

UNITED NATIONS  NATIONS UNIES

POSTAL ADDRESS—ADRESSE POSTALE: UNITED NATIONS, N.Y. 10017
CABLE ADDRESS—ADRESSE TELEGRAPHIQUE: UNATIONS NEWYORK

Reference: C.N.364.1999.TREATIES-1 (Depositary Notification)

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. GENEVA, 20 MARCH
1958

REGULATION NO. 95. UNIFORM PROVISIONS CONCERNING THE
APPROVAL OF VEHICLES WITH REGARD TO THE PROTECTION OF THE
OCCUPANTS IN THE EVENT OF A LATERAL COLLISION

6 JULY 1995

PROPOSAL OF AMENDMENTS

On 23 March 1999, the Secretary-General received from the Administrative Committee of the above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to Regulation No. 95. A copy, in the English and French languages, of the document containing the text of the proposed amendments is transmitted herewith (supplement 1 to the 01 series) (TRANS/WP.29/660).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement which read as follows:

“2. An amendment to a Regulation will be considered to be adopted unless, within a period of six months from its notification by the Secretary-General, more than one-third of the Contracting Parties applying the Regulation at the time of notification have informed the Secretary-General of their disagreement with the amendment. If, after this period, the Secretary-General has not received declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation, the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the unamended Regulation will be regarded as an alternative to the amended Regulation and will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force. In this case the obligations of the Contracting Parties applying the Regulation shall be the same as set out in paragraph 1.

Attention: Treaty Services of Ministries of Foreign Affairs and of international organizations concerned

3. Should a new Contracting Party accede to this Agreement between the time of the notification of the amendment to a Regulation by the Secretary-General and its entry into force, the Regulation in question shall not enter into force for that Contracting Party until two months after it has formally accepted the amendment or two months after the lapse of a period of six months since the communication to that Party by the Secretary-General of the proposed amendment.”

14 May 1999

A handwritten signature in black ink, appearing to be the initials 'JW' or similar, located below the date.



**Economic and Social
Council**

Distr.

GENERAL

TRANS/WP.29/660
16 February 1999

ENGLISH
Original: ENGLISH and
FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

DRAFT SUPPLEMENT 1 TO THE 01 SERIES OF
AMENDMENTS TO REGULATION No. 95

(Lateral collision protection)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its tenth session, following the recommendation by the Working Party at its one-hundred-and-sixteenth session. It is based on document TRANS/WP.29/1998/62, not amended (TRANS/WP.29/640, para. 169).

Annex 6,

Paragraph 5.6.5., amend to read:

"5.6.5. The neck-pendulum is decelerated from impact velocity to zero by an appropriate device, resulting in a deceleration-time history inside the corridor specified in figure 5 of this annex. All measured rotations are recorded using CFC 1000 filters. All measured rotations are filtered digitally, using ISO CFC 180. The pendulum deceleration is filtered with CFC 60."

Paragraph 5.6.7., amend to read:

"5.6.7. The maximum fore (θA) and aft (θB) neck base angles should be $32.0 \pm 2.0^\circ$ and $28.0 \pm 2.0^\circ$ respectively. These maxima should occur between 50 and 60 ms."

Paragraph 5.10.5., amend to read:

"5.10.5. The neck-pendulum is decelerated from impact velocity to zero by an appropriate device, resulting in a deceleration-time history inside the corridor specified in figure 6 of this annex. All measured rotations are recorded using ISO CFC 1000 filters. All measured rotations are filtered digitally, using ISO CFC 180. The pendulum deceleration is filtered with CFC 60."

Paragraph 5.10.7., amend to read:

"5.10.7. The maximum fore (θA) and aft (θB) spine base angles should be $33.0 \pm 2.0^\circ$ and $29.0 \pm 2.0^\circ$ respectively. These maxima should occur between 45 and 55 ms."
