Proposal for supplement 14 to the 04 series of amendments to UN Regulation No. 44 (Child Restraint Systems)

Submitted by the expert from the European Association of Automotive Suppliers[[1]](#footnote-2)\*

The text reproduced below was prepared by the expert from the European Association of Automotive Suppliers (CLEPA). The proposal responds to the document ECE-TRANS-WP.29-GRSP-2017-20e with alternative phase out dates. The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

*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* | *ISOFIXCRS* | *CRS* | *ISOFIXCRS* | *CRS* | *ISOFIXCRS* | *CRS* | *ISOFIXCRS* |
| 0 | Carry-cot | A | NA | A | A(3) | A | NA | A | A(3) |
| Rearward facing | A | NA | A | A (3) | A | NA | A | A(3) |
| 0+ | Rearward facing | A | NA | A | A(3) | A | NA | A | A(3) |
| I | Rearward facing | A | NA | A | A(3) | A | NA | A | A(3) |
| Forward facing  (integral) | A | A (3) | A | A(3) | A | NA | A | A(3) |
| Forward facing  (non-integral) | NA | NA | NA | NA | NA | NA | NA | NA |
| Forward facing  (non-integral – see paragraph 6.1.12.) | A | NA | A | NA | A | NA | A | A(3) |
| II | Rearward facing | A | NA | A | NA | A | NA | A | A |
| Forward facing  (integral) | A | NA | A | NA | A | NA | A | A |
| Forward facing  (non integral) | A**(4)** | NA | A**(4)** | NA | A**(4)** | NA | A**(4)** | A**(4)** |
| III | Rearward facing | A | NA | A | NA | A | NA | A | A |
| Forward facing  (integral) | A | NA | A | NA | A | NA | A | A |
| Forward facing  (non integral) | A | NA | A | NA | A | NA | A | A |
| With:  CRS: Child restraint system  A: Applicable  NA: Not Applicable  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  (1) ISOFIX universal CRS means forward facing restraints for use in vehicles with positions equipped with ISOFIX anchorages system and a top tether anchorage.  (2) ISOFIX semi universal CRS means:   * Forward facing restraints equipped with support leg or * Rearward facing restraints equipped with a support leg or a top tether strap for use in vehicles with positions equipped with ISOFIX anchorages system and a top tether anchorage if needed * Or rearward facing restraints, supported by the vehicle dashboard, for use in the front passenger seat equipped with ISOFIX anchorages system, * Or lateral facing position restraint equipped if needed with an anti-rotation device for use in vehicles with positions equipped with ISOFIX anchorages system and top tether anchorage if needed.   **(3)** New approvals and extensions will be granted in accordance with paragraphs 17.16 and 17.17.  **(4) New approvals and extensions will be granted in accordance with paragraphs 17.18 and 17.19.** | | | | | | | | | |

*Insert new paragraphs 17.18. and 17.19.*, to read:

"**17.18. As from [1 September 2021], no new approvals shall be granted under this Regulation to non-integral class forward facing child restraint systems of group 2 or group 2/3, unless they form part of a multi-group child restraint system that will also be approved for group 1 and above.**

**17.19. As from [1 September 2024], no extensions shall be granted under this Regulation to non-integral class forward facing child restraint systems of group 2 or group 2/3, unless they form part of a multi-group child restraint system that will also be approved for group 1 and above.**

II. Justification

The dates for phasing out the child restraint systems of Group 2 and Group 2/3 as mentioned in ECE-TRANS-WP.29-GRSP-2017-20 are too early, i.e. 9 months for new approvals and 3 years for end of extensions.

The developments of new products belonging to the targeted range are already under progress, but the phase out dates proposed in ECE-TRANS-WP.29-GRSP-2017-20 will make those products obsolete immediately after their approval.

GRSP in its 59th session agreed to phase out ISOFIX integral child restraint systems from R44 with a time line of 4 years for new approvals with respect to the EIF of R129 Phase 1, respectively 7 years for extensions (GRSP-59-15-Rev.1)

CLEPA is asking to apply the same timeline scheme for restraint systems of Group 2 and Group 2/3.

In addition, countries like China or Brazil who aligned their CRS standards with this regulation will need some time to adapt their own standards, if they wish to do so.

1. \* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate. [↑](#footnote-ref-2)