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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 (2A) and aft (2B) 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 (2A) and aft (2B) 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."

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