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Item B.1.12. of the provisional agenda

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 80
(Strength of seats and their anchorages in buses)

Transmitted by the expert from the Netherlands

Note: The text reproduced below was prepared by the expert from Netherlands in order to authorize the use of acceleration test devices for the tests of seats of large passenger vehicles. The modifications to the current text of the Regulation are marked in **bold** or ~~strikethrough~~ characters.

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

A. PROPOSAL

Appendix 1

Paragraphs 3.4.1., 3.4.2. and 3.4.3., amend to read:

- "3.4.1. The **total velocity change** ~~impact speed~~ of the trolley **simulating the impact** shall be between 30 and 32 km/h.
- 3.4.2. The deceleration **or acceleration** of the trolley during the impact ~~test~~ **simulation** shall be in accordance with the provisions shown in Figure 1 below. Except for intervals totalling less than 3 ms, the **curve of the trolley's deceleration or acceleration as function of time** ~~history of the trolley~~ shall remain between the limit curves shown in Figure 1.
- 3.4.3. Furthermore, the average deceleration **or acceleration** shall be comprised between 6.5 and 8.5 g."

Figure 1, amend the word "deceleration (g)" to read "deceleration **or acceleration** (g)".

Appendix 3, paragraph 2.1., amend to read:

"2.1. Measurements to be made on the trolley

The characteristics of the deceleration **or acceleration** of the trolley shall be measured, from the **decelerations or** accelerations measured on the rigid frame of the trolley, with measurement systems with a CFC of 60."

B. JUSTIFICATION

This document aims to allow acceleration test devices as well as deceleration test devices for the tests of the seats of large passenger vehicle, using a similar wording to that used in Regulation No. 44.

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