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### Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

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Item 11 of the provisional agenda

Regulation No. 16 (Safety-belts)

### Proposal for Supplement 1 the 06 series of amendments to Regulation No. 16

Submitted by the expert from Germany\*

The text reproduced below was prepared by the expert from Germany in order to update the type approval marking on safety-belts to the 06 series of amendments of the Regulation. The modifications to the existing text of Regulation No. 16 are marked in bold or strikethrough characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.4), 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.

## I. Proposal

*Paragraph 5.3.2., amend to read:*

“5.3.2. An approval number shall be assigned to each type approved. Its first two digits (at present **06** corresponding to the **06** series of amendments ~~which entered into force on 22 December 1985~~) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party may not assign the same number to another type of belt or restraint system.”

*Insert a new paragraph 15.2.23., to read:*

“**15.2.23. No Contracting Parties applying this Regulation shall refuse to grant ECE approvals under a preceding series of amendments to the Regulation if the safety-belts are intended to be installed in vehicles which are approved before the respective series of amendment.**”

## II. Justification

For Regulations providing requirements for type approval of components as well as for vehicles, it is necessary to have only one series of amendments for both (safety-belt type and vehicle type) to avoid mistakes.

Sometimes, existing safety-belt systems for vehicles which are already under serial production have to be replaced by other safety-belt systems which require a new approval. If the vehicle was approved before a new series of amendment entered into force, it may happen that it does not comply with the installation requirements during the transition period (i.e. safety-belt reminders).

Especially for vehicles where the serial production was already stopped it can happen that new safety-belt approvals are required for spare-part safety belts. These vehicles are not fitted for the installation of a safety-belt reminder or a 3-point safety-belt on the center rear seat.