



Amendments to ECE R129

ECE-TRANS-WP.29-GRSP-2017-15e (Phase 1)

ECE-TRANS-WP.29-GRSP-2017-16e (Phase 2)

ECE-TRANS-WP.29-GRSP-2017-17e (Phase 3)

Revision 1

GRSP-61-15

GRSP-61-16

GRSP-61-17

 GRSP 61-15

- Proposal for Supplement 3 to the 01 series of amendments to Regulation No. 129
- This document supersedes ECE/TRANS/WP.29/GRSP/2017/15.
- It includes all proposals of modifications made by the IWG ECRS during the three last meetings (2017/01/25, 2017/03/09 and 2017/04/19)
- The proposed amendments to the text have been developed to authorise the type approval of integral Enhanced Child Restraint Systems equipped with impact shield as restraint device.
- A vertical displacement of 840 mm. should be accepted for all dummies, since it's already accepted for the Q10 dummy.
- A method describing how to conduct the internal geometry assessment, as required by 6.3.2.1., to verify the stature range of the ECRS declared by the manufacturer was needed.

 GRSP 61-16

- Proposal for Supplement 2 to the 02 series of amendments to Regulation No. 129
- This document supersedes ECE/TRANS/WP.29/GRSP/2017/16.
- It includes all proposals of modifications made by the IWG ECRS during the three last meetings (2017/01/25, 2017/03/09 and 2017/04/19)
- The proposed amendments to the text have been developed to authorise the type approval of integral and non integral Enhanced Child Restraint Systems equipped with impact shield as restraint device.
- A vertical displacement of 840 mm. should be accepted for all dummies, since it's already accepted for the Q10 dummy.
- A method describing how to conduct the internal geometry assessment, as required by 6.3.2.1., to verify the stature range of the ECRS declared by the manufacturer was needed.

 GRSP 61-17

- Proposal for the 03 series of amendments as Phase 3 of Regulation No. 129
- This document supersedes ECE/TRANS/WP.29/GRSP/2017/17.
- The proposed amendment includes Enhanced Child Restraint Systems from the universal belted or specific to vehicle belted categories into the scope of UN Regulation No. 129. This represents Phase 3 of the UN Regulation.
- Improved indication of correct belt path.
- The text includes all modifications proposed by GRSP up to and including its sixtieth session (13-16 December 2016) as well as those of the Informal Working Group on Child Restraint Systems including all proposals of modifications made by the IWG ECRS during the three last meetings (2017-01-25, 2017/03/09 and 2017/04/19).
- The proposed amendments to the text have been developed to authorise the type approval of integral and non-integral Enhanced Child Restraint Systems equipped with impact shield as restraint device.
- A vertical displacement of 840 mm. should be accepted for all dummies, since it's already accepted for the Q10 dummy.
- A method describing how to conduct the internal geometry assessment, as required by 6.3.2.1., to verify the stature range of the ECRS declared by the manufacturer was needed.



CP Verbatim

- Most safely approach is: one product for one use
- No combined ECRS to preserve safe use and installation
- No opportunity to combine Integral & Non-Integral. A clear separation is required
- All injuries have to be evaluated according to possible misuse
- To prevent misuse of early switch between RW & FW only one adult belt routing is needed
- Permanently attached parts: all means used for restraining the child must be well attached and positioned on the child seat
- Do not repeat mistake done in ECE R44 with semi universal category

●●● CP demand guidance from GRSP (1)

- **Do we want to authorize combination of ECRS types ? :**
 - ISOFIX (including I-Size) & Universal Belted
 - I- Size & Specific to vehicle
 - Integral & Non-Integral
 - Rearward & Forward

- **If so, under what conditions ?**
 - Only for baby-carrier ?
 - Only for extension of size range, beyond I-Size size range ?
 - Reversibility of the transformation ?
 - Base (ISOFIX or Belted) associated with modules and only one adult belt routing by ECRS for Belted ECRS

- **Guiding principles**
 - Avoid misuse
 - Avoid confusion for the parents
 - Plug & Play system

●●● CP demand guidance from GRSP (2)

⇒ Do we want to authorize the sales of ECRS “not ready for use”:

⇒ Not permanently fixed

- support leg
- top tether
- Shield
- Backrest
- Anti-rebound bar
- ...

⇒ If so, under what conditions ?

- ⇒ Only for shipping and assembled at the point of sale ?
- ⇒ Integral ECRS with impact shield : permanently attached or not ?

⇒ Guiding principles

- ⇒ Avoid misuse
- ⇒ Plug & Play system

●●● CP demand guidance from GRSP (3)

- Do we want to authorize the use of “add-on” fixing points other than:
 - ISOFIX anchorages with support leg or top tether for I-Size & ISOFIX products
 - Adult 3 point belt for belted ECRS

- If so, under what conditions ?
 - Only for specific to one vehicle?
 - If the product could be type approved in the worst case condition (W/O “add-on”)?

- Guiding principles
 - Not all universal seating positions in a vehicle are equipped with a Top-Tether or a type approved floor plan
 - Plug & Play system

●●● Other issues

- ⇒ Inflatable ECRS
- ⇒ Foldable ECRS
- ⇒ Definition of belt routing best practice
 - ⇒ [INSTALL SCHEMAS AND RESULTS](#)
- ⇒ Better definition of main load bearing points is needed
- ⇒ Review of dummies criteria (planned 3 years after series 01)