

10 August 2018

Agreement

Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations*

(Revision 3, including the amendments which entered into force on 14 September 2017)

Addendum 128– UN Regulation No. 129

Amendment 7

Supplement 6 to the original version of the Regulation – Date of entry into force: 19 July 2018

Uniform provisions concerning the approval of Enhanced Child Restraint Systems used on board of motor vehicles (ECRS)

This document is meant purely as documentation tool. The authentic and legal binding texts is: ECE/TRANS/WP.29/2017/124.



UNITED NATIONS

* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version); Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).

Paragraph 2.3, amend to read:

- "2.3. "*i-Size*" (Integral Universal ISOFIX Enhanced Child Restraint Systems) is a category of Enhanced Child Restraint System primarily designed for use in all i-Size seating position of a vehicle, as defined and approved according to UN Regulations Nos. 14 or 145 and 16."

Paragraph 2.5., amend to read:

- "2.5. "*ISOFIX*" is a system that provides a method of connecting an Enhanced Child Restraint System to a vehicle. It is based on two vehicle anchorages and two corresponding attachments on the Enhanced Child Restraint System in conjunction with a means to limit the pitch rotation of the Enhanced Child Restraint System. All three vehicle anchorages are to be approved according to UN Regulation No. 14. or UN Regulation No. 145."

Paragraph 2.7., amend to read:

- 2.7. "*Specific vehicle ISOFIX*" is a category of Integral Enhanced Child Restraint System connecting to specific vehicle types. All vehicle anchorages are to be approved according to UN Regulation No. 14 or UN Regulation No. 145. It is also an indication for Enhanced Child Restraint Systems including dashboard as a vehicle contact zone."

Paragraph 2.11., amend to read:

- "2.11. "*ISOFIX anchorage system*" means a system made up of 2 ISOFIX low anchorages fulfilling the requirements of UN Regulation No. 14 or UN Regulation No. 145 which is designed for attaching an ISOFIX Enhanced Child Restraint System in conjunction with an anti-rotation device."

Paragraph 2.12., amend to read:

- "2.12. "*Anti-rotation device*" means a device intended to limit the rotation of the Enhanced Child Restraint System during a vehicle impact and consisting of:

- (a) A top-tether strap; or
- (b) A support-leg.

Meeting the requirements of this Regulation and fitted to an ISOFIX anchorage system and ISOFIX top tether anchorages or vehicle floor contact surface meeting the requirements of UN Regulation No. 14 or UN Regulation No. 145."

Paragraphs 2.13. and 2.13.1., amend to read:

- "2.13. "*ISOFIX top tether strap*" ...

- 2.13.1. "*ISOFIX top tether anchorage*" means a feature fulfilling the requirements of UN Regulation No. 14 or UN Regulation No. 145, such as a bar, located in a defined zone, designed to accept an ISOFIX top tether connector and transfer its restraint force to the vehicle structure."

Paragraph 2.13.3., amend to read:

- "2.13.3. "*ISOFIX top tether hook*" means an ISOFIX top tether connector typically used to attach an ISOFIX top tether strap to an ISOFIX top tether anchorage as defined in Figure 3 of UN Regulation No. 14 or UN Regulation No. 145."

Paragraph 2.15.3., amend to read:

"2.15.3. "*Support-leg foot assessment volume*" describes a spatial volume which denotes both the extent and limitations for the movement of the support-leg foot. It corresponds to the support-leg foot assessment volume for vehicles, as defined in Annex 10 of UN Regulation No. 14 or UN Regulation No. 145, Annex 5."

Paragraph 2.16., amend to read:

"2.16. "*CRF pitch angle*" is the angle between the bottom surface of the fixture "ISO/F2 (B) as defined in UN Regulation No. 16 (Annex 17, Appendix 2, Figure 2) and the horizontal Z plane of the vehicle as defined in UN Regulation No. 14 (Annex 4, Appendix 2) or UN Regulation No. 145 (Annex 3, Appendix 2), with the fixture installed in the vehicle as defined in UN Regulation No. 16 (Annex 17, Appendix 2)."
