

**UNITED
NATIONS**

E



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.29/GRSP/2007/18/Rev1
20 May 2008

Original: ENGLISH AND FRENCH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

Forty-second session
Geneva, 11-14 December 2007
Item 10(a) of the provisional agenda

REGULATION No. 16
(Safety belts)

Proposal for draft corrigendum 3 to supplement 16 to 04 series of amendments to Regulation No.
16

Proposal submitted by France ^{*/} and CLEPA

The text reproduced below was prepared by the experts from France and CLEPA in order to propose a clarification of the provisions of Regulation No. 16 concerning the use of standard rigid seat for the type approval test of restraint systems. The modifications to the current text of the Regulation are marked in **bold** or ~~striketrough~~ characters.

^{*/} In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles with respect to passive safety. The present document is submitted in conformity with that mandate.

A. PROPOSAL

- 7.7.1.1. In the case of a safety-belt or restraint system forming part of an assembly for which type approval is requested as a restraint system, the safety-belt shall be mounted **either as defined in paragraph 7.7.1. or** on the part of the vehicle structure to which the restraint system is normally fitted and this part shall be rigidly attached to the test trolley in the way prescribed in paragraphs 7.7.1.2. to 7.7.1.6.

Paragraphs 7.7.1.4., correct to read:

- "7.7.1.4. The seats **of the vehicle** shall be fitted and shall be placed in the position for driving use chosen by the technical service conducting approval tests to give the most adverse conditions with respect to strength, compatible with installing the manikin in the vehicle. The positions of the seats shall be stated in the report. The seat back, if adjustable for inclination, shall be locked as specified by the manufacturer or, in the absence of any specification, to an actual seat back angle as near as possible to 25° in the case of vehicles of categories M1 and N1 as near as possible to 15° in the case of vehicles of all other categories."

B. JUSTIFICATION

Type approvals based on restraint systems are more and more common and the proposed revision, to allow restraint system test also on a rigid structure represents more severe conditions for the assembly belt used in a restraint system than the current one on the vehicle structure
