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Item 9.2. of the provisional agenda

REGULATION No. 16
(Safety-belt anchorages)

Mandatory fitting of safety-belts for Class II buses

Proposal for draft amendments to Regulation No. 16

Submitted by the expert from Germany

The text reproduced below was prepared by the expert from Germany in order to introduce exemptions to low-floor buses to the proposed mandatory fittings of safety-belt for Class II buses. It is based on a document without a symbol (informal document No. GRSP-40-09), distributed during the fortieth session of GRSP (see report ECE/TRANS/WP.29/GRSP/40, para. 29).

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.

A. PROPOSAL

Insert a new paragraph 2.39., to read:

"2.39. "Low-floor bus" means a vehicle of Class I, II or A in which at least 35 per cent of the area available for standing passengers (or in its forward section in the case of articulated vehicles, or in its lower deck in the case of double-deck vehicles) forms an area without steps and includes access to at least one service door."

Paragraph 8.1.1., amend to read:

"8.1.1. With the exception of folding seats (as defined in Regulation No. 14) and seating intended solely for use when the vehicle is stationary, the seats of vehicles of categories M and N (except those vehicles of categories M₂ and M₃ which belong to Classes I or II (**low floor buses only**) or A ^{*/}) shall be equipped with safety-belts or restraint systems which satisfy the requirements of this Regulation."

"

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

B. JUSTIFICATION

According to the proposal non-low-floor buses of Class II have to be fitted with safety-belts, while low-floor vehicles are not mandated to receive this equipment.

Non-low-floor vehicles of Class II are constructed principally for the carriage of seated passengers and provide interurban services. The design of those vehicles derives to a large extent from vehicles of Class III, generally known as coaches.

Low-floor buses of Class II are principally based on low-floor buses of Class I. They provide areas for standing passengers in considerable sizes and the accommodation of wheelchairs and are often used in modes of operation quite similar to vehicles of Class I.

Therefore the same prescriptions should apply.
