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Item 13.1. of the provisional agenda

CONSIDERATION OF SCOPES AND COMMON DEFINITIONS

Draft amendments to Regulations Nos. 14 and 16

Submitted by the expert from France

The text reproduced below was prepared by the expert from France in order to extend the use of child restraint systems on categories of vehicles other than M₁ and N₁. It is based on a document without a symbol (informal document No. GRSP-40-17), distributed during the fortieth session of GRSP (see report ECE/TRANS/WP.29/GRSP/40, para. 43).

The modifications to the existing text of the Regulation are marked in **bold** characters or marked as strikethrough.

Note: This document is distributed to the Experts of the Working Party on Passive Safety (GRSP) only.

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A. PROPOSAL

A.1. UNECE Regulation No. 16 (Safety-belts)

Add a new paragraph 1.4., to read:

"1.4. It also applies to child restraint systems and ISOFIX child restraint systems designated for installation in vehicles of category M₁, M₂, M₃ and N₁. */"

Paragraph 8.3.5., amend to read:

"8.3.5. In order to inform the vehicle user(s) of the provisions made for the transport of children, vehicles of categories M₁, M₂, M₃ and N₁ shall meet the information requirements of Annex 17. Any vehicle of category M 1 must be equipped with ISOFIX positions, in accordance with the relevant prescriptions of Regulation No. 14.

The first....."

A.2. UNECE Regulation No. 14 (Safety-belts anchorages)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to:

- (a) Vehicles of categories M and N 1/ with regard to their anchorages for safety belts intended for adult occupants of forward-facing or rearward-facing seats.
- (b) Vehicles of category M₁ ~~and N₁~~ with regard to their ISOFIX anchorage systems and their ISOFIX top tether anchorages intended for child restraint systems. **Other categories of vehicles fitted with ISOFIX anchorages have also to comply with the provisions of this Regulation."**

B. JUSTIFICATION

Based on the analysis of regulatory documents, it appears that all have a coherent field of application concerning the use of child restraint systems (CRS), except for UNECE Regulation No. 44 which does not limit their field of application except for ISOFIX CRS.

Scope of different regulations and directives

In the EU Directive 2003/20/EC (concerning the compulsory use of safety belts and child restraint systems in the vehicle):

(a) the definition of safety systems, including safety belts and child restraints with regard to vehicle in categories M₁ and N₁, and of the components thereof shall be those appearing in Annex I to Directive 77/541/EEC;

(b) where a child-restraint system is used, it shall be approved to the standards of UNECE Regulation No. 44/03 or Directive 77/541/EEC, or any other subsequent adaptation thereto;

(c) until 9 May 2008 EU Member States may permit the use of child-restraint systems approved in accordance with the national standards applicable in the Member States on the date of installation of the restraint system or with national standards equivalent to Regulation No. 44/03 of the United Nations Economic Commission for Europe or Directive 77/541/EEC.

Scope of Directive 77/541/EEC as modified by Directive 2005/40/EC (relating to safety belts restraint systems and child restraint systems of motor vehicles)

This Directive applies to safety belts and restraint systems which are designed for installation in vehicles conforming to the definition given in Annex II to Directive 70/156/EEC and are intended for separate use, i.e. as individual fittings, by persons of adult build occupying forward or rearward-facing seats and to child restraint systems designated for installation in vehicles of category M₁ and N₁.

Scope of UNECE Regulation No. 16 (Supplement 18)

- ...
- 1.1. Vehicles of category M, N, O, L₂, L₄, L₅, L₆, L₇ and T ^{*}/, with regard to the installation of safety-belts and restraint systems which are intended for separate use, i.e. as individual fittings, by persons of adult build occupying forward or rearward-facing seats;
 - 1.2. Safety-belts and restraint systems which are intended for separate use, i.e. as individual fittings, by persons of adult build occupying forward or rearward-facing seats, and are designed for installation in vehicles of category M, N, O, L₂, L₄, L₅, L₆, L₇ and T _{*}/;
 - 1.3. Vehicles of category M₁ and N₁ ^{*}/ with regard to the installation of child restraint systems and ISOFIX child restraint systems.

Conclusion

Concerning EU Directives and UNECE Regulation No. 16 the link with UNECE Regulation No. 44 is limited only to light vehicles M₁ and N₁.

^{*}/ As defined in Annex 7 to the Consolidated Resolution on the Construction of vehicles (R.E.3), document TRANS/WP.29/78/Rev.1/Amend.2, as last amended by Amendment 4.

Scope of Regulation No. 44 (Supplement 2, 04 series of amendments)

This Regulation applies to child restraint systems which are suitable for installation in power-driven vehicles having three or more wheels, and which are not intended for use with folding or with side-facing seats. This undefined scope includes in theory all power driven vehicles (M, N and even L!).

However, technical data on which UNECE Regulation No. 44 has been elaborated, are based on category M₁ or N₁ light vehicles accident studies and the technical assessments are specific to this accident typology, to the performance and to the configuration, particularly dimensions, of light vehicles. Therefore, it should be necessary to define in UNECE Regulation No. 44 the field of validity of its requirements.

Proposal

Concerning vehicle categories other than M₁ and N₁ we can extend:

- (1) To M₂ the possible use of child restraint systems of UNECE Regulation No. 44 as long as the compliance to the CRS installation covered by the proposed amended scope of UNECE Regulation No. 16 and paragraph 8.3.5. 1/ as well as by the scope of UNECE Regulation No. 14 is satisfied.
To M₃ the possible use of non-integral restraint systems, on any seating position of the vehicle passenger compartment, of Group II or III of UNECE Regulation No. 44 as long as the compliance to the CRS installation covered by the proposed amended scope of UNECE Regulation No. 16 and paragraph 8.3.5. 1/ as well as by the scope of UNECE Regulation No. 14 is satisfied.
- 2) To M₃ the possible use of integral child restraint systems, only on seating positions of the vehicle passenger compartment, of Group 0, 0+ and I of UNECE Regulation No. 44 as long as the compliance to the following requirements is satisfied:
 - (a) access to the aisle and egress for passengers;
 - (b) CRS installation covered by the proposed amended scope of UNECE Regulation No. 16 and paragraph 8.3.5. 1/ as well as by the scope of UNECE Regulation No. 14.

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1/ Manufacturer notification in a special table defined in Annex 17 of UNECE Regulation No. 16 of seating positions compatible or not with different groups and categories of CRS.