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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on General Safety Provisions****127th session**

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Item 3 (a) of the provisional agenda

Amendments to Safety Glazing Regulations:**UN Global Technical Regulation No. 6 (Safety glazing)****Proposal for Amendment 4 to UN Global Technical Regulation No. 6 (Safety glazing)****Submitted by the expert from the Netherlands***

The text reproduced below was prepared by the expert from the Netherlands, to update the references to the three-dimensional H-point (3-D "H"-point) measurement and calibration procedure, which is updated and moved from the Consolidated Resolution on the Construction of Vehicles (R.E.3) to Mutual Resolution No. 1 (M.R.1). The modifications to the current text of UN Global Technical Regulation No. 6 are marked in bold for new and strikethrough for deleted characters.

* 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

Paragraph 3.13.2., amend to read:

"3.13.2. "H" Point means the pivot centre of the torso and the thigh of the 3-DH3-D "H" machine installed in the vehicle seat. The 3-DH3-D "H" machine corresponds to that described in ~~ISO Standard 6549~~ **Addendum 6 of Mutual Resolution No. 1 (M.R.1)**¹. The coordinates of the H point are determined in relation to the fiducial marks defined by the vehicle manufacturer, according to the three-dimensional system corresponding to ~~ISO Standard 4130~~ **Addendum 6 of Mutual Resolution No. 1 (M.R.1)**.¹"

II. Justification

The specifications of the 3-D "H"-point machine have been updated and transferred from R.E.3. to M.R.1. A calibration procedure has also been added to ensure that the 3-D "H" point machine used for all testing in UN Regulations and UN Global Technical Regulations is consistent and provides consistent test results across Regulations.

¹ **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>"