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Item 4.2.2. of the provisional agenda

1958 AGREEMENT

Consideration of draft amendments to existing Regulations

Proposal for Supplement 9 to the 04 series of amendments to Regulation No. 16
(Safety-belt anchorages)

Submitted by the Working Party on Passive Safety (GRSP)

The text reproduced below was adopted by GRSP at its fortieth session, and is transmitted for consideration to WP.29 and AC.1 (ECE/TRANS/WP.29/GRSP/40, para. 40). It is based on document ECE/TRANS/WP.29/GRSP/2006/18, as amended by the report.

A. PROPOSAL

THE CONTENTS, Annex 8, amend to read:

"Annex 8 - Description of curve of trolley's deceleration or acceleration as a function of time"

THE TEXT OF THE REGULATION,

Paragraphs 7.7.4. to 7.7.4.2., amend to read:

"7.7.4. Deceleration or acceleration devices

The applicant shall choose to use one of the two following devices:

7.7.4.1. Deceleration test device

The trolley shall be so propelled that at the moment of impact its free running speed is $50 \text{ km/h} \pm 1 \text{ km/h}$ and the manikin remains stable. The stopping distance of the trolley shall be $40 \text{ cm} \pm 5 \text{ cm}$. The trolley shall remain horizontal throughout deceleration. The deceleration of the trolley shall be achieved by using the apparatus described in Annex 6 to this Regulation or any other device giving equivalent results. This apparatus shall comply with the performance hereafter specified:

The deceleration curve of the trolley, weighted with inert mass to produce a total mass of $455 \text{ kg} \pm 20 \text{ kg}$ for safety-belts tests and $910 \text{ kg} \pm 40 \text{ kg}$ for restraining systems tests where the nominal mass of the trolley and vehicle structure is 800 kg , must remain within the hatched area of the graph in Annex 8. If necessary, the nominal mass of the trolley and attached vehicle structure can be increased by increments of 200 kg , in which case, an additional inert mass of 28 kg per increment shall be added. In no case shall the total mass of the trolley and vehicle structure and inert masses differ from the nominal value for calibration tests by more than $\pm 40 \text{ kg}$. During calibration of the stopping device, the speed of the trolley shall be $50 \text{ km/h} \pm 1 \text{ km/h}$ and the stopping distance shall be of $40 \text{ cm} \pm 2 \text{ cm}$.

7.7.4.2. Acceleration test device

The trolley shall be so propelled that its total velocity change ΔV is $51 \text{ km/h} \begin{smallmatrix} +2 \\ -0 \end{smallmatrix} \text{ km/h}$. The trolley shall remain horizontal during the acceleration. The acceleration of the trolley shall be achieved by using the apparatus complying with the performance hereafter specified:

The acceleration curve of the trolley, weighted with inert mass, must remain within the hatched area of the graph in Annex 8, and stay above the segment defined by the coordinates $10g, 5 \text{ ms}$ and $20g, 10 \text{ ms}$. The start of the impact (T_0) is defined, according to ISO 17 373 (2005) for a level of acceleration of $0.5g$. In no case shall the total mass of the trolley and vehicle structure and inert masses differ from the

nominal value for calibration tests by more than ± 40 kg. During calibration of the acceleration test device, trolley's total velocity change ΔV shall be $51 \text{ km/h } \begin{smallmatrix} +2 \\ -0 \end{smallmatrix} \text{ km/h}$.

Despite the fulfilment of the above requirements, the technical service shall use a mass of trolley (equipped with its seat), as specified in paragraph 1 of Annex 6, greater than 380 kg."

Paragraph 7.7.5., amend to read:

"7.7.5. The trolley speed immediately before impact (only for deceleration trolleys, needed for stopping distance calculation), the trolley acceleration or deceleration, the forward displacement of the manikin and the speed of the chest at a 300 mm displacement of the chest shall be measured.

The velocity change will be calculated by integration of the recorded trolley acceleration or deceleration.

The distance to achieve the first $50 \text{ km/h } \begin{smallmatrix} +1 \\ -0 \end{smallmatrix} \text{ km/h}$ of the velocity change of the trolley may be calculated by double integration of the recorded trolley deceleration."

Insert a new paragraph 7.7.7., to read:

"7.7.7. However, if the tests were performed at a higher speed and/or the acceleration curve have exceeded the upper level of the hatched area and the safety belt meets the requirements, the test shall be considered satisfactory."

Paragraph 7.10.1., amend to read:

"7.10.1. The test report shall record :

- (a) the results of all the tests in paragraph 7. above and in particular:
- (b) the type of device used for the test (acceleration or deceleration device),
- (c) the total velocity change,
- (d) the trolley speed immediately before impact only for deceleration trolleys,
- (e) the acceleration or deceleration curve during all the velocity change of the trolley,
- (f) the maximum forward displacement of the manikin,
- (g) the place - if it can be varied - occupied by the buckle during the test,
- (h) the buckle-opening force,
- (i) any failure or breakage.

If by virtue of paragraph 7.7.1. the anchorages prescribed in Annex 6 to this Regulation have not been respected, the test report shall describe how the belt assembly or the restraint system was installed and shall specify important angles and dimensions.

The report shall also mention any distortion or breakage of the buckle that has occurred during the test. In the case of a restraint system the test report shall also specify the manner of attaching the vehicle structure to the trolley, the position of the

seats, and the inclination of the seat backs. If the forward displacement of the manikin has exceeded the values prescribed in paragraph 6.4.1.3.2. above, the report shall state whether the requirements of paragraph 6.4.1.4.1. have been met."

Annex 1B, insert a new item 11. to read:

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

Items 11. to 16. (former), renumber as items 12. to 17.

Annex 8, amend to read:

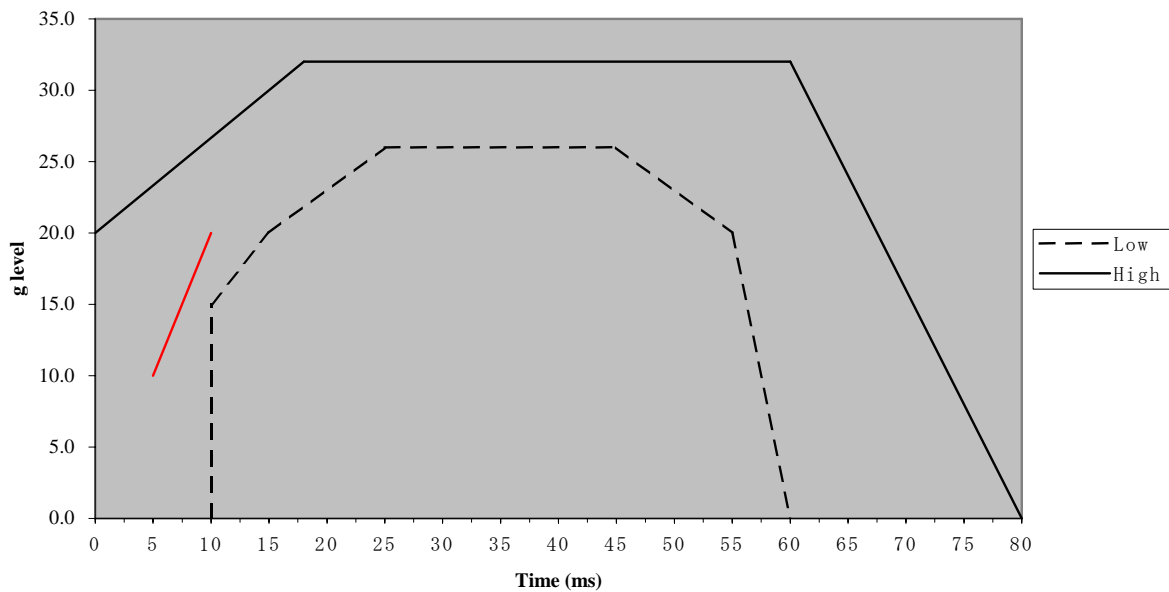
"Annex 8

DESCRIPTION OF THE CURVE OF TROLLEY'S DECELERATION OR ACCELERATION,
AS A FUNCTION OF TIME

In all cases the calibration and measuring procedures shall correspond to those defined in the International Standard ISO 6487 (2002); the measuring equipment shall correspond to the specification of a data channel with a channel frequency class (CFC) 60.

Definition of the different curves

Time (ms)	Acceleration (g) Low corridor	Acceleration (g) High corridor
0	-	20
10	0	-
10	15	-
15	20	-
18	-	32
25	26	-
45	26	-
55	20	-
60	0	32
80	-	0



The additional segment (see paragraph 7.7.4.2.) applies only for the acceleration sled "
