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World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

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Item 15(a) of the provisional agenda

**REGULATION No. 44
(Child restraint systems)**

Proposal for draft amendments

Proposal for Corrigendum 3 to Revision 2 to Regulation No. 44

Submitted by the expert from France */

The text reproduced below was prepared by the expert from France in order to solve interpretation anomalies subsequent to approval being granted with reference to Regulation No. 44. It is based on a document without symbol (informal document No. GRSP-44-30) distributed during the forty-fourth session of the Working Party on Passive Safety (GRSP). The modifications to the current text of Regulation No. 44 are marked in bold or strikethrough characters.

*/ 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 7.1.2.1., amend to read:

"7.1.2.1. For all devices with backrests, **the areas defined in Annex 18 to this regulation, when tested according to Annex 17, shall give** a peak acceleration of less than 60 g. This requirement applies also to areas of impact shields which are in the head strike area."

Paragraph 7.1.2.2., amend to read:

"7.1.2.2. In the case of child restraint systems with permanent mechanically attached adjustable head support devices, in which the height of either the adult safety belt or of the child harness is directly controlled by the adjustable head support, it is not necessary to demand energy **absorption** ~~absorbing material~~ in areas as defined in Annex 18, which are not contactable by the manikin's head, i.e. behind the head support."

Annex 15, the explanatory note of paragraph 7.1.2.1. and Annexes 17 and 18, to be deleted.

Annex 17,

Paragraph 3.1., to be deleted

Paragraph 3.2.(former), renumber as paragraph 3.1. and amend to read:

"**3.1.** The assembled Child restraint shall be ~~fully supported on its outer surface~~ **placed** in the region of impact ~~and be supported directly beneath the point of impact on a rigid flat surface, whose minimum dimensions are 500 x 500 mm, so that the direction of impact is perpendicular to the inner surface of the CRS in the area of impact, for example a solid concrete plinth.~~"

Paragraph 3.3.(former), renumber as paragraph 3.2.

Annex 18,

Paragraph 1., amend to read:

"1. Place the device on the test seat described in Annex 6. Reclinable devices shall be set in the most upright position. Place the smallest manikin in the device in accordance with the manufacturer's instructions. Mark a point "A" on the backrest on the same horizontal level as the shoulder of the smallest manikin at a point 2 cm inside the outer edge of the arm. All internal surfaces above the horizontal plane passing through point A, shall ~~comprise special energy absorbing material~~ **be** tested in accordance with Annex 17. This **area shall include** the backrest and side wings,

including the inner edges (zone of radius) of the side wings. In the case of carry cot devices where a symmetrical installation of the dummy is not possible according to the device and manufacturer instructions, **the area complying with Annex 17 shall be all internal surfaces above a point "A", as previously defined**, in the head direction, when measured with this dummy in the carry-cot in its worst position consistent with the manufacturer instructions and the carry cot positioned on the test bench.

If a symmetrical installation of the dummy in the carry-cot may be possible, the whole inner area shall comply with Annex 17; ~~this material has to fulfill its purpose together with the inner side structure; the Technical service may access this aspect with further tests."~~

B. JUSTIFICATION

The expert from France submits this proposal of amendment after discussion and agreement within the Technical Service Group on the interpretation on how to conduct the test for energy absorption, based on the procedure described in document ECE/TRANS/WP.29/1059 "RESOLVING INTERPRETATION ISSUES AND REQUIREMENTS FOR THE TECHNICAL SERVICES IN THE FRAMEWORK OF THE 1958 AGREEMENT", and particularly paragraph 2 indents (b) and (d):

2. Interpreting anomalies subsequent to approval

In situations where different interpretations exist between Approval Authorities, but where subsequent approval had been granted issued the following procedure shall be followed.

In the first instance, the Approval Authorities concerned shall seek to resolve the issue by mutual agreement. Each Contracting Party will review the procedures used to test and approve the vehicle/equipment/part being disputed. The following guidance will be adopted:

- (a) In the event of an error being acknowledged by the Approval Authority, the Approval Authority shall take action in accordance with the provisions of the 1958 Agreement, and in particular Article 4.
- (b) **Where agreement is reached which necessitates a new or different interpretation of existing practice (by either Approval Authority), then this shall be communicated to other Contracting Parties applying the Regulation concerned as a matter of urgency. The other Parties shall have 14 days to comment upon the decision, following which the Approval Authority, having taken account of any comments received, can issue approvals in accordance with the new interpretation.**
- (c) Where agreement cannot be reached, then the Approval Authorities concerned shall seek further review by the arbitration process of Article 10 of the 1958 Agreement.
- (d) **In any event, the matter shall be brought to the attention of an appropriate subsidiary Working Party. If deemed necessary, the subsidiary Working Party shall submit to WP.29 a suitable regulatory amendment.**

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