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PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 44

(Child restraint systems)

Transmitted by the expert from the Netherlands

Note: The text reproduced below was prepared by the expert from the Netherlands to adapt the weight prescriptions of the deceleration sleds according to the new requirements for ISOFIX systems. It is based on a document without a symbol (informal document No. GRSP-38-2), distributed during the thirty-eighth session of GRSP (see report TRANS/WP.29/GRSP/38, para. 23).

The modifications to the current text of the Regulation are marked in **bold** characters.

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

A. PROPOSAL

Paragraph 8.1.3.1.1.3.1., amend to read:

"8.1.3.1.1.3.1. Deceleration test device:

The deceleration of the trolley shall be achieved by using the apparatus prescribed in Annex 6 to this Regulation or any other device giving equivalent results. This apparatus shall be capable of the performance specified in paragraph 8.1.3.4. and hereafter specified:

Calibration procedure:

The deceleration curve of the trolley, **in the case of child restraint tests performed in accordance with paragraph 8.1.3.1., ballasted with inert masses up to 55 kg in order to reproduce one occupied child restraint**, and in the case of child restraint tests **in a vehicle body shell** performed in accordance with paragraph 8.1.3.2., where the the trolley **is ballasted with the vehicle structure and inert masses up to x times 55 kg reproducing the number of x occupied child restraint systems**, must remain, in the case of frontal impact, within the hatched area of the graph in Annex 7, Appendix 1 of this Regulation, and, in the case of rear impact, within the hatched area of the graph in Annex 7, Appendix 2 of this Regulation.

During calibration of the stopping device, the stopping distance shall be 650 ± 30 mm for frontal impact, and 275 ± 20 mm for rear impact."

Annex 6, paragraph 1.1., amend to read:

"1.1. For tests on child restraints, the trolley, carrying the seat only, shall have a mass **superior to 380 kg**. For tests on child restraint systems in the vehicle specific category, the trolley with the attached vehicle structure shall have a mass **superior to 800 kg**."

B. JUSTIFICATION

The weight of the original deceleration sleds have been increased substantially because of the introduction of a floor pan intended for ISOFIX support leg testing, ISOFIX anchorages and an ISOFIX top tether anchorage, which of course have to be sufficient strong and stiff.

The old prescribed maximum weight for deceleration sleds is now felt as too restrictive. Therefore, with the necessary changes, only a minimum weight is proposed.
