

**Economic and Social Council**Distr.: General  
17 February 2017

Original: English

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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Sixty-first session**

Geneva, 8-12 May 2017

Item 17 of the provisional agenda

**Regulation No. 129 (Enhanced Child Restraint Systems)****Proposal for amendments to the 02 series of amendments to  
Regulation No. 129 (Enhanced Child Restraint Systems)****Submitted by the expert from the International Organization of Motor  
Vehicle Manufacturers\***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA). The proposal aims to align Regulation No. 129 to the splitting of Regulation No. 14 into two Regulations. The modifications to the current text of the Regulation are marked in bold for new characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), 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.

GE.17-02486(E)



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## I. Proposal

*Paragraph 2.3.1.*, amend to read:

- "2.3.1. *"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 Regulations Nos. 14 **or [XX]** 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 Regulation No. 14. **or Regulation No. [XX]**."

*Paragraph 2.7.*, amends to read:

- "2.7. *"Specific vehicle ECRS"*
- 2.7.1. *"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 Regulation No. 14 **or Regulation No. [XX]**. It is also an indication for Enhanced Child Restraint Systems including dashboard as a vehicle contact zone.
- 2.7.2. *"Specific vehicle booster seat"* is a category of Non-Integral Enhanced Child Restraint System, with integrated backrest, for use in specific vehicle types, with vehicle anchorages approved according to Regulation No. 14 **or Regulation No. [XX]**. This category includes "Built-in booster seats"."

*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 Regulation No. 14 **or Regulation No. [XX]** 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 Regulation No. 14 **or Regulation No. [XX]**."

*Paragraphs 2.13. to 2.13.3.*, amend to read:

- "2.13. *"ISOFIX top tether strap"* ...
- 2.13.1. *"ISOFIX top tether anchorage"* means a feature fulfilling the requirements of Regulation No. 14 **or Regulation No. [XX]**, 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.

2.13.2. ...

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 Regulation No. 14 **or Regulation No. [XX]**."

*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 Regulation No. 14 **or Regulation No. [XX], 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 Regulation No. 16 (Annex 17, Appendix 2, Figure 2) and the horizontal Z plane of the vehicle as defined in Regulation No. 14 (Annex 4, Appendix 2) **or Regulation No. [XX] (Annex 3, Appendix 2)**, with the fixture installed in the vehicle as defined in Regulation No. 16 (Annex 17, Appendix 2)."

*Paragraph 2.51.1.*, amend to read:

"2.51.1. "*ISOFIX position*" means a location as defined in paragraph 2.17. of Regulation No. 14 **or Regulation No. [XX]**."

## II. Justification

For International Whole Vehicle Type Approval, Regulation No. 14 is split in two regulations: Regulation No. 14, 08 series of amendments includes only adult safety belt anchorages and a new Regulation No. [XX] including all requirements for child restraint anchorages. Accordingly, the references to Regulation No. 14 in UN Regulation No. 129 for Enhanced Child Restraint Systems must be updated to recognize vehicle child restraint anchorages approved under the new regulation.