

Distr.
GENERAL

TRANS/WP.29/GRSP/2000/3
29 February 2000

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Passive Safety (GRSP)
(Twenty-seventh session, 8-11 May, 2000,
agenda item 2.7.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 44
(Child restraint systems)

Transmitted by the Expert from Japan

Note: The text reproduced below was prepared by the expert from Japan in order to propose an alternative for obtaining the curve of the trolley's deceleration with accelerating devices.

Note: This document is distributed to the Experts on Passive Safety only.

A. PROPOSAL

Paragraphs 8.1.3.1.1.3., amend to read:

"... equivalent results, for example, an accelerating sled.
This apparatus shall be ..."

Paragraph 8.1.3.1.1.4.1., amend to read:

"... before impact, or the trolley speed obtained by calculation
according to the curves of the trolley's deceleration as a
function of time;

Paragraph 8.1.3.1.1.4.2., amend to read:

"8.1.3.1.1.4.2. The stopping distance, or the distance obtained by calculation
according to the curves of the trolley's deceleration as a
function of time."

Paragraph 8.1.3.2.1.6.1., amend to read:

"... before impact, or the trolley speed obtained by calculation
according to the curves of the trolley's deceleration as a
function of time;"

Paragraph 8.1.3.2.1.6.2., amend to read:

"8.1.3.2.1.6.2. The stopping distance, or the distance obtained by calculation
according to the curves of the trolley's deceleration as a
function of time;"

Annex 7

Paragraph 1., amend to read:

"... appendix 2 to this annex, except that the total mass
requirement shall not apply when using a different apparatus
from the one specified in annex 6."

Paragraph 2., amend to read:

"... tests by more than + 40 kg, except that the total mass
requirement shall not apply when using a different apparatus
from the one specified in annex 6. During calibration of the
stopping ..."

B. JUSTIFICATION

According to ECE Regulation No. 44, when conducting a dynamic test of child restraints using a trolley, the deceleration curve must remain within the hatched area of the "Curve of the Trolley's Deceleration as a Function of Time" as stipulated in annex 7. In this case, under Regulation No. 44, decelerating sled devices are used.

In Japan a waveform within the hatched area of the "Curve of the Trolley's Deceleration as a Function of Time" as stipulated in annex 7 of Regulation No. 44 can also be obtained with accelerating sled devices. Hence it has been judged in Japan that the device used in approval testing can be accelerating sled devices.

In order to clarify the issue, Japan proposes to amend Regulation No. 44 as indicated.
