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Working Party on Passive Safety (GRSP)
(Thirty-seventh session, 23-27 May 2005,
agenda item B.2.1.)

PROPOSAL FOR REGULATION
CONCERNING THE APPROVAL OF PARTITIONING SYSTEMS TO PROTECT
PASSENGERS AGAINST DISPLACED LUGGAGE, SUPPLIED AS NON ORIGINAL
VEHICLE EQUIPMENT

Transmitted by the expert from the European Association of Automotive Suppliers (CLEPA)

Note: These amendments correspond to the discussions at the thirty-sixth session of GRSP
(TRANS/WP.29/GRSP/36, para. 28).

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A. PROPOSAL

Paragraph 1, line 3

For M1/ substitute M_1 1/

Annex 3, paragraph 2.1.

For the existing text substitute

2.1.   The partitioning system must be attached to a substantially rigid frame with the attachment hardware supplied by the manufacturer. The substantially rigid frame must incorporate a rigid horizontal plane "E" (see Annex 4) which replicates the general level of the vehicle luggage area floor. The attachment points A, B, C and D should replicate the geometry of the intended vehicle anchorage points as specified in paragraph 3.2.2. in the application for approval, measured from the datum plane "E".

If there are different installation locations recommended by the partitioning system manufacturer, the worst case position has to be chosen at the discretion of the technical service.

All attachment straps, intermediate structures and hardware, etc. should be fitted in accordance with the manufacturer's instruction**s**.

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B. JUSTIFICATION

Paragraph 1: Editorial correction, as stated during the thirty-sixth GRSP session.

Annex 3, paragraph 2.1: Clarification of the text, as suggested at the thirty-sixth GRSP session.

Annex 3, coefficient of friction of the plane "E"

In CLEPA's opinion, the definition of the coefficient of friction is not necessary. There are two reasons for this:

* The friction is not defined in the ECE R17 (raised test floor, surface of the test blocks)

* The influence of the friction is small. Where the maximum value for the coefficient of friction is 1, this would mean that there is a rearward friction force of m x g. The forward force due to the acceleration in the crash is m x 20 g to m x 28 g. So the influence of the friction is much smaller than the band width of the acceleration in the crash. It is quite difficult to measure the friction, so the test will be much easier without the definition of the friction.

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