Transmitted by the expert from the Netherlands

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AMENDMENT TO PROPOSAL FOR SUPPLEMENT 1 TO THE 04 SERIES OF AMENDMENTS TO REGULATION No. 44
(Child restraint systems)

Note: The text reproduced below was prepared by the expert from the Netherlands in order to adapt/correct the weight prescriptions for deceleration sleds.

A. PROPOSAL

Paragraph 8.1.3.1.1.3.1., amend to read:

"8.1.3.1.1.3.1. Deceleration test device

The deceleration of the trolley shall be achieved by using the apparatus prescribed in Annex 6 to this Regulation or any other device giving equivalent results. This apparatus shall be capable of the performance specified in paragraph 8.1.3.4. and hereafter specified:

Calibration procedure:

The deceleration curve of the trolley, **in the case of child restraint tests performed in accordance with paragraph 8.1.3.1.** ~~**weighted**~~ **ballasted** with inert masses ~~**to produce a total mass of 455 ± 20 kg**~~ **up to 55 kg in order to reproduce one occupied child restraint** ~~**in the case of child restraint tests performed in accordance with paragraph 8.1.3.1. of this Regulation**~~, and ~~**of 910 ± 40 kg**~~ in the case of child restraint tests **in a vehicle body shell** performed in accordance with paragraph 8.1.3.2. ~~**of this Regulation**~~, where the ~~**nominal mass of**~~ the trolley **is ballasted with** ~~**and**~~ **the** vehicle structure **and inert masses up to x times 55 kg reproducing the number of x occupied child restraint systems** ~~**is 800 kg**~~, must remain, in the case of frontal impact, within the hatched area of the graph in Annex 7, Appendix 1 of this Regulation, and, in the case of rear impact, within the hatched area of the graph in Annex 7, Appendix 2 of this Regulation.

~~**If necessary, the nominal mass of the trolley and attached vehicle structure may be increased for each increment of 200 kg by an additional inert mass of 28 kg.**~~

~~**In no case shall the total mass of the trolley and the vehicle structure and inert masses differ from the nominal value for calibration tests by more than ± 40 kg.**~~

During calibration of the stopping device, the stopping distance shall be 650 ± 30 mm for frontal impact, and 275 ± 20 mm for rear impact.

Annex 6

Par.1.1., amend to read:

"1.1. For tests on child restraints, the trolley, carrying the seat only, shall have a mass **~~of 400 ± 20~~ superior to 380** kg. For tests on child restraint systems in the vehicle specific category, the trolley with the attached vehicle structure shall have a mass **~~of~~ superior to** 800 kg. **~~However, the total mass of the trolley and vehicle structure may, if necessary, be increased by increments of 200 kg.~~**

~~In no case shall the total mass differ from the nominal value by more than ± 40 kg.~~

…."

B. JUSTIFICATION

The weight of the original deceleration sleds have been increased substantially because of the introduction of a floor pan intended for ISOFIX support leg testing, ISOFIX anchorages and an ISOFIX top tether anchorage, which of course have to be sufficient strong and stiff.

The old prescribed maximum weight for deceleration sleds is now felt as too restrictive!

Therefore –with the necessary changes- only a minimum weight is proposed.

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