhanced Child Restraint Systems used on board of motor vehicles (ECRS)

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2022/65.



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 6.6.4.5.1., amend to read:

"6.6.4.5.1. Main injury assessment criterion — Head containment

At the start of the lateral impact test, side protection shall be positioned at the same horizontal level and longitudinal position as that of the dummy's head centre of gravity, between the vertical longitudinal planes of the head and the door panel.

During the loading phase of lateral impact testing, up to 80 ms, head containment shall be assessed by the following criteria:

- (a) No head contact with the door panel;
 - (b) No part of the head shall pass beyond the vertical longitudinal plane identified by a red line on top of the door panel (top view camera). This vertical longitudinal plane is defined in Annex 6, Appendix 3, Figure 1 ('head containment plane'). This criterion is for monitoring purpose only for tests with a Q10 dummy."
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