



# Economic and Social Council

Distr.: General  
1 April 2010

Original: English

---

## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### One-hundred-and fifty-first session

Geneva 22–25 June 2010

Item 4.2.8 of the provisional agenda

#### 1958 Agreement – Consideration of draft amendments to existing Regulations

## **Proposal for the 02 series of amendments to Regulation No. 80 (Strength of seats and their anchorages (buses))**

### **Submitted by the Working Party on Passive Safety\***

The text reproduced below was adopted by the Working Party on Passive Safety (GRSP) at its forty-sixth session. It is based on document ECE/TRANS/WP.29/GRSP/2009/18, as amended by Annex V to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration (ECE/TRANS/WP.29/GRSP/46, para. 39).

---

\* 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 the performance of vehicles. The present document is submitted in conformity with that mandate.

## I. Proposal

Paragraph 1.1., amend to read:

- “1.1. ....
- (c) It does not apply to rearward-facing seats or to any head restraint fitted to these seats.”

Insert new paragraphs 1.4. to 1.6., to read:

- “1.4. The installation of side-facing seats shall be prohibited in vehicles of categories M<sub>2</sub> (of Class III or B) and M<sub>3</sub> (of Class III or B).
- 1.5. At the request of the manufacturer and in agreement with the technical service, as well as the Administrative Department of the Contracting Party, an approval may be granted for vehicles of category M<sub>3</sub> (of Class III or B) of a technically permissible maximum laden mass exceeding 10 tonnes with side-facing seats on condition that these side-facing seats are grouped together at the rear of the vehicle to form an integrated saloon of up to 10 seats. Such side-facing seats shall be fitted with, at least, a head restraint and a two-point belt with retractor type-approved in accordance with Regulation No. 16. Further, the anchorages for their safety belts shall comply with dimensional and strength requirements based on those as laid down in Regulation No. 14. However it shall be taken into account that the seat is side-facing instead of forward-facing, and test and inspections shall not be waived on that basis. The communication document (Annex 2) shall bear the remark stating that side-facing seats have been permitted according to this paragraph. Such approvals shall not be granted anymore as from 1 November 2014 or as from the date of adoption of uniform test provisions for side-facing seats (i.e. this Regulation) as well as provisions for such seats regarding safety-belt anchorages (i.e. Regulation No. 14) and vehicles equipped with safety-belts (i.e. Regulation No. 16), whichever date is earlier.”
- “1.6. Paragraph 1.4. shall not apply to ambulances or to vehicles intended for use by the armed services, civil defence, fire services and forces responsible for maintaining public order.”

Paragraph 2.5., amend to read:

- “2.5. ... more adult persons. Depending on its orientation, a seat is defined as follows:”

Insert new paragraphs 2.5.1. to 2.5.3., to read:

- “2.5.1. “*Forward-facing seat*” means a seat which can be used while the vehicle is in motion and which faces towards the front of the vehicle in such a manner that the vertical plane of symmetry of the seat forms an angle of less than +10° - 10° with the vertical plane of symmetry of the vehicle.
- 2.5.2. “*Rearward-facing seat*” means a seat which can be used while the vehicle is in motion and which faces towards the rear of the vehicle in such a manner that the vertical plane of symmetry of the seat forms an angle of less than +10° - 10° with the vertical plane of symmetry of the vehicle.

- 2.5.3. “*Side-facing seat*” means a seat which, with regard to its alignment with the vertical plane of symmetry of the vehicle, does not meet either of the definitions given in paragraphs 2.5.1. or 2.5.2. above.”

*Paragraph 4.3., amend to read:*

- “4.3. ...first two digits (at present 02, corresponding to the 02 series of amendments) shall indicate...”

*Insert a new paragraph 5.5., to read:*

- “5.5. A head restraint shall be mounted on every outboard front seat in every vehicle of category M<sub>2</sub> with a maximum mass not exceeding 3 500 kg. This head restraint shall comply with the requirements of Regulation No. 25, as amended by the 03 series of amendments.”

*Paragraphs 12.1. to 12.3., amend to read:*

- “12.1. As from the official date of entry into force of the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approvals under this Regulation as amended by the 02 series of amendments.
- 12.2. As from 1 November 2012 Contracting Parties applying this Regulation shall grant approvals only if the requirements of this Regulation, as amended by the 02 series of amendments, are satisfied.
- 12.3. As from 1 November 2014, approvals granted in conformity to this Regulation shall cease to be valid, except those granted in conformity with the requirements of this Regulation as amended by the 02 series of amendments.”

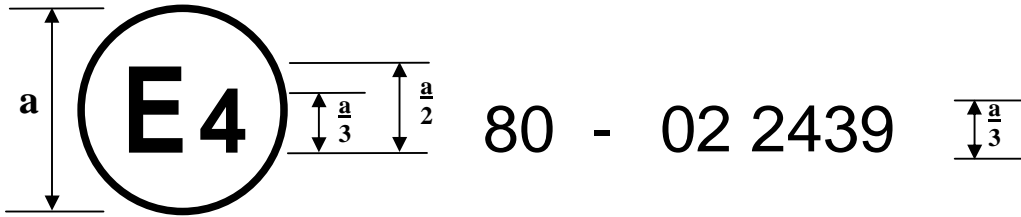
*Insert new paragraphs 12.4., 12.5. and 12.6., to read:*

- “12.4. As from 1 November 2014, Contracting Parties applying this Regulation may refuse first national or regional registration (first entry into service) of a vehicle which has not been type approved in conformity with the requirements of the 02 series of amendments to this Regulation.
- 12.5. As from 1 November 2014 or as from the date of adoption of uniform test provisions for side-facing seats (i.e. this Regulation) as well as provisions for such seats regarding safety-belt anchorages (i.e. Regulation No. 14) and vehicles equipped with safety-belts (i.e. Regulation No. 16), whichever date is earlier, approvals granted under paragraph 1.5 of this Regulation shall cease to be valid.”
- “12.6. Even after the date of entry into force of the 02 series of amendments, approvals of the components to the 01 series of amendments to this Regulation shall remain valid and Contracting Parties applying this Regulation shall continue to accept them and shall not refuse to grant extensions of approval to the 01 series of amendments to this Regulation.”

Annex 3, paragraphs 1. and 2., amend to read:

“Arrangements of Approval Marks

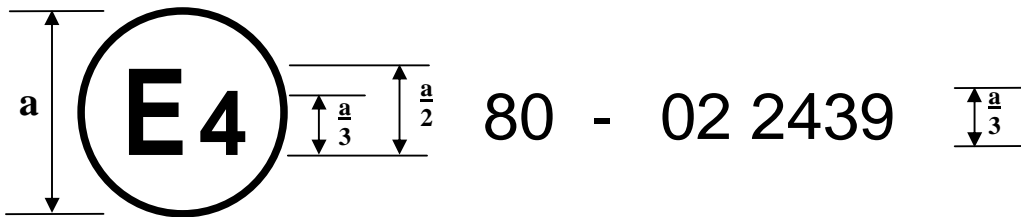
1. Arrangements in the approval mark for a seat



a = 8 mm min.

The above approval mark affixed to a seat shows that the seat type concerned has, with regard to the strength of the seats, the test being carried out in accordance with paragraph 2 of annex 4, been approved in the Netherlands (E4) under number 022439. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 80 as amended by the 02 series of amendments.

2. Arrangements in the approval mark for a vehicle type



a = 8 mm min.

The above approval mark, affixed to a vehicle, shows that this type of vehicle has been approved in the Netherlands (E4) under number 022439 with regard to the strength of the anchorages on the vehicle. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 80 as amended by the 02 series of amendments.”