R129 DESIGN REQUIREMENTS SUMMARISED FROM GRSP-75-18

Informal document GRSP-75-32
(75th GRSP, 27 – 31 May 2024
agenda item 13)

- Only one belt route is allowed on the CRS. This applies across all configurations of the CRS, including combinations of integral and non-integral CRS.
- Integral CRS must be ISOFIX or belt-attached. A CRS cannot offer both installation options (unless part of a modular system featuring a belt-attached module on an ISOFIX base).
- Only ISOFIX attachments can use ISOFIX anchorages. Components that use the vehicle ISOFIX anchorages must fulfil the CRS ISOFIX requirements in R129.
- ISOFIX is not allowed on boosters when the CRS is also approved as a belt-attached integral CRS.
- Any belt routes on the CRS must be part of the R129 type-approval of the CRS. A CRS cannot have additional belt routes that are used only for other regulatory jurisdictions or only for the installation of the CRS in other vehicle types (such as aircraft or coaches).
- An anti-rotation device (i.e. a top tether or a support leg) is a prerequisite for dynamic testing ISOFIX CRS on the R129 test bench. If an ISOFIX CRS has no anti-rotation device, the dynamic tests must be carried out with a bodyshell (or full car) for every car on the CRS fitting list. The number of car models tested can be reduced for shared platforms and interiors, but testing at simple extremes of characteristics cushion stiffness or seat profile is not allowed.
- A CRS must have only one type-approval number to R129. A CRS cannot have multiple type-approvals as a way of circumventing some of the aforementioned requirements on combining CRS categories.
- A CRS cannot have both R44 and R129 type-approval. It must be approved to one regulation or the other.