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agenda item B.1.5.)

PROPOSAL FOR DRAFT CORRIGENDUM 2 TO SUPPLEMENT 15 TO
THE 04 SERIES OF AMENDMENTS TO REGULATION No. 16

(Safety-belts)

Transmitted by the Expert from the International Organization
of Motor Vehicle Manufacturers (OICA)

Note: The text reproduced below was prepared by the expert from OICA in order to permit the installation of the new ISO/F2X envelope in small coupé vehicles.

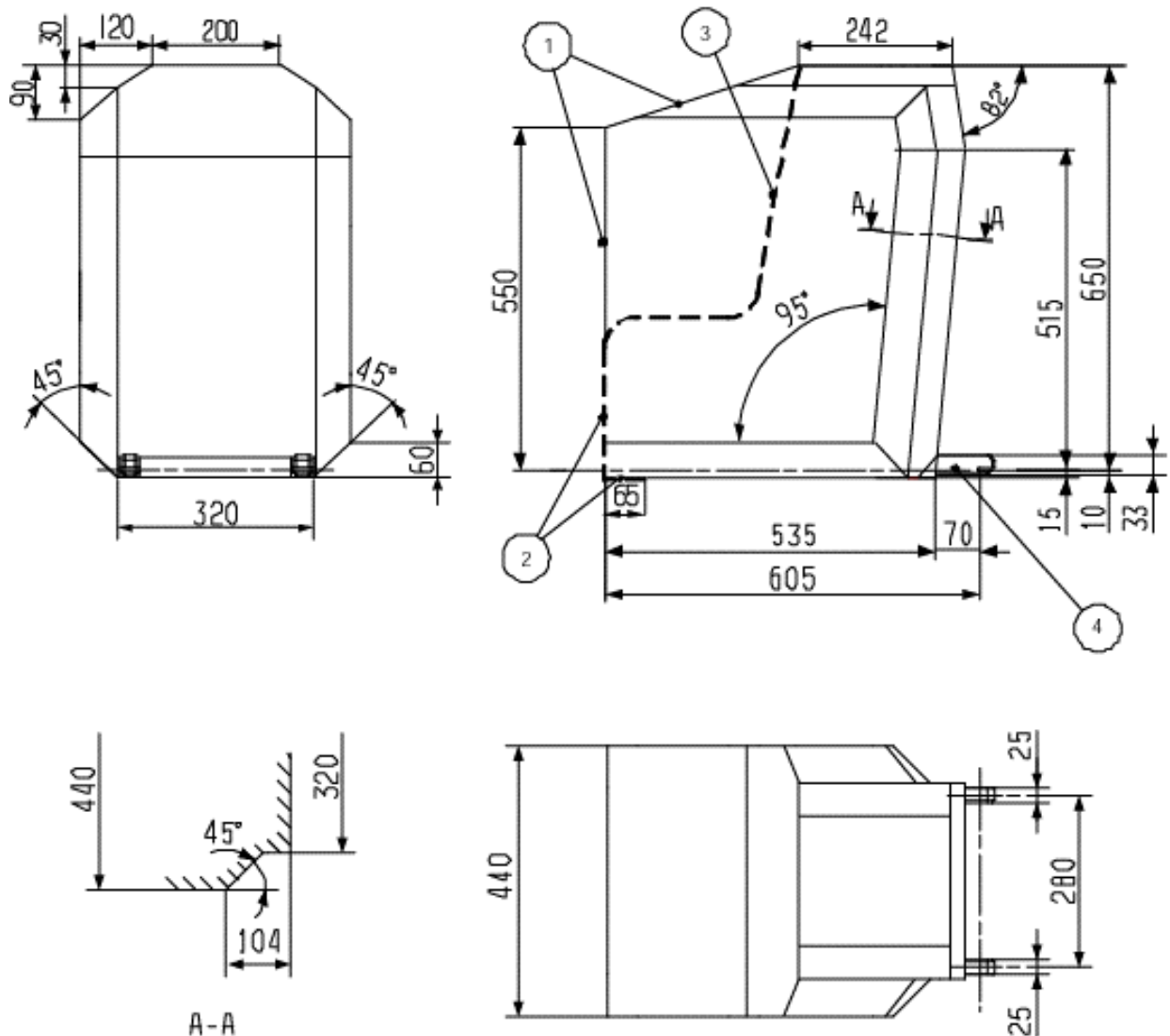
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A. PROPOSAL

Annex 17, appendix 2,

Paragraph 4.3., amend to read:

"4.3. Reduced-height second version back shape forward-facing toddler child restraint systems envelope



Key

- 1 Limits in the forward and upward directions
- 2 Dashed line marks area where a support leg, or similar, is allowed to protrude
- 3 N/A
- 4 Further specifications of the connector area is given in Regulation No. 44

Figure 3 – ISO/F2x envelope dimensions for a reduced-height second version back surface shape forward-facing toddler CRS, (height 650 mm) – ISOFIX SIZE CLASS B1"

B. JUSTIFICATION

Background:

At the one-hundred-and-thirtieth session of WP.29, amendments to Regulations Nos. 14, 16, and 44 were adopted in order to promote ISOFIX in the market (TRANS/WP29/932). This marked an extremely great progress in the safety field. However, in practice, there still seem to be some improvements necessary to allow actual homologation activity.

At the one-hundred-and-thirty-first session of WP.29 in addition to size class B, the new B1, which introduces a forward sloping upper surface on a back face, was adopted (TRANS/WP29/2003/78).

For the time being, the adopted CRFs are as follows:

3 forward facing CRF, 3 rearward facing CRF, and 2 lateral facing CRF□

Size Class	Adopted by WP.29
A Full height forward facing CRF	130 th WP.29
B Reduced height forward facing CRF	130 th WP.29
B1 Reduced height forward facing (2 nd version) CRF	131st WP.29
C Full height rearward facing CRF	130 th WP.29
D Reduced height rearward facing CRF	130 th WP.29
E Infant-size rearward facing CRF	130 th WP.29
F Lateral facing CRF	130 th WP.29
G Lateral facing CRF	130 th WP.29

According to paragraph 8.3.5. of Regulation No. 16, an M1 vehicle must be equipped with at least 2 ISOFIX positions. One of the two shall be installed at the second seat row. One shall allow the installation of one of the forward facing CRF, the second one allowing installation of one of the rear-facing CRF.

In case of a small coupé type vehicle, due to its design, there may be problems where any forward facing CRF specified in the Regulation cannot be installed on the rear seat because the upper part of the CRF may interfere with the interior even though in reality the CRS which are available on the market can be fitted on the car seat.

For such small coupé type vehicle, this design restriction has to be removed.

Justification:

In order to solve such problem, the shape of CRF-F2x needs to be revised: the corner of the upper part of the back has to be cut. This has no influence whatsoever on the impact performance (the CRS themselves do not need to be changed). It is noted that the CRS of class B1 that fit into the current envelope as defined in CRF-F2x, do also fit into the modified CRF-F2x as proposed above.

The above proposal is a modification of the existing CRF-F2x and is NOT a proposal for an additional fixture.