Economic Commission for Europe
Inland Transport Committee
World Forum for Harmonization of Vehicle Regulations
Working Party on Passive Safety
Seventieth session
Geneva, 6–10 December 2021
Item 15 of the provisional agenda
UN Regulation No. 145 (ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size)

Proposal for Supplement 2 to the original series of amendments to UN Regulation No. 145 (ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size)

Submitted by the expert from the Netherlands *

The text reproduced below was prepared by the expert from the Netherlands, aiming to correct the vehicle type definition in this UN Regulation. The modifications to the current text of the UN Regulation are strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in proposed programme budget for 2021 (A/75/6 (Sect.20), para 20.51), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.
I. Proposal

Paragraph 2.2., amend to read:

"2.2. "Vehicle type" means a category of power-driven vehicles, which do not differ in such essential respects as the dimensions, lines and materials of components of the vehicle structure or seat structure to which the ISOFIX anchorages systems and ISOFIX top tether anchorages if any are attached and if the anchorages strength is tested according to the dynamic test, as well as the vehicle floor strength when tested according to the static test in case of i-Size seating positions, the characteristics of any component of the restraint system, especially the load limiter function, having an influence on the forces applying to the anchorages."

II. Justification

UN Regulation 145 was separated from UN Regulation 14, which, up to its 07 series of amendments, dealt with both Safety Belt Anchorages and ISOFIX anchorages systems, ISOFIX top tether anchorages and i-Size seating positions before the ISOFIX/i-Size part was taken out. Paragraph 2.2 was mainly copied from the 07 series of amendments to UN Regulation 14, including the parts related to safety belt anchorages and the way they are tested (static or dynamic). The strikethrough sections are not relevant and confusing for this UN Regulation which only deals with ISOFIX/i-Size.