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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Fifty- ninth session**

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Item 14 of the provisional agenda

Regulation No. 44 (Child Restraint Systems)**Proposal for 05 series of amendments to Regulation No. 44
(Child Restraint Systems)****Submitted by the expert from Consumers International***

The text reproduced below was prepared by the expert from Consumers International. It introduces an amendment to UN Regulation No. 44 (Child Restraint System (CRS)). It is based on informal documents GRSP-58-9 and GRSP-58-10 distributed at the fifty-eighth session of the Working Party on Passive Safety (GRSP) (ECE/TRANS/WP.29/GRSP/58 para. 35). The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, 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 6.1.3., amend to read:

"6.1.3. According to the category which it belongs to, the child restraint shall be secured to the vehicle structure or to the seat structure.

Possible configurations for approval Groups / categories table

Group category		Universal (1)		Semi-universal (2)		Restricted		Specific vehicle	
		CRS	ISOFIXCRS	CRS	ISOFIXCRS	CRS	ISOFIXCRS	CRS	ISOFIXCRS
0	Carry-cot	A	NA	A	A/NA(3)	A	NA	A	A/NA(3)
	Rearward facing	A	NA	A	A/NA(3)	A	NA	A	A/NA(3)
0+	Rearward facing	A	NA	A	A/NA(3)	A	NA	A	A/NA(3)
I	Rearward facing	A	NA	A	A/NA(3)	A	NA	A	A/NA(3)
	Forward facing (integral)	A	A / NA(3)	A	A/NA(3)	A	NA	A	A/NA(3)
	Forward facing (non-integral)	NA	NA	NA	NA	NA	NA	NA	NA
	Forward facing (non-integral – see paragraph 6.1.12.)	A	NA	A	NA	A	NA	A	A/NA(3)
II	Rearward facing	A	NA	A	NA	A	NA	A	A
	Forward facing (integral)	A	NA	A	NA	A	NA	A	A
	Forward facing (non integral)	A	NA	A	NA	A	NA	A	A
III	Rearward facing	A	NA	A	NA	A	NA	A	A
	Forward facing (integral)	A	NA	A	NA	A	NA	A	A
	Forward facing (non integral)	A	NA	A	NA	A	NA	A	A

With:
CRS: Child restraint system
A: Applicable
NA: Not Applicable

(1) ISOFIX universal CRS means forward facing restraints for use in vehicles with positions equipped with ISOFIX anchorages system and a top tether anchorage.
(2) ISOFIX semi universal CRS means:
• Forward facing restraints equipped with support leg or

Group category	Universal (1)		Semi-universal (2)		Restricted		Specific vehicle	
	CRS	ISOFIXCRS	CRS	ISOFIXCRS	CRS	ISOFIXCRS	CRS	ISOFIXCRS
	<ul style="list-style-type: none"> Rearward facing restraints equipped with a support leg or a top tether strap for use in vehicles with positions equipped with ISOFIX anchorages system and a top tether anchorage if needed Or rearward facing restraints, supported by the vehicle dashboard, for use in the front passenger seat equipped with ISOFIX anchorages system, Or lateral facing position restraint equipped if needed with an anti-rotation device for use in vehicles with positions equipped with ISOFIX anchorages system and top tether anchorage if needed. <p>(3) No new approvals shall be granted to group 0, group 0+ and group 1 ISOFIX universal, semi-universal and specific vehicle CRS as of [16 November 2016], extensions of CRS approved prior this date shall not be refused.</p>							

Insert new paragraphs 17.16. and 17.17., to read:

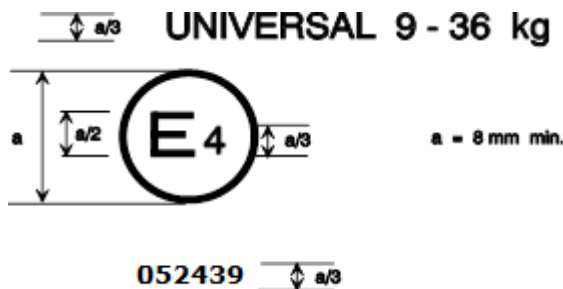
17.16. As from [16 November 2016], no new approvals shall be granted under this Regulation to group 0, group 0+ and group 1 categorised CRS provided with 'ISOFIX attachments' as specified in paragraph 6.1.3 of this Regulation.

17.17. Contracting Parties applying this Regulation shall not refuse to grant extensions of approvals to this Regulation to CRS type approved pursuant to this Regulation before [16 November 2016]."

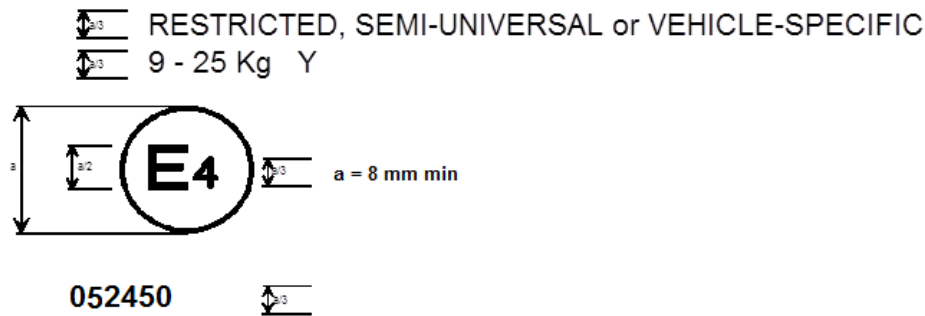
Annex 2, amend to read:

"Annex 2

Arrangements of the approval marks



The child restraint system bearing the above approval mark is a device capable of being fitted in any vehicle and of being used for the 9 kg-36 kg mass range (Groups I to III); it is approved in the Netherlands (E 4) under the number 052439. The approval number indicates that the approval was granted in accordance with the requirements of the Regulation concerning the approval of restraining devices for child occupants of power-driven vehicles ("child restraint system") as amended by the 05 series of amendments.



The child restraint system bearing the above approval mark is a device not capable of being fitted in every vehicle and of being used for the 9 kg-25 kg mass range (Groups I and II); it is approved in the Netherlands (E 4) under the number 052450. The approval number indicates that the approval was granted in accordance with the requirements of the Regulation concerning the approval of restraining devices for child occupants of power-driven vehicles ("child restraint system") as amended by the 05 series of amendments. The symbol "Y" indicates that the system contains a crotch strap.

Note: The approval number and additional symbol(s) shall be placed close to the circle and either above or below the "E" or to left or right of it. The digits of the approval number shall be on the same side of the "E" and oriented in the same direction. The additional symbol(s) shall be diametrically opposite the approval number. The use of Roman numerals as approval numbers should be avoided so as to prevent any confusion with other symbols."

II. Justification

1. Phase 1 of UN Regulation No. 129 (integral Isofix CRS) entered into force on 9 July 2013. At that stage the intention was to finalise Phase 2 (non-integral CRS) and phase 3 (belted CRS), and phase out UN Regulation No. 44 (no new type approvals) once all phases had entered into force (see also GRSP-52-17).
2. The change of plans in 2015, involving a new approach for Phase 2 and leaving finalisation of Phase 3 (and maybe even a Phase 4) open-ended, permits the opportunity to approve new integral CRS with Isofix connections according to U Regulation No. 44 for an undefined period.
3. CI considers undesirable that CRS manufacturers are still allowed to start developing new products according to UN Regulation No. 44 for an undefined period, resulting in:
 - (a) Two categories of products offering two levels of protection that can be introduced on the market (UN Regulation No. 44: no side impact required, forward facing installation allowed as of 9kg);
 - (b) Confusion amongst consumers (mass based vs stature based);
 - (c) Less encouragement for manufacturers to develop products to the latest standard.
4. Until today 43 Contracting Parties to the 1958 Agreement have signed UN Regulations Nos. 44 and 52 to UN Regulation No. 129. There are no Contracting Parties that signed only UN Regulation No. 44 without signing UN Regulation No. 129. So there is no risk that newly developed Isofix integral CRS be withheld from certain markets.

5. Therefore CI proposes that no new UN Regulation No. 44 approvals will be granted to Isofix integral CRS as of [16 November 2016], and that transitional provisions will be amended accordingly.
