

Distr.
GENERAL

TRANS/WP.29/GRSP/2002/14
11 September 2002

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Passive Safety (GRSP)
(Thirty-second session, 10-13 December 2002,
agenda item B.1.2.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 16

(Safety-belts)

Transmitted by the Expert from the International Organization of
Motor Vehicle Manufacturers (OICA)

Note: The text reproduced below was prepared by the expert from OICA in order to extend the driver's maximum chest displacement derogation to all occupants of the vehicle. It is based on the text of a document distributed without a symbol (informal document No. 13) during the thirty-first session (TRANS/WP.29/GRSP/31, para. 24).

Note: This document is distributed to the Experts on Passive Safety only.

GE.02-23969

A. PROPOSAL

Paragraph 6.4.1.4.1., amend to read:

"6.4.1.4.1. The movement of the chest reference point may exceed that specified in paragraph 6.4.1.3.2. above if it can be shown either by calculation or a further test that:"

Insert new paragraphs 6.4.1.4.1.1. to 6.4.1.4.1.3., to read:

- 6.4.1.4.1.1. For the driver, no part of the torso or the head of the manikin used in the dynamic test would have come into contact with any forward rigid part of the vehicle other than with the steering assembly, if the latter meets the requirements of Regulation No. 12.
- 6.4.1.4.1.2. For other occupants, no part of the head of the manikin used in the dynamic test would have come into contact with any forward rigid part of the vehicle other than with those parts meeting the requirements of Regulation No. 21.
- 6.4.1.4.1.3. Any contact as described in paragraphs 6.4.1.4.1.1. and 6.4.1.4.1.2. above does not occur at a speed higher than 24 km/h. For this assessment, the seat shall be considered to be in the position specified in paragraph 7.7.1.5. below."

* * *

B. JUSTIFICATION

While OICA supports the Spanish proposal submitted as document TRANS/WP.29/GRSP/2001/19/Rev.1, OICA believes that the current possibility for the driver to exceed the displacement limits should be extended to all other occupants and not just to the front passenger.

OICA therefore submits the proposal, which in addition restructures existing paragraph 6.4.1.4.1. of Regulation No. 16 for the sake of clarity and which fully takes into account the Spanish proposal.
