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PROPOSAL FOR DRAFT CORRIGENDUM TO REGULATION No. 44
(Child restraints)

Transmitted by the expert from France

Note: The text reproduced below was prepared by the expert from France.

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

A. PROPOSAL

Paragraph 2.1.3., amend to read:

"2.1.3. The retention system of Child restraint systems may be of two classes:

an integral class if the retention of the child within the restraint system is independent of any means directly connected to the vehicle;

a non-integral class if the retention of the child within the restraint system is dependent upon any means directly connected to the vehicle;"

Paragraph 6.1.3., amend to read:

"6.1.3. According to the category which it belongs to, the child restraint shall be secured to the vehicle structure or to the seat structure.

POSSIBLE CONFIGURATIONS FOR APPROVAL
GROUPS / CATEGORIES TABLE

GROUP CATEGORY		Universal (1)		Semi-universal (2)		Restricted		Specific Vehicle	
		CRS	ISOFIX RS	CRS	ISOFIX RS	CRS	ISOFIX RS	CRS	ISOFIX RS
0	Carry-cot	A	NA	A	A	A	NA	A	A
	Rearward facing	A	NA	A	A	A	NA	A	A
0+	Rearward facing	A	NA	A	A	A	NA	A	A
I	Rearward facing	A	NA	A	A	A	NA	A	A
	Forward facing (integral)	A	A	A	A	A	NA	A	A
	Forward facing (non integral)	A	NA	A	<u>NA</u>	A	NA	A	A
II	<u>Rearward facing</u>	<u>A</u>	<u>NA</u>	<u>A</u>	<u>NA</u>	<u>A</u>	<u>NA</u>	<u>A</u>	<u>A</u>
	Forward facing (integral)	A	NA	A	NA	A	NA	A	A
	Forward facing (non integral)	A	NA	A	NA	A	NA	A	A
III	<u>Rearward facing</u>	<u>A</u>	<u>NA</u>	<u>A</u>	<u>NA</u>	<u>A</u>	<u>NA</u>	<u>A</u>	<u>A</u>
	Forward facing (integral)	A	NA	A	NA	A	NA	A	A
	Forward facing (non integral)	A	NA	A	NA	A	NA	A	A

Paragraph 7.1.4.1.9., amend to read:

"7.1.4.1.9. A child restraint with a support leg shall be tested as follows:

- a) In the case of semi-universal category the tests **for frontal impact** shall be conducted with the support leg adjusted to both its maximum and minimum adjustment compatible with the positioning of the trolley floor pan. **The tests for rearward impact shall be conducted with the worst case position determined by the Technical Service.** During the tests the support leg shall be supported by the trolley floor pan as described in annex 6.
- b) In the case of support legs out of the plane of symmetry, the worst case shall be selected by the Technical Service for the test.
- c) In the case of specific vehicle category, the support leg shall be adjusted as specified by the child restraint manufacturer."

Paragraph 8.1.3.7.9., amend to read:

"8.1.3.7.9. The test specified in paragraph **7.1.4.1.10.1.2.** need only be carried out with the largest manikin for which the child restraint is designed."

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B. JUSTIFICATION

Paragraph 2.1.3.:

The definitions of the two classes integral and not integral have lead to different interpretations, without any consequence, of the type approval test before the introduction of ISOFIX. These new simpler and shorter definitions are necessary for the definition of a Universal ISOFIX Child restraint system.

Paragraph 6.1.3.:

The Semi Universal ISOFIX category is only possible for CRS of class integral as previously defined.

There is still a possibility to develop Rearward Facing CRS of groups II and III in the specific vehicle category.

Paragraph 7.1.4.1.9.:

This paragraph needed clarification for the Technical Authorities in order to perform the tests in reproducible conditions.

Paragraph 8.1.3.7.9.:

There was a mistake in the numbering.
