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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Fifty-eighth session**

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Item 10 of the provisional agenda

Regulation No. 16 (Safety-belts)**Proposal for Supplement 7 to the 06 series of amendments to Regulation No. 16 (Safety-belts)****Submitted by the expert from the Netherlands***

The text reproduced below was prepared by the expert from the Netherlands, aimed to clarify a number of installation items of Child Restraint Systems (CRS). It is based on a document without symbol (GRSP-57-18) distributed at the fifty-seventh session of the Working Party on Passive Safety (GRSP). The modifications to the current text of UN Regulation No. 16 are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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

Paragraphs 8.3.4., amend to read:

- "8.3.4. Safety-belts or restraint systems incorporating retractors shall be so installed that the retractors are able to operate correctly and stow the strap efficiently. **In case of belt adjusting device for height as well as a flexible shoulder adjustment device for height, in at least its highest and its lowest position, checks shall be made that the retractor automatically adjusts the strap to the shoulder of the concerned wearer after coupling, as well as that the tongue-plate rolls up in case of an uncoupling.*"**

Annex 17, Appendix 1,

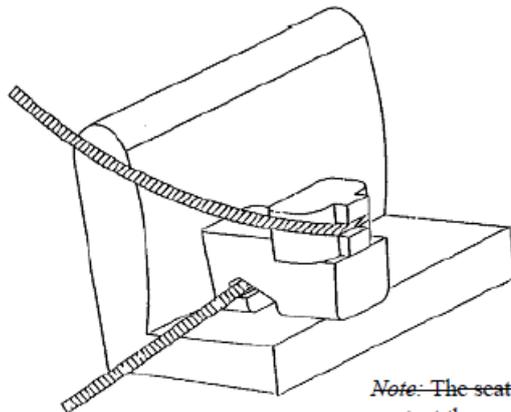
Paragraphs 2.7., amend to read:

- "2.7. Ensure that the fixture is located with its ~~centreline on the apparent centreline~~ **vertical plane of symmetry of the seating position within ± 25 mm with its centreline parallel with the centreline of the vehicle of the vertical plane of symmetry of the seating position.**"

Paragraphs 3.2., amend to read:

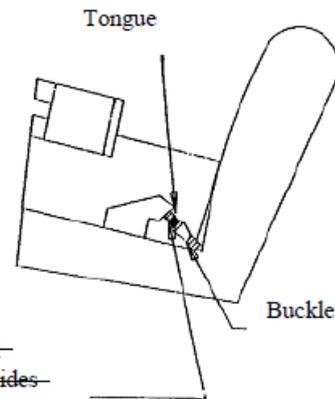
- "3.2. The lap portion of the belt shall touch the fixture on both sides at the rear of the lap belt path (see Figure 3). **The seat belt webbing shall contact the curved edge on both sides of the fixture over at least [50 per cent] of its width.**

Figure 2
Installation of fixture onto vehicle seat
(see paragraph 2.6.1.)



~~Note: The seat belt webbing shall contact the curved edge on both sides of the fixture~~

Figure 3
Check for compatibility
(see paragraphs 2.6.1. and 3.2)



Lap belt only shown

"

* Note by the secretariat: the text needs further clarification.

Annex 17, Appendix 3, Table 1, amend to read:

"Table 1

Table of vehicle handbook information on child restraint systems installation suitability for various seating positions

<i>Mass Group</i>	<i>Seating position (or other site)</i>				
	<i>Front passenger</i>	<i>Rear outboard</i>	<i>Rear centre</i>	<i>Intermediate outboard</i>	<i>Intermediate centre</i>
Group 0 up to 10 kg					
Group 0+ up to 13 kg					
Group I 9 to 18 kg					
Group II 15 to 25 kg					
Group III 22 to 36 kg					

Key of letters to be inserted in the above table:

- U = Suitable for "universal" category restraints approved for use in this mass group.
- UF = Suitable for forward-facing "universal" category restraints approved for use in this mass group.
- L = Suitable for particular child restraints given on attached list. These restraints may be of the "specific vehicle", "restricted" ~~or~~ "semi-universal" **or universal** categories.
- B = Built-in restraint approved for this mass group.
- X = Seat position not suitable for children in this mass group."

II. Justification

The above proposal concerns four items:

1. Paragraph. 8.3.4.: The possibility of benefitting from a better belt routing at the shoulder section may not reduce the automatically adjusting function of the retractor; definitely with the introduction of flexible shoulder adjusting devices for height (so-called generation belts) this should be verified in all circumstances.
2. Annex 17, Appendix 1, paragraph 2.7.: The present definition will cause **unusual** installation configurations under certain circumstances. This refers to the definition of seats as laid down in UN Regulation No. 17. For example in paragraph 2.3.1. of the UN Regulation you will find the following definition:

"2.3.1. "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° or - 10° with the vertical plane of symmetry of the vehicle;"

If the test provision would focus on the vertical plane of symmetry of the seat, instead of the vehicle, it will reproduce the real installation situation to be checked.

3. Annex 17, Appendix 1, paragraph 3.2.: So far the test requirements for the belt path are in paragraph 3.2. and Figures 2 and 3. Moreover, the current text could lead to misinterpretation. Accordingly, with the current proposal all test requirements are now concentrated in paragraph 3.2. and most notably what is meant "shall contact" is clarified more precisely.

4. Annex 17, Appendix 3, Table 1: If a certain seating position in a vehicle is unfit to install the gabarit (of Appendix 1) and receive the "U" key letter meaning suitable for universal CRS, this does not necessarily mean that no universal CRS will fit. Therefore, the vehicle manufacturer should be able to mention here which universal CRS will fit anyway.
