

## Proposal for Supplement 2 to the 00 and 01 series of amendments of Regulation No. 135 (Pole Side Impact)

The text reproduced below was prepared by the experts from France. It proposes a supplement to UN Regulation No. 135 to include similar requirements and test protocol for door opening evaluation as already adopted for UN Regulation No. 95 during the GRSP 63rd session (ECE/TRANS/WP.29/GRSP/63, para. 27 modified by annex VIII). The modifications to the current text of UN Regulation No. 135 are marked in bold for new characters and strikethrough for deleted characters.

### I. Proposal

Paragraph 5.4.2., amend to read :

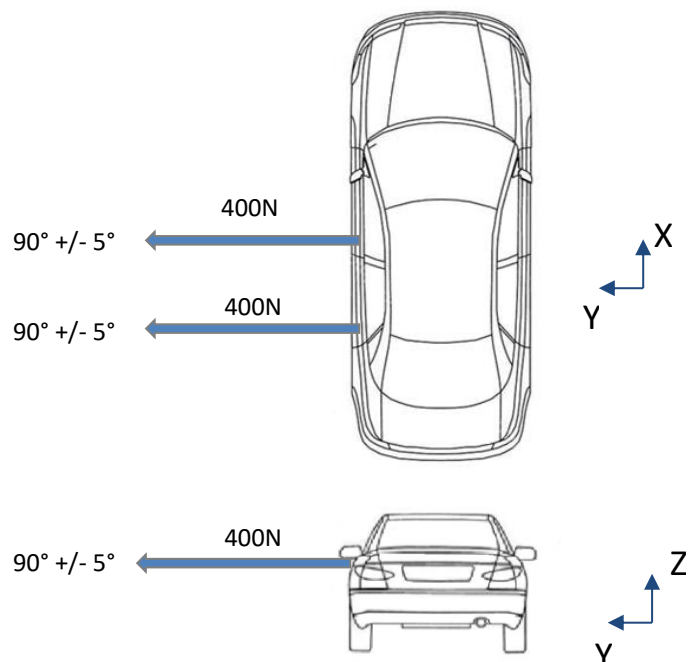
" 5.4.2. Any door (including a back door, but excluding a trunk lid), which does not impact the pole and is not wholly partitioned from the passenger compartment by a permanently attached partition or fixed or fold-down seat back (in the position of occupant use), shall meet the following requirements:

5.4.2.1. The door shall remain latched;

**This requirement is deemed to be fulfilled:**

- (a) **if it is clearly visible, that the door lock is latched; or**
- (b) **if the door does not open under a static tractive force of at least 400 N in the y-direction applied to the door, according to the Figure below, as close as possible to the window sill and to the edge of the door opposite to the hinged side, except to the door handle itself.**

**Figure**



- 5.4.2.2. The latch shall not separate from the striker;
- 5.4.2.3. The hinge components shall not separate from each other or from their attachment to the vehicle; and
- 5.4.2.4. Neither the latch nor the hinge systems of the door shall pull out of their anchorages. "

## **II. Justification**

During a pole test in accordance with Regulation No. 135, rear doors on the impacted side are not directly struck by the pole but may be subjected to heavy loads and the assessment of the level of closure may not be obvious due to high local strain. This proposal let the opportunity to switch to an objective evaluation in case of doubt, as recently incorporated into Regulation No. 95.

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