Proposal for Supplement 3 to the 04 Series of Amendments to UN Regulation No. 129 (Enhanced Child Restraint Systems)

 Submitted by the Informal Working Group on the Safe Transport of Children in Buses [[1]](#footnote-2)\*

The text reproduced below was prepared by the Informal Working Group on the Safe Transport of Children in Buses. It aims to define more accurately the prerequisites for granting type approval numbers on Enhanced Child Restraint Systems. The modifications to the current text of the UN Regulation are marked in bold for new or strikethrough for deleted characters. Replacing ECE/TRANS/WP.29/GRSP/2024/20

1. Proposal

*Paragraph 5.2.*, amend to read:

"5.2. An approval number shall be assigned to each type approved. Its first two digits ~~(at present 03 corresponding to the 03 series of amendments)~~ shall indicate the series of amendments incorporating the most recent major technical amendments made to this Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another type of Enhanced Child Restraint System covered by this Regulation.

A type of Enhanced Child Restraint System approved according to this Regulation shall not bear another approval mark according to UN Regulation No. 44 (Child Restraint Systems).

A type of Enhanced Child Restraint System approved according to this Regulation can bear an approval mark according to UN Regulation No. 170."

*Paragraph 3.5.*, amend to read:

"3.5 An ECRS shall not bear more than one UN Regulation No. 129 approval number. This provision does not apply for the purpose of approving a module as part of different ECRSs."

 II. Justification

1. The entry into force of UN Regulation No. 170, which sets out requirements for the safe transport of children in buses and coaches, makes it necessary to coordinate the requirements for issuing type-approval numbers according to UN Regulation No. 129 and UN Regulation No. 170.

2. UN Regulation No. 129 covers ECRS for use in the M1/N1, M2/N2 and M3/N3[[2]](#footnote-3) categories of vehicles – provided that the vehicle’s seats can accommodate them and that they are installed with either ISOFIX or 3-point seat belts. Installation with a 2-point seat belt is prohibited.

3. UN Regulation No. 170 covers:

* built-in CRSs,
* ECRS approved accordance with UN Regulation No. 129 (phase 1), and
* CRSs installed with a 2-point seat belt in (M2 and) M3 category vehicles (phase 2), that requires an additional type-approval which is in the amendment of paragraph 5.2.

4. Paragraph 3.5 was introduced in Supplement 10 to avoid multiple UN Regulation No. 129 approval numbers on one ECRS. The amended text clarifies the original intention and allows for a second approval number according to UN Regulation No. 170.

1. \* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), 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. [↑](#footnote-ref-2)
2. The scope of UN Regulation No. 129 is as follows " … child restraint systems for child occupants of power-driven vehicles". [↑](#footnote-ref-3)