

Distr.  
GENERAL

TRANS/WP.29/GRSP/2001/19/Rev.1  
28 February 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-first session, 13-17 May 2002,  
agenda item 1.3.1.)

PROPOSAL FOR DRAFT CORRIGENDUM TO REGULATION No. 16

(Safety-belts)

Revision 1

Transmitted by the Expert from Spain

Note: The text reproduced below was prepared by the expert from Spain in order to include maximum chest displacement derogation. It is based on a document distributed without a symbol (informal document No. 17) during the twenty-ninth session (TRANS/WP.29/GRSP/29, para. 37), and contains the missing paragraph indicated at the thirtieth session (TRANS/WP.29/GRSP/30, para. 19).

---

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

GE.02-

**A. PROPOSAL**

Paragraph 6.4.1.4.1., amend to read:

"... other than the chest **or the face** with the steering assembly, if the latter meets the requirements of Regulation No. 12, **or the face with the dash board, if this one meets the requirements of Regulation No. 21**, and provided that the contact does not occur at a speed higher than 24 km/h. For this assessment, ... "

\* \* \*

**B. JUSTIFICATION**

If the tested restraint system is not for the driver, but for the front passenger, the possible contact between the dummy and the vehicle never could be against the steering wheel, but against the dashboard. If this one belongs to an approved vehicle according to Regulation No. 21, it seems logical to modify Regulation No. 16 paragraph 6.4.1.4.1. to permit that maximum chest displacement derogation.

---