



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.29/GRSP/2005/13  
16 September 2005

Original: ENGLISH  
ENGLISH AND FRENCH ONLY

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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Passive Safety (GRSP)  
(Thirty-eighth session, 6-9 December 2005,  
agenda item D.2.)

PROPOSAL FOR COLLECTIVE AMENDMENTS TO  
REGULATIONS Nos. 16, 17, 29, 32, 33, 34, 42, 44 and 94  
(Clarification of the scopes of the Regulations)

Transmitted by the expert from the European Commission (EC)

Note: The text reproduced below was prepared by the expert from the EC in order to make the scope of the Regulations concerned more precise. It is based on a document without a symbol (informal document No. GRSP-37-5), distributed during the thirty-seventh GRSP session.

The modifications to the existing text of the Regulations concerned are marked in **bold** characters.

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Note: This document is distributed to the Experts on Passive Safety only.

## **A.1. PROPOSAL**

Regulation No. 16 – Safety belts

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to:

- **vehicles of category M, N, L2, L4, L5, L6, L7 and T with regard to safety-belts and restraint systems;**
- **safety-belts and restraint systems intended for vehicles of category M1 and N1."**

## **B.1. JUSTIFICATION**

The current scope of Regulation No. 16 covers M, N, L2, L4 to L7, and T. However, it is formulated in a very complicated way. Scopes should always refer to the vehicle categories as defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3).

## **A.2. PROPOSAL**

Regulation No. 17 – Strength of seats

Paragraph 1., amend to read:

"1. SCOPE

**1.1. This Regulation applies to vehicles of category N, M1 and, at the request of the manufacturer, M2 and M3 with regard to the strength of seats, their anchorages, and their head restraints with the exception of folding, side-facing or rearward-facing seats and head restraints fitted to these seats.**

**1.2. It also applies to vehicles of category M1 with regard to the strength of their seat-backs and with regard to devices intended to protect the occupants from the danger resulting from the displacement of luggage in a frontal impact."**

## **B.2. JUSTIFICATION**

1. The current scope excludes from the scope buses covered by Regulation No. 80 which refers itself to Regulations Nos. 36 and 52 (see informal document No. GRSP-37-5). This is too complicated and not necessary: It is advantageous for industry to have the option of an approval according to Regulation No. 17, in addition to the options offered by other Regulations. It does not harm the public interest either in, as much as Regulation No. 17 is more stringent.

2. The current footnote 1/ should be deleted. The footnote 2/ might, if still needed, become regular text after paragraph 5.1.4.

3. It should be made clear whether the Regulation is meant to provide for a vehicle approval (see paragraph 2.1. of the Regulation).

### **A.3. PROPOSAL**

Regulation No. 29 – Cab of a commercial vehicle

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to **vehicles of category N with regard to the protection of the occupants of the cab.**"

### **B.3. JUSTIFICATION**

Scopes should always refer to the vehicle categories as defined in R.E.3.

### **A.4. PROPOSAL**

Regulation No. 32 – Rear-end collision

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to **vehicles of category M1 with regard to its behaviour in a rear-end collision.**"

### **B.4. JUSTIFICATION**

### **A.5. PROPOSAL**

Regulation No. 33 – Head-on collision

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to **vehicles of category M1 with regard to its behaviour in a head-on collision.**"

## **B.5. JUSTIFICATION**

Scopes should always refer to the vehicle categories as defined in R.E.3.

## **A.6. PROPOSAL**

Regulation No. 34 – Fire risks

Paragraph 1., amend to read:

"1. SCOPE

This Regulation **applies:**

- 1.1. PART I: **to the approval of vehicles of categories M, N and O with regard to the tank(s) for liquid fuel.**
- 1.2. PART II: **at the request of the manufacturer to the approval of these vehicles with regard to the prevention of fire risks in the event of a frontal, lateral or rear collision."**

## **B.6. JUSTIFICATION**

The current scope is correct, but can be simplified.

## **A.7. PROPOSAL**

Regulation No. 42 – Front and rear protective devices (bumpers, etc.)

Paragraph 1., amend to read:

"1. SCOPE

This regulation applies to **vehicles of category M1 with regard to their front and rear protective devices."**

## **B.7. JUSTIFICATION**

The scope covers all "passenger cars", so all M, whereas the requirements can only be applied to M1.

## **A.8. PROPOSAL**

Regulation No. 44 – Child restraint system

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to **child restraint systems for vehicles of category M and N.**"

**B.8. JUSTIFICATION**

The Regulation should be clarified as to whether L2, L3 to L7, and T are covered.

**A.9. PROPOSAL**

Regulation No. 94 – Frontal collision

Paragraph 1.2., should be deleted:

**B.9. JUSTIFICATION**

Paragraph 1.2. is meaningless.

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