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INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

Forty-fifth session
Geneva, 25-29 May 2009
Item 11(a) of the provisional agenda

REGULATION No. 16
(Safety-belts)

Proposal for draft amendments

Proposal for Corrigendum 1 to Supplement 1 to the 05 series of amendments to
Regulation No. 16

Submitted by the experts from Japan and CLEPA*/

The text reproduced below was prepared by the experts from Japan and CLEPA in order to introduce few corrections to Supplement 1 to the 05 series of amendments to Regulation No. 16. It supersedes ECE/TRANS/WP.29/GRSP/2008/28 distributed during the forty-fourth session of the Working Party on Passive Safety (GRSP) (ECE/TRANS/WP.29/GRSP/44 para. 24). The modifications to the current text of Regulation No. 16 are marked in bold or strikethrough characters.

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*/   In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles with respect to passive safety.   The present document is submitted in conformity with that mandate.

A.   PROPOSAL

Paragraph 6.3.1.2., amend to read:

"6.3.1.2.   The width of the strap under load of 980 daN + 100 **- 0** daN shall be …"

Paragraph 7.4.1.1., amend to read:

"7.4.1.1.   Temperature-conditioning and Hygrometrics

The strap shall be conditioned in accordance with ISO 139 (2005), using the ~~alternative~~ standard atmosphere **or the standard alternative atmosphere**. …"

Paragraph 7.4.1.2.1., amend to read:

"7.4.1.2.1. The provisions of Recommendation ISO 105-B02 (~~2002~~ **1994 / Amd2:2000**) shall apply. …"

Paragraph 7.4.1.2.1., amend to read:

"7.4.1.2.2   After exposure the strap shall ~~be kept for a minimum of 24 hours in an atmosphere having a temperature of 20 ± 5º C and a relative humidity of 65 ± 5 per cent.~~ **conditioned as described under 7.4.1.1.** If the test is not carried out immediately after conditioning the …"

Paragraph 7.4.1.3.1., amend to read:

"7.4.1.3.1. The strap shall be ~~kept for a minumun of 24 hours in an atmosphere having a temperature of 20 ± 5º C and a relative humidity of 65 ± 5 per cent.~~ **conditioned as described under 7.4.1.1.**"

Paragraph 7.4.1.6.2., amend to read

"7.4.1.6.2. The samples shall be ~~kept for a minumun of 24 hours in an atmosphere having a temperature of 20 ± 5º C and a relative humidity of 65 ± 5 per cent~~ **conditioned as described under 7.4.1.1**.The ambient temperature during the abrasion procedure shall be between 15 and 30º C."

Paragraph 7.4.3.3., amend to read:

"7.4.3.3.   When the load reaches 980 daN + 100 **- 0** daN, …"

B.   JUSTIFICATION

Paragraph 7.4.1.1.:

Supplement 1 to the 05 series of amendments to Regulation No. 16 (ECE/TRANS/WP29/2008/60) was adopted as the standard alternative atmosphere of ISO 139, that is the current practice at European test houses. However, this is not the case for all Contracting Parties, and the two conditioning atmospheres should be allowed. In addition, the text "alternative standard atmosphere" should be corrected to "standard alternative atmosphere", as corresponding to paragraph 3.2 of ISO 139.

Paragraphs 7.4.1.2.2, 7.4.1.3.1. and 7.4.1.6.2.:

In the same way 7.4.1.1. has been amended, these paragraph should also be amended.

Paragraph 7.4.1.2.1.:

This proposal is aimed at correcting "ISO 105-B02 (2002)" to "ISO 105-B02:1994)/Amendment 2: 2000". ISO 105-B02 (2002) is virtually non-existent and the 1994/Amendment 2:2000 edition is the latest one.

Paragraphs 6.3.1.2. and 7.4.3.3.:

Notation of "980 daN + 100 daN" leads to misunderstandings as "1080 daN". It should be revised as "980 daN + 100 - 0 daN" to show the correct tolerance.

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