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PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 44
(Child restraint system)

Transmitted by the Expert from Sweden

Note: The text reproduced below was prepared by the expert from Sweden in order to introduce in Regulation 44 a definition of the floor pan on the test trolley described in Annex 6. It supersedes document TRANS/WP.29/GRSP/2000/2.

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

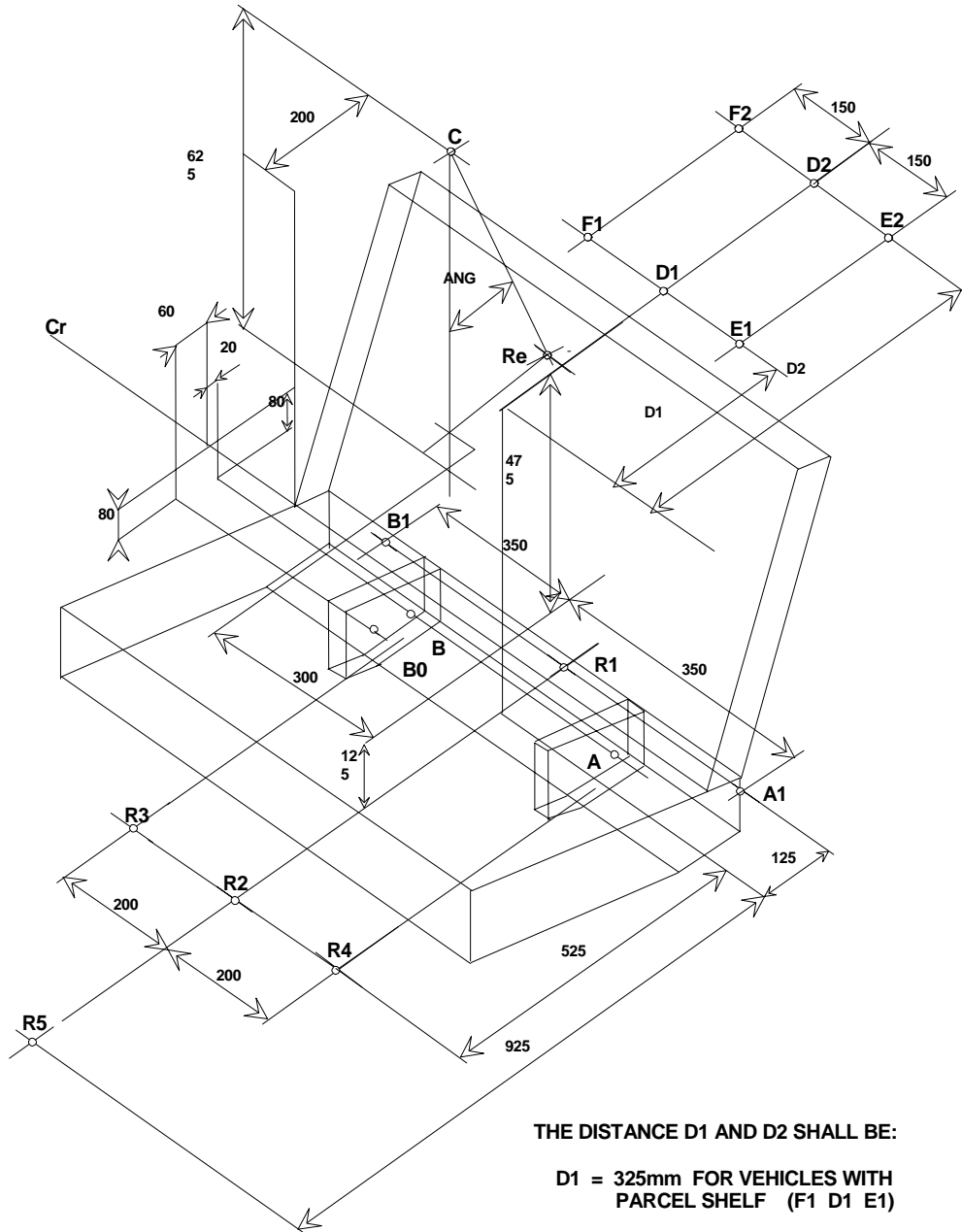
A. ProposalAnnex 6

DESCRIPTION OF TROLLEY

Insert new paragraphs 3.3 to 3.3.1.5; to read:

- 3.3 Trolley floor pan
- 3.3.1. The floor pan of the trolley shall be constructed of a flat sheet of metal of uniform thickness and material , see Figure 2 of appendix 3 to this annex.
- 3.3.1.1. The floor pan shall be rigidly intermittent welded or bolted to the corresponding trolley structure.
- 3.3.1.2. The floor pan shall be designed so that the surface hardness should not be below 120 HB, according to EN ISO 6506-1:1999.
- 3.3.1.3. The floor pan shall withstand an applied vertical concentrated load of 5 kN without causing a vertical movement greater than 2 mm referring to Cr and without any permanent deformation occurring.
- 3.3.1.4. The floor pan shall have a surface roughness not exceeding Ra 6,3 according to ISO 4287:1997.
- 3.3.1.5. The floor pan shall be designed so that no permanent deformation is occurring after a dynamic test of a child restraint system, according to this Regulation.

Annex 6 – Appendix 3, Figure 1, replace by the new following figure 1:



THE DISTANCE D1 AND D2 SHALL BE:

D1 = 325mm FOR VEHICLES WITH
PARCEL SHELF (F1 D1 E1)

D1 = 1025mm FOR VEHICLES WITH
FOLDING BACK REAR SEATS
(ESTATE TYPE) (F2 D2 E2)

DIMENSIONS REFERRING TO Cr
ARE TOLERANCED WITH: ± 2 mm
EXCEPT FOR DISTANCE FLOOR TO Cr ± 10 mm

DISTANCE C - Re = 550mm
ANGLE "ANG" = 30° MAXIMUM

Figure 1

Annex 6 – Appendix 3, Figure 2, replace by the following new figure 2:

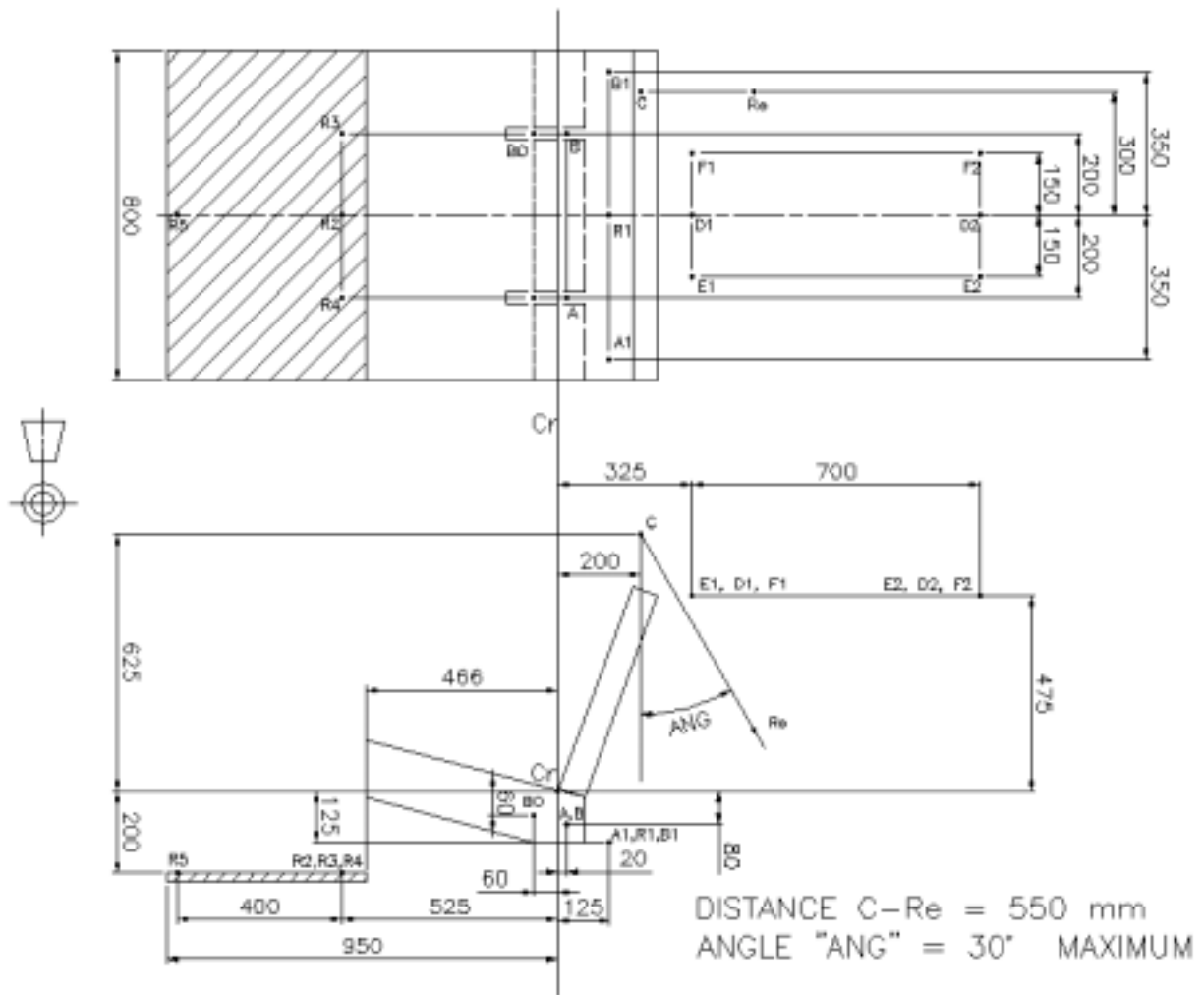


Figure 2

FLOOR AREA IS HATCHED

B. Justification

This definition will set a clear and legible standard for the design of the trolley floor pan, which will enable manufacturers, test facilities and certification authorities to use the same parameters in the process of designing, testing and certification of child restraint systems.

The floor pan will improve the trolley since it will more accurately simulate an actual vehicle structure.