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PROPOSAL FOR SUPPLEMENT 3 TO THE 01 SERIES OF AMENDMENTS
TO REGULATION No. 80
(Strength of seats and their anchorages in buses)

Transmitted by the Working Party on Passive Safety (GRSP)

Note: The text reproduced below was adopted by GRSP at its thirty-ninth session. It is based on ECE/TRANS/WP.29/GRSP/2006/8, not amended and on ECE/TRANS/WP.29/GRSP/2006/11, as amended by Annex 4 to the report. It is submitted to WP.29 and AC.1 for consideration (ECE/TRANS/WP.29/GRSP/39, paras. 37 and 40).

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Paragraphs 1. to 1.2., amend to read (including the insertion of footnote 1/:

"1. SCOPE

1.1. This Regulation applies to:

- (a) Passenger seats for forward facing installation in vehicles of categories M₂ and M₃, of Classes II, III and B 1/;
- (b) Vehicles of categories M₂ and M₃ of Classes II, III and B 1/ in respect of their passenger seat anchorages and seat installation.

1.2. At the request of the manufacturer, vehicles of category M₂ 1/ approved to Regulation No. 17 shall be deemed to meet the requirements of this Regulation.

1/ As defined in Annex 7 to the Consolidated Resolution on the Construction of vehicles (R.E.3), document TRANS/WP.29/78/Rev.1/Amend.2, as last amended by Amendment 4."

Paragraph 2.20., the reference to footnote 1/ and footnote 1/, renumber as footnote 2/.

Paragraph 4.51., the reference to footnote 2/ and footnote 2/, renumber as footnote 3/ and amend to read:

3/ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Serbia and Montenegro, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa, 48 for New Zealand, 49 for Cyprus, 50 for Malta, 51 for the Republic of Korea, 52 for Malaysia and 53 for Thailand. Subsequent numbers

Paragraph 5.2.2.1.2., the reference to footnote 3/ and footnote 3/, renumber as footnote 4/

Appendix 1,

Paragraphs 3.4.1., to 3.4.3., amend to read:

"3.4.1. The total velocity change of the trolley simulating the impact shall be between 30 and 32 km/h.

3.4.2. The deceleration or, at the choice of the applicant, acceleration of the trolley during the impact simulation shall be in accordance with the provisions shown in Figure 1 below. Except for intervals totalling less than 3 ms, the curve of the trolley's deceleration or

acceleration as function of time shall remain between the limit curves shown in Figure 1.

- 3.4.3. Furthermore, the average deceleration or acceleration shall be comprised between 6.5 and 8.5 g."

Figure 1, amend the word "deceleration (g)" to read "deceleration or acceleration (g)".

Appendix 3, paragraph 2.1., amend to read:

"2.1. Measurements to be made on the trolley

The characteristics of the deceleration or acceleration of the trolley shall be measured, from the decelerations or accelerations measured on the rigid frame of the trolley, with measurement systems with a CFC of 60."

Annex 1,

Insert a new item 7., to read:

"7. Type of device: deceleration/acceleration 2/"

Items 7. to 16. (former), renumber as items 8. to 17.
