



BUREAU OF INDIAN STANDARDS

AGENDA

Name of the Committee	No. of Meeting	Date & Time	Day	Venue
Passive Safety Crash Protection Systems Sectional Committee, TED 29	17th	15/10/2024 & 11:00 AM	Tuesday	<u>WebEx Meeting link</u> https://bismanak.webex.com/bismanak/j.php?MTID=m40855ef6e973fd6abf69fa0e6ac783ce

CHAIRMAN: Shri Rahul Mahajan

MEMBER SECRETARY: Mr. G Ajit Kumar

HEAD (TED): Shri A P D Dwivedi

ITEM 0 WELCOME ADDRESS

ITEM 1 CONFIRMATION OF THE MINUTES OF LAST MEETING

The Minutes of the 16th meeting of Passive Safety Crash Protection Systems Sectional Committee TED 29 held through WebEx, on 04th June 2024 were circulated to the committee members. Comments were received from MSIL. The committee may approve the MoM.

ITEM 2 COMPOSITION OF THE SECTIONAL COMMITTEE

2.1 The following directions have been received from the Competent Authority of Bureau for reviewing the composition of the Sectional Committee:

- i) Major Government purchasing organizations like DGS&D, RDSO, CPWD, Defence, etc are to be given representation in the Committee, wherever applicable.
- ii) Examine the justification and need for continuation of a member in an individual capacity who is continuing for more than six years in a sectional Committee.
- iii) New members are to be co-opted who are expected to contribute in emerging new technology.
- iv) In case representative of the concerned organization is not attending the meeting regularly or not continuing even by correspondences, the organization may be informed for substituting their member.
- v) For members represented in individual capacity, the continuation of their membership is to be considered on the basis of their past attendance and contribution.
- vi) Efforts should be made to include representative of different product segments as per scope of the Committee.
- vii) Increased involvement of premier institutions like IIT, CSIR labs, IISc and other R & D organizations to be worked out. Efforts should be made to include young

Professionals and Scientists in the Committee.

The Committee may please note.

2.2 As a matter of policy, composition of Sectional Committees is to be reviewed to replace the persons who are continuing for longer periods, to co-opt the members/organizations which are capable of contributing in emerging new technologies and new areas of work and strength of the manufacturers should be restricted to 1/3 of the total strength of the Technical Committees.

2.3 The present composition of Passive Safety Crash Protection Systems Sectional Committee, TED 29 is given in *Annex A*. The list shows the attendance of the members in the last three consecutive meetings and also their status as manufacturer, consumer, R&D etc. The representation of members who have not attended the last 2 meetings of the sectional Committee is to be reviewed as per guidelines.

It may be noted that as a matter of policy of standard formulation, in the composition of all Committees, efforts shall be made to keep the strength of Committee optimum. New members may be co-opted where necessary and minimum 2/3rd strength should be taken from non-industrial organizations. NGOs, where ever possible should also be co-opted. Based on these guidelines, and also considering the interest shown by member organizations in the Committee, the Committee may review its composition. The Committee can decide co-option of any more organizations whose inclusion will be helpful in the Committee's work and also propose whose representation should be withdrawn.

2.4 Effort should be made to include young professions and scientists in the Committee.

2.5 The Committee may suggest means for identification and involvement of talent available in the country related to the subject dealt by the committee and methodology to involve them in the proceedings of the Committee. The Committee may also suggest means and ways to enhance the participation of the members in Committee work through participation in the meeting or sending comments on the documents.

ITEM 3 ISSUES ARISING OUT OF THE MINUTES OF THE LAST MEETING

A summary of actions taken on the Minutes of previous meetings of TED 29 along-with decisions taken by the Committee in the last Meeting is given below:

S N o	ITEM	Decision in previous meetings	Decision in the 16 th meeting	Current Status
1	New Work Item Proposals.	<p>Gender Neutral Standards for following</p> <ol style="list-style-type: none"> 1. Airbags 2. Seat Belts <p>The committee deliberated and decided to form a Panel under the convenorship of Shri Rahul Mahajan, ARAI with following Members:</p> <ul style="list-style-type: none"> • Autoliv • MSIL • JP Research • Tata Motors • ASRTU • ZF RANE 	<p>The panel meeting of Gender-neutral restraining systems was held on 14/05/2024 and Minutes of meeting was enclosed in <i>Annex C</i> of agenda.</p> <p>The panel briefed the committee about the status of work on GNRS and also shared the future plan of action for draft preparation.</p> <p>The panel also informed the committee about workshop on GNRS which is planned at</p>	<p>Panel meeting and Workshop was held on 04/09/2024 at ARAI.</p> <p>Check list and SOP of GNRS is enclosed in Annex Q and Annex R</p>

		<ul style="list-style-type: none"> • ARAI • M&M <p>The Panel is also advised to prepare a plan of action within 3 weeks and share with BIS.</p> <p>The committee also advised panel to prepare Terms of research (TOR) for above research project.</p>	ARAI, Pune	
2	SNAP (2022-2027)	<p>CRS in Buses The committee deliberated and decided to form a Panel under the convenorship of Shri M M Pathak, CIRT with following Members: ARAI, Ashok Leyland, Mahindra Trucks and Buses, Tata Motors, ZF RANE</p> <p>The Panel is also advised to prepare a plan of action within 3 weeks and share with BIS.</p> <p>The committee also advised panel to prepare Terms of reference (TOR) for above research project.</p> <p style="text-align: center;"><i>Decision in 16th Meeting</i></p> <p>The 1st panel meeting of CRS in school buses was held on 28/02/2024 and Minutes of meeting was enclosed in <i>Annex D of agenda</i>.</p> <p>The 2nd panel meeting was held on 08/05/2024 and panel decided to adopt UN R 170 (see <i>Annex G of agenda</i>).</p> <p>Shri Farukh Makhdoom briefed the committee about the status of work on CRS in school buses and also informed the committee about workshop on CRS which is planned at ARAI, Pune</p> <p>The committee deliberated and decided to process the draft for WC for 60 days.</p> <p>Crash barriers The committee deliberated and decided to form a Panel under the convenorship of Shri Sagar Bendre, NATRAX with following Members: ARAI, Ashok Leyland, Mahindra Trucks and Buses, Tata Motors, JP Research, Indian Road Congress, National Highway Institute</p> <p>The Panel is also advised to prepare a plan of action within 3 weeks and share with BIS.</p> <p>The committee also advised panel to prepare Terms of research (TOR) for above research project.</p> <p style="text-align: center;"><i>Decision in 16th Meeting</i></p> <p>BIS Civil Engineering Department is working on crash barriers. Hence the subject may be transferred to them and extend our support as and when required.</p> <p>The committee noted the information and decided to have a joint</p>		<p>CRS in Buses Comments were received from Shri Dilip Kulkarni from ARAI (see Annex N) on the Doc TED/29/25909</p> <p>The committee may deliberate and decide please.</p> <p>Crash barriers: Regarding crash barriers deliberated with member secretary of CED 07, he advised TED 29 to work on testing of testing requirements of crash barriers.</p> <p>Transportation of Especially abled persons The draft document (Conversion of AIS 169) is under publication. (see SI No 7 of Item 3)</p>

		<p>panel along with CED department for development of standard on crash barrier.</p> <p>Transportation of Especially abled persons The committee deliberated and decided to adopt AIS 169.</p> <p style="text-align: center;"><i>Decision in 16th Meeting</i></p> <p>The draft document (Conversion of AIS 169) is under WC. (see SI No 6 of Item 3)</p> <p>The committee noted the information.</p>		
3	Inputs received from AIMTC regarding lateral underrun protective devices (LUPD) (see Annex O). DC Chairperson vide email dated 30/09/2024 directed TED 29 committee to deliberate on the inputs received		The committee may deliberate and decide please.	
4	Proposal for Draft Amendment 1 to IS 16904: 2018 Survival space for the protection of the occupants of the cab of a commercial vehicle	<p>The Panel under the convenorship of Shri Sakthivelan S., Head - Homologation, Mahindra & Mahindra Ltd. conducted a meeting on 31st January 2023 and proposed a draft Amendment 1 to IS 16904</p>	<p>The committee deliberated and decide to process the document for WC for 60 days.</p> <p>Decision in 15th Meeting The committee authorized member secretary to process the draft to publication, if no comments were received during WC.</p> <p>Decision in 16th Meeting No comments were received during WC. Hence document was processed for publication.</p> <p>The committee noted the information.</p>	<p>The Amendment 2 to IS 16904 has been published.</p> <p>The committee may note the information please</p>
5	Proposal for Adoption ISOs related to Child Safety as Indian Standards	<p>Shri Dilip Kulkarni for ARAI proposed for Adoption ISOs related to Child Safety as Indian Standards stating the following reasons:</p> <p>Draft AIS182 is published which will lead to type approval of ISOFIX anchorage systems on if fitted basis in coming days. This draft AIS182 specifies several ISOFIX Child Restraint Fixtures (ISOFIX CRFs) required for installation checks. The original reference of these CRFs is given in ISO-1316 which is recently revised.</p> <p>In Indian context, we can convert this ISO-13216 into mirror IS so that the same can be referred while further converting Draft AIS182 into Indian Standard as well as have free access to ISO-13216 for future references.</p> <p>In addition, following ISOs related to Child Safety can be considered for ISO to IS conversion</p> <ul style="list-style-type: none"> • ISO 13218 Child restraint systems — Report form for accidents involving child passengers • ISO 13215 (part 1 to 3) Reduction of misuse • ISO 13216 (part 1 to 3) ISOFIX Standard – High Priority • ISO 29061 (part 1 to 4) Assessment of ISOFIX usability 	<p>All the standards have been published.</p> <p>The committee may note the information please.</p>	

		<ul style="list-style-type: none"> • ISO/TS 22239 (part 1 to 3) Child seat presence and orientation detection system (CPOD) • ISO/TR 14646 Side impact testing of child restraint systems — Review of background data and test methods • ISO 29062 Child restraint systems - Sled test method <p>Decision in 14th Meeting</p> <p>The Committee deliberated and decided to adopt all the 14 ISO standards and authorized Member Secretary of TED 29 to process all the documents for WC for 60 days.</p> <p>Decision in 15th Meeting Committee approved for processing the documents for publication.</p> <p>Decision in 16th Meeting</p> <p>All the standards are under publication stage.</p> <p>The committee noted the information.</p>		
6	TED 29(19145): Amendment 2 to IS 14225:2017 Automotive vehicles - Locking systems and door retention components - General requirements (First Revision)	<p>Decision in 13th Meeting</p> <p>Doc TED 29 (19145) The committee deliberated on the comment received from Ashok Leyland and decided to incorporate the comment.</p> <p>The committee also requested Shri Sanjay Tank to go through the standard for any further editorial changes and send the draft to BIS Secretariat within 30 days which can be processed</p> <p>Doc TED 29 (19145) As requested by committee, Shri Sanjay Tank, ACMA had scrutinized the draft the same was circulated among committee members for receipt of inputs.</p> <p>No comments were received.</p> <p>The committee may please deliberate and approve for finalizing the documents and process it for publication.</p>	<p>Doc TED 29 (19145)</p> <p>As requested by committee, Shri Sanjay Tank, ACMA had scrutinized the draft (see <i>Annex B</i>) the same was circulated among committee members for receipt of inputs.</p> <p>The committee deliberated on the findings of ACMA and requested ARAI and ACMA to have international deliberations and finalize the amendment which can be processed for WC for 30 days and if no comments were received with in WC the same may be processed for publication.</p> <p>Decision in 15th Meeting:</p> <p>The committee deliberated and requested Shri Vishal Rawal and BIS secretariat to finalize the draft and process the document for publication.</p> <p>Decision in 16th Meeting: The draft has been processed for publication. The committee noted the information.</p>	<p>The Amendment 2 to IS 14225 has been published.</p> <p>The committee may note the information please</p>
7	Technical Systems and Aids for Disabled or Handicapped	<p>Decision in 14th Meeting:</p> <p>Doc TED 29 (19013) The committee reviewed and decided to drop the document</p>	<p>Decision in 16th Meeting:</p> <p>The draft is under WC, Comments were received from Ashok Leyland (see <i>Annex H of</i></p>	<p>The document has been processed for publication.</p> <p>The committee may</p>

	<p>Persons Wheelchair Tiedown And Occupant-Restraint Systems Part 1: Requirements And Test Methods For All Systems</p>	<p>TED 29 (19013) and to adopt AIS 169. The committee noted the information.</p> <p>Decision in 15th Meeting: The doc TED 29(19013) has been dropped and conversion of AIS 169 to Indian standard is under process.</p> <p>The committee authorized member secretary to process the draft to WC.</p>	<p><i>agenda</i>) and MSIL (see <i>Annex J of agenda</i>) and TML (see <i>Annex L of agenda</i>)</p> <p>The committee deliberated and decided to incorporate MSIL and TML comments.</p> <p>The committee advised Ashok Leyland to modify their comments as per scope of standards and send it to BIS Secretariat.</p> <p>The draft after incorporation of all the comments will be once again processed for WC for 30 days and authorized member secretary to process the draft for publication, if no further comments were received.</p>	<p>note the information please.</p>
8	<p>The Amendment 2 to IS 15546</p>	<p>Decision in 13th Meeting</p> <p>The Panel Convenor Shri Gururaj Ravi had briefed the committee about the changes incorporated in the revised draft.</p> <p>The panel informed the committee that for inclusion of luggage retention and whiplash requirement a detailed study and analysis need to be carried out for that sufficient time is required and the panel also informed the committee that they will update the status of developments in next subsequent sectional committee meetings.</p> <p>The Chairman advised the panel to include the requirements of Luggage retention as amendment 1 to existing IS-15546 standard. Whereas whiplash related requirements are getting evolved we can study them segregate and propose amendment at appropriate time.</p>	<p>Decision in 14th Meeting:</p> <p>Draft Amendment has been received from MSIL and had been circulated among the committee members for receipt of inputs.</p> <p>Comment from ARAI i.e Cl - 5.4.2.8 on page no 11 of the standard there seems to be a typo error. Instead of 890 Nm it is supposed to be 890 N</p> <p>Decision in 15th Meeting:</p> <p>Committee approved for processing the documents for publication.</p> <p>Decision in 16th Meeting:</p> <p>The amendment 2 to IS 15546 is under gazette stage.</p> <p>The committee noted the information.</p> <p>The committee also deliberated and decided to take up the implementation of luggage retention in CMVR in initial phase after publication of Amendment 2 to IS 15546 and in next phase whiplash requirements may be considered.</p>	<p>The Amendment 2 to IS 15546 has been published.</p> <p>The committee may note the information please.</p>
9	<p>Proposal for Amendment 2 to IS 15901 :</p>	<p>Decision in 12th Meeting:</p>	<p>Decision in 14th Meeting:</p> <p>Data pertaining to IS 15901 was</p>	<p>The Amendment 2 to IS 15901:2010 has been published.</p>

	<p>2010 Automotive Vehicles – Bumper fitment on M1 Category of vehicles – Test methods</p>	<p>The committee decided to give 1 month duration for committee members for sharing their inputs and based on that draft will processed for wide circulation for 30 days and if no comments were received on WC it will be processed for publication.</p> <p>Decision in 13th Meeting: Comments were received from MSIL & RNTBCI</p> <p>The committee deliberated on the comments received and decided to incorporate the comment received from MSIL in the Amendment.</p> <p>The committee also deliberated on the comment received from RNTBCI and decided to form a panel under the convenorship of Shri Yamgar, ARAI to work on tolerance provision for Offset frontal crash by carrying Physical analysis or Computer Simulation analysis and put forth the panel recommendation in the next Sectional Committee meeting.</p>	<p>received from Panel convenor.</p> <p>The committee also deliberated on the comments received from RNTBCI and decided to incorporate the comments and process the document for WC for 60 days</p> <p>Decision in 15th Meeting: The document is sent for WC. The committee noted the status and also authorized member secretary to process the document for publication if no comments were received during the WC duration.</p> <p>Decision in 16th Meeting: The document is under publication stage.</p> <p>The committee noted the information.</p>	<p>The committee may note the information please.</p>
<p>10</p>	<p>Amendment 2 to IS 16694:2018</p>	<p>Toyota Kirloskar Motor Pvt. Ltd. had proposed a Draft Amendment 2 to IS 16694:2018 which is inline with Amendment 6 to AIS 145:2018</p> <p>Decision in 14th Meeting: Comments were received from TML and MSIL</p> <p>The committee deliberated on the comments received from TML and MSIL and decided to incorporate the comments in the draft and process the draft for wc.</p>	<p>Decision in 15th Meeting: The document has completed WC duration and no comments were received during WC.</p> <p>During the 15th meeting M&M has raised an objection over publication of amendment, The committee deliberated and decided to take up the issue with BIS Management.</p> <p>Decision in 16th Meeting: The BIS Management engaged in deliberation and subsequently determined that, due to its status as a safety critical component, the decision regarding the publication or retention of the amendment should be referred to the Technical Committee.</p> <p>The committee deliberated and decided to processing the draft for publication.</p>	<p>The Amendment 2 to IS 16694:2018 has been published.</p> <p>The committee may note the information please.</p>
<p>11</p>	<p>IS 11939: 1996</p>	<p>The committee decided to form a panel under the</p>	<p>Decision in 16th Meeting: The document is under WC.</p>	<p>A panel meeting was held on 25th Sep'24 with</p>

	<p>Automotive vehicles - Steering control systems - Impact protection requirements and methods of measurement (First Revision)</p> <p>Panel Convenor Shri B S Yamgar</p>	<p>convenorship of Shri B S Yamgar to finalize the draft with in duration of 2 months and sent it to BIS secretariat for processing the document for wide circulation.</p> <p>The panel convenor sent the draft standard to BIS secretariat on 15/12/22 and it was circulated among the committee members and one comment was received from BAL on 19/12/22.</p> <p>Representative from BAL and TML had briefed their comments to the committee on draft revision to IS 11939. The committee requested the Panel under convenorship of Shri Yamgar to deliberate on the comments received and modify the draft accordingly and sent it to BIS secretariat at the earliest.</p>	<p>Comments were received from RNTBCI (see Annex K of agenda) and M&M (see Annex M of agenda)</p> <p>Committee deliberated and decided to take up the comments in the panel under convenorship of Shri Yamgar and advised panel to submit their recommendation to BIS Secretariat within 30 days.</p> <p>The draft after incorporation of all the comments will be once again processed for WC for 30 days and authorized member secretary to process the draft for publication, if no further comments were received.</p>	<p>representatives from ARAI, Mahindra & Mahindra and Bajaj Auto.</p> <p>The draft has been updated accordingly and will be sent WC.</p> <p>The committee may deliberate and decide please.</p>
12	<p>Panel meeting to discuss need for further enhancement in two wheeled vehicles safety</p> <p>Panel Convenor: Shri Rahul Mahajan Sir</p>		<p>A panel meeting was held on 16 sept 2024. Minutes of meeting were enclosed Annex P</p>	

ITEM 4 REVIEW OF INDIAN STANDARDS

IS Number	Decision in Last Meeting	Decision in previous meeting	Current Status
IS 12009 : 1995	Automotive vehicle - Safety requirements for side door of passenger cars - Recommendations (First Revision)	The committee deliberated and decided to assign the standard to BAL to carry out the review	Status awaited

ITEM 5 INTERNATIONAL ACTIVITIES

5.1 BIS is receiving the new work item proposals, draft International Standards etc. from ISO Committees and Subcommittees. Where ever India is 'P' member, it is obligatory on the part of India to vote on all the proposals. In case of documents from Subcommittees where we hold "O" membership, although it is not obligatory to vote, however it is desirable to study the documents and forward India's point of view. Based on feedback received from group of members India's votes are forwarded. Presently BIS circulate the ISO documents of ISO Committees/ Subcommittees where India is holding 'P' membership, for eliciting technical comments as per details given as under:

India is a 'P' Member on International Committee ISO/TC 22 and its Sub-committees relevant to TED 29:

ISO Sub Committee Status	Title	Membership	Standards Available for ISO Subcommittee
ISO TC 22/SC 36	Safety Aspects and Impact Testing	'P'	https://www.iso.org/committee/5383958.html

The committee is requested to go through the list of the ISO standards pertaining to ISO TC 22/SC 36 and inform whether standard is adopted by India, if not then justification for non-adoption of ISO standard.

It is obligatory on the part of India to vote on all the documents received from ISO/TC 22/SC 36. The committee may please note.

5.2 In order to have continuity and to protect the interest of national committee, relevant government regulation and interest of Indian trade & industries, India should participate in the meetings of ISO/TC 22 and its sub committees, so that India's view point can be well taken while processing ISO documents.

5.3 Committee is requested to nominate Suitable experts for the ISO Subcommittees

Name of the expert	TC/SC/WG	Organization	Area of expertise

5.4 The committee is requested to go through the Standards available for the above ISO Subcommittees and try to harmonize the Indian Standards with corresponding ISO Standards. And if any standard may be harmonized then justification for the same may be provided.

ITEM 6 MEETING CALENDAR FOR THE YEAR 2024-25

The tentative plan of meetings for the year 2024-25, The committee may deliberate and decide

Meetings	Tentative Date
18th Sectional Committee Meeting	20/12/2024
19th Sectional Committee Meeting	07/03/2025

ITEM 7 ANY OTHER BUSINESS

Annex – A (Item 2.3)

Last 3 Meeting Attendance

14th Meeting	13th Oct 2023	ARAI, Pune
15th Meeting	14th Dec 2023	CIRT
16th Meeting	04th June 2024	Virtual

S.No.	Organization	Member Name	Last 3 meeting			Total
			14 th	15 th	16 th	
1.	Automotive Research Association of India, Pune	Shri Rahul Mahajan (Chairperson)	Y	Y	Y	3/3
2.	Ashok Leyland Limited, Chennai	Shri Muthukumar N	Y	Y	Y	3/3
		Shri Faustino V				
3.	Association of State Road Transport Undertakings, New Delhi	Shri RRK Kishore	N	Y	Y	2/3
4.	Autoliv India Private Limited, Gurugram	Shri Vijay Shetty	Y	Y	Y	3/3
		Shri Boobalan N				
		Shri Siva Kumar Sudhachandan				
5.	Automotive Component Manufactures Association of India, New Delhi	Smt. Seema Babal	N	Y	Y	2/3
		Shri Sanjay Tank				
6.	Automotive Research Association of India, Pune	Shri Dilip Kulkarni	Y	Y	Y	3/3
		Shri V. P. Rawal				
		Shri B S Yamgar				
7.	Bajaj Auto Limited, Pune	Shri Arvind V. Kumbhar	Y	Y	Y	3/3
		Shri Milind J Pagare				
		Shri. Parmeshwar Mane				
8.	Central Institute of Road Transport, Pune	Shri N. R. Tiwari	Y	Y	Y	3/3
		Shri S. R. Sonawane				
		Shri M M Pathak				
9.	Denso International India Private Limited, Gurugram	Ms. Alka Sharma	Y	Y	Y	3/3
		Shri Lokesh Mittal				
10.	Honda Cars India Research and Development Limited, Noida	Shri S. Muthu Kumar	Y	Y	Y	3/3
		Shri Gagan Manral				
		Mst. Neha Gaba				
11.	Hyundai Motor India Engineering Private Limited, Hyderabad	Shri Ananthakrishna S L	N	Y	Y	2/3
		Shri Satyanarayana Gupta Bolisetty				
12.	International Centre of Automotive Technology, Manesar	Shri Vijayanta Ahuja	N	Y	Y	2/3
		Shri Ashish Kumar				
		Shri Sitikantha Padhy				
13.	JP Research India Pvt Ltd, Pune	Shri Murtuza Painter	Y	Y	Y	3/3
		Shri Rohan Govardhan				
14.	Mahindra and Mahindra Limited, Mumbai	Shri Kulkarni Shailesh	Y	Y	Y	3/3
		Shri Praveen Bansode				
		Smt. Pathak Pushpanajali				
		Shri V. G. Kulkarni	N	Y	Y	2/3

S.No.	Organization	Member Name	Last 3 meeting			Total
			14 th	15 th	16 th	
15.	Mahindra Trucks and Bus Division, Pune	Shri Nagaraju K				
16.	Maruti Suzuki India Limited, Gurugram	Shri Gururaj Ravi	Y	Y	Y	3/3
		Shri Arun Kumar				
		Shri Rohit Meena				
17.	National Automotive Testing and R and D Infrastructure Project, Indore	Dr. P.P. Chattraraj	N	N	N	0/3
		Shri Sagar Bendre				
18.	Rane TRW Steering Sysytems Limited, Tiruchirappalli	Shri Dharmalingam .R	Y	N	N	1/3
		Shri Saravana Shanmugam				
		Shri Sabarinath B				
19.	Renault Nissan Technology and Business Centre India Private Limited, Chennai	Shri S.Vivekraj	Y	Y	Y	3/3
		Shri Rajendra Khile				
		Shri C V Girish Chandh				
20.	Society of Indian Automobile Manufacturers (SIAM), Delhi	Ms. Novika Sood	Y	N	N	1/3
		Shri Prashant Kumar Banerjee				
21.	Tata Motors Limited, Pune	Shri Gowrishankar P. S.	Y	Y	Y	3/3
		Shri Ganesh Gadekar				
		Shri Sagar Barve				
22.	Toyoda Gosei Minda, Gurugram	Shri Siva kumar	N	N	Y	1/3
		Shri Parthasarathy L				
		Shri Ankush Yadav				
23.	Toyota Boshoku Automotive India Private Limited, Gurugram	Shri Deepak M K	Y	Y	Y	3/3
24.	Toyota Kirloskar Motor Private Limited, Bidadi	Shri Raju. M	Y	Y	Y	3/3
		Shri Dinesh G. M.				
		Shri Pranesh M Dharwad				
25.	VE Commercial Vehicles Limited, Dewas	Shri Pramod Kumar Hugar	N	N	N	0/3
		Shri. Atulkumar Katt				

Annex B

ACMA OBSERVATIONS

1. Clause 7.6 :

The note mentions:

The secondary latched position may be included in the side door latch, as an added mechanical feature to reduce the possibility of the

Where as ,

Clause 8.1.1 mentions:

Each door and striker assembly shall be provided with two positions consisting of:

- a. A fully latched position and
- b. A secondary latched position.

Question: Is the secondary latch Optional (as per clause 7.6) ? Or must (as per clause 8.1.1) ?

If must, then note in clause 7.6 may be required to be deleted.

2. Unit of force:

Section 1 refers the unit of force as N

Section 2 refers the unit of force as Kgf

Question: Is it OK as per quality of standard?

3. Sliding doors:

Clause 8.2 mentions a total of transverse load of 1820 Kgf to be applied.

Where as

Clause 9.2 mentions total of 2000 Kgf

Question: Which one is correct?

4. Clause 9.1.2

1st line, change word “listed” to “checked”

5. Annex E

Substitute the title with:

“THE REQUIREMENTS FOR HINGED DOOR LATCHES”

6. Clause 9.1.1.1

Replace the statement with:

For compliance to 8.1.1 and 8.1.1.2, the procedure as given in Annex E shall be followed.

7. Suggestions:

a. E- 1.1 Longitudinal Load

In line 2, add (see E-2.1) after the word fully latched position.

In line 3, add (see E-2.2) after the word secondary latched position.

b. E- 1.2 Transverse Load

In line 3, add (see E-2.4) after the word secondary latch position.

c. E- 1.3 Inertia Load

In line 2, add (see E-3) after the word calculation

d. E- 2.1.1 Purpose

In line 1, add the word “load” after the word “test”

Annex C

Comments By :	GNRS Meeting No. 02 - Minutes of Meeting				
ARAI	Mr. Vivek Chitodkar and Mr. Santosh Chopade Presented the status of work done for GNRS at ARAI as below:	Action required	Action By	Time line	Remarks
ARAI	1 Size India 2.0 data Scanning activity is going on and till date more than 1250 (male+female) scanned using 3D whole scanner to extract more the 100+ body dimensions. These dimensions can be use to design digital 5th percentile female dummy. This will help to run various	NA	NA	NA	

		simulations on Indian 5th percentile female dummy to study belt kinematics, webbing slippage, neck cutting etc				
ARAI	2	On the basis of physical exercise done at ARAI, template for collecting sample data for 5th Percentile dummy and on real subjects (male and female) on every seat position of passenger car is shared through email and discussed in previous meeting.	NA	NA	NA	
Tata Motors	1	Mr. Sudarshan request team ARAI to explain methodology using for Data scanning activity going on under Size India 2.0 project, ARAI team explained to the committee the methodology and sample data analysis of the same. ARAI team also explain the objective of SIZE India 2.0 project and how it may be useful to carry out simulations on Indian 5th percentile dummy.	NA	NA	NA	
	2	Mr. Sudarshan also request team ARAI to share Size India 2.0 data for better understanding	to check the feasibility to share Size India 2.0 data.		31.05.2024	
	3	Mr. Sudarshan request raise the point of previous meeting related to exact neck cutting definition	NA	NA	NA	
	4	Mr. Sudarshan suggested monthly meeting should be planned to see the progress of this project	Activity plan with Time line and responsible person to be prepared.	ARAI Team	31.05.2024	
Autoliv India	1	Mr. Boobalan Natrajan from Autoliv India, presented details for neck cutting definition and initially accepted by the committee member with adoption of more simplified way to carry out this activity suggested by Mr. Santosh Chopade, ARAI	NA	NA	NA	
	2	Mr. Boobalan Natrajan agreed to share detailed presentation of methodology to be adopted for data collection activity with clarity in Neck cutting definition and simplified way like instead of scanning / cameras use to capture neck cutting values other simplified method can be adopted.	Presentation / methodology to be shared	Mr. Boobalan Natrajan , Autolive India	31.05.2024	
	3	Mr. Vivek Chitodkar from ARAI raise query regarding neck cutting calculations that how to identify neck correctly, in answer to that Mr. Boobalan suggested we have to provide T shirt for this activity of measurements to maintained	NA	NA	NA	

		accuracy and uniformity				
	4	Mr. Boobalan suggested a detailed activity wise plan with timeline should be prepared and circulated to all committee members for better execution of this Project.	Activity plan with Time line and responsible person to be prepared.	ARAI Team	31.05.2024	

Annex D

Minutes of Panel Meeting held on 28th February 2024 for “CRS in Buses”

- The BIS Panel meeting on “CRS in Buses” was held on 28th February 2024 in Hybrid mode. Dr M M Pathak, CIRT briefed the panel about the discussion of 14th and 15th meeting of TED 29. TED 29 has requested the panel to start the process for formulation of BIS Standard for “CRS in Buses”. Panel noted that members from Autoliv, IDIADA, ACMA have been co-opted. Dr M M Pathak requested to Shri A.V. Mannikar, Chairman, TED 29 and Shri G Ajit Kumar, Member Secretary, TED 29 to address the panel on the subject. Shri Mannikar narrated the importance of “CRS in Passenger Buses”. He informed the panel about the International Standards available for CRS. He suggested that panel should initially review the standards, working documents and other international literature available on the subject. He also stressed the need for discussion on use for safety belts in passenger buses. Shri G Ajit Kumar briefed the panel about the discussion of TED 29 regarding Terms of reference finalized for BIS projects for CRS in buses. He stressed the need for formulation of BIS standard for “CRS in Buses” at the earliest. The members deliberated in detail. Shri Manuel Laso, IDIADA shared the discussion currently happening at UNECE forum.
- Representatives from M/s ZF Rane presented the details of “Study of Safety, Performance and Construction requirements of Child Restraint Systems (CRS) in School Buses” covering CRS and its Types, Seat belt contribution in CRS and CRS in school buses. Shri S N Dhole CIRT informed about the importance of CRS. He mentioned that provision of safety belts also needs to be discussed simultaneously for addressing the subject holistically. Shri V G Kulkarni, MTBL and Shri V Faustino AL Ltd also expressed similar views. Members of panel stressed the need for review of the documents available, need for defining scope of draft standard to be formulated & terms and reference of panel.
- Shri Vishal Rawal, ARAI informed that recently, WP 29 in its 191st session held in November 2023 discussed a document on CRS in Buses – “Proposal on new UN regulation concerning the approval of CRS for Safer Transport of Children in Buses”. The members also deliberated AIS:072 for CRS and UNECE Standard available viz. UNR 16, UNR 44 and UNR 129. The panel discussed the subject in detail. It was concluded to formulate the draft scope of BIS standard to be formulated and draft terms of reference for Panel and discuss the same in the next panel meeting. It was concluded to conduct the next panel meeting in the last week of April 2024. The meeting ended with a Vote of Thanks.

Annex F

REVIEW ANALYSIS OF INDIAN STANDARD

1. **Sectional Committee No. & Title:** TED 29: Passive Safety Crash Protection Systems Sectional Committee
2. **IS No:** IS 12009:1995
3. **Title:** Automotive Vehicle – Safety Requirements for Side Door of Passenger Cars and Quadricycles of Category L7-M – Recommendations
4. **Date of review:** October – December 2022
5. **Review Analysis**

- i) **Status of standard(s), if any from which assistance had been drawn in the formulation of this IS.**

Standard (No. & Title)	Whether the standard has since been revised	Major changes	Action proposed
ARAI Safety Standard No. 6/1986: Side door strength – Passenger cars.	Withdrawn	NA	Reference to ARAI Standard No. 6/1986 may be removed from Foreword.
SAE J367: Passenger car door system crush test procedure	Cancelled	NA	Reference to SAE J367 may be removed from Foreword.

- ii) **Status of standards referred in the IS**

Referred standards (No. & Title)	IS No. of this standards since revised	Changes that are of affecting the standard under review	Action proposed
Nil	NA	NA	NA

- iii) **Any other standards available related to the subject & scope of the standard being reviewed (International/regional/other national/association/consortia, etc. or of new or revision of existing Indian Standard)**

Standard (No. & Title)	Provisions that could be relevant while reviewing the IS	Action proposed

United States Federal Motor Vehicle Safety Standard No. 214: Side Impact Protection	Comparison of requirements of IS and FMVSS				Requirements of IS vis-à-vis FMVSS may be reviewed.
		IS 12009	FMVSS S6.1	FMVSS S6.2	
	Initial Crush Resistance	0.6 times Kerb Weight or 10 kN, whichever less	10 kN	10 kN	
	Intermediate Crush Resistance	1.2 times kerb weight or 20kN, whichever less	15.57 kN	19.46 kN	
	Peak Crush Resistance	2 times Kerb Weight or 55 kN, whichever less	2 times kerb weight or 31.14 kN, whichever less	3.5 times kerb weight or 53.38 kN, whichever less	

iv) **Technical comments on the standard received, if any**

Source	Clause of IS	Comment	Action proposed
Nil	NA	NA	NA

v) **Information available on technical developments that have taken place (on product/processes/practices/use or application/testing/input materials, etc)**

Source	Development	Relevant clause of the IS under review that is likely to be impacted (Clause & IS No.)	Action proposed
Automotive Industry Standards Committee, setup by MoRTH	MoRTH has published AIS 099: "Approval of Vehicles with regards to Protection of Occupants in the	Entire IS 12009	Since IS 12009 is no longer being used for passenger cars due to the availability of AIS 099, committee may consider revising the

	<p>event of Lateral Collision". While IS 12009 specifies a quasi-static test method and requirements minimizing safety hazard in the event of lateral collision, AIS 099 deals with higher level dynamic requirements. Moreover, vehicles complying with AIS 099 are deemed to be complying with IS 12009 also.</p>		<p>standard to exclude passenger cars and specify requirements for quadricycles only.</p> <p>Committee may also consider publishing of new Indian Standard covering test methods and requirements of a dynamic test to minimize hazard in case of side impact.</p>
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vi) Issues arising out of changes in any related IS or due to formulation of new Indian Standard

Related IS and its Title (revised or new)	Provision in the IS under review that would be impacted & the clause no. or addition of new clause/provision	Changes that may be necessary in the Standards under review	Action proposed
Nil	NA	NA	NA

vii) Any consequential changes to be considered in other IS

Related IS to get impacted	Requirements to be impacted
Nil	NA

6. Any other observation:

IS 12009:1995 was widely used by automotive manufacturers selling in India upto 2017 as it was mandated by Central Motor Vehicle Rules 1989. However, with the publishing of Automotive Industry Standard AIS 099: "Approval of Vehicles with regards to Protection of Occupants in the event of Lateral Collision", CMVR 1989 were amended vide S.O. 1139(E) dated 28 April 2015 to replace IS 12009 by AIS 099, for implementation wef 2017. Since AIS 099 contains requirements that are stringent compared to IS 12009, all vehicles complying with AIS 099 are deemed to be complying with the requirements of IS 12009 also, thus, making IS 12009 redundant for passenger cars. However, the standard is still applicable for quadricycles which are not tested as per AIS 099 for type approval.

7. Recommendations:

In view of above, it is recommended that the standard may be revised to do away with the requirements for passenger cars and specify the requirements for quadricycles only. Further, committee may consider developing an Indian Standard containing a dynamic test method and requirements in line with latest automotive industry practices.



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World Forum for Harmonization of Vehicle Regulations

191st session

Geneva, 14–16 November 2023

Item 4.13.2 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRSP

Proposal as a new UN Regulation Concerning the Approval of Child Restraint Systems for Safer Transport of Children in Buses

Submitted by the Working Party on Passive Safety *

The text reproduced below was adopted by the Working Party on Passive Safety (GRSP) at its seventy-third session (ECE/TRANS/WP.29/GRSP/73 para. 49). It is based on ECE/TRANS/WP.29/GRSP/2023/2, as amended by GRSP-73-04-Rev.1. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their November 2023 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2023 as outlined in proposed programme budget for 2023 (A/77/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



"UN Regulation No. XXX**Uniform Provisions Concerning the Approval of Child Restraint Systems for Safer Transport of Children in Buses and Coaches****Contents***Page***

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1. Introduction

Enhanced Child Restraint System (ECRS) approved according to UN Regulation No. 129 which can be installed in vehicle seats using the belt type and/or ISOFIX attachments can be used.

The Requirements defined in this UN Regulation do not apply to the ECRS approved according to UN Regulation 129.

In case that the vehicle seat is also intended to be used by an adult, the vehicle seats and its safety-belt anchorages shall be approved according to UN Regulation No. 14 and UN Regulation No. 80 or UN Regulation No. 17 if applicable.

2. Scope

This Regulation applies to Built-in Child Restraint Systems installed in vehicles of categories M2 and M3 class B and class III with regards to the securing of children from 40 - 150 cm in forward facing and rearward facing vehicle seats.

At the request of the manufacturer, this Regulation may also apply to any Built-in Child Restraint Systems installed in vehicles of categories M2 or M3 of classes I, II and A.¹

3. Definitions

- 3.1. "*Child Restraint System (CRS)*" means a device capable of accommodating a child occupant in a sitting or supine position. It is so designed as to diminish the risk of injury to the wearer, in the event of a collision or of abrupt deceleration of the vehicle, by limiting the mobility of the child's body.
- 3.2. "*Enhanced Child Restraint System (ECRS)*": Is a Child Restraint System approved according to UN Regulation No. 129.
- 3.3. "*Child Restraint System type*" means a Child Restraint System which does not differ in such essential respects as:
- The category in which the restraint is type approved.
- The design, material and construction of the Child Restraint System.
- Convertible or modular Child Restraint Systems shall be considered to not differ in their design, material and construction.
- 3.4. "*Built-in*", is a Child Restraint System made as an integral part of a vehicle seat.
- 3.5. "*Integral*" and "*Non-Integral*"
- 3.5.1. "*Integral*" is a class of Child Restraint System, meaning that the child is restrained only by components separate to the adult safety-belt. (eg. Harness, impact-shield...).
- 3.5.2. "*Non-Integral*" is a class of Child Restraint System, meaning that the retention of the child is achieved by the adult safety-belt.
- 3.6. "*Size*" indicates the stature of the child.
- 3.6.1. "*Size range*" is a range for which the Child Restraint System has been designed and approved.
- 3.6.2. Child Restraint Systems may cover any size range provided that all requirements of this Regulation are fulfilled.

- 3.7. "*Orientation*" indicates a direction in which a Child Restraint System has been approved for use. The following distinctions are made:
- (a) Forward-facing means facing in the normal direction of travel of the vehicle.
 - (b) Rearward-facing means facing in the direction opposite to the normal direction of travel of the vehicle.
 - (c) Lateral-facing means facing perpendicular to the normal direction of travel of the vehicle.
- 3.8. "*Special Needs Restraint*" is a Child Restraint System designed for children who have special needs as a result of either a physical or mental disability; this device may in particular permit additional restraining devices for any part of the child, but it shall contain as a minimum a primary means of restraint which complies with the requirements of this Regulation.
- 3.9. "*Strap*" means a flexible component designed to transmit forces.
- 3.10. "*Lap strap*" means a strap which restrains, directly or not, the child's pelvis.
- 3.11. "*Shoulder strap*" means that part of an CRS belt which restrains the child's upper torso.
- 3.12. "*Crotch strap*" means a strap (or divided straps, where two or more pieces of webbing make it) is so positioned as to pass between the child's thighs it is designed to prevent the child sliding under the lap strap in normal use and prevent the lap strap moving up off the pelvis in an impact.
- 3.13. "*Child-restraining strap*" means a strap which is a constituent part of the CRS belt (harness) and restrains only the body of the child.
- 3.14. "*Buckle*" means a quick release device which enables the child to be held by the restraint or the restraint by the structure of the vehicle seat and can be quickly opened. The buckle may incorporate the adjusting device.
- 3.15. "*Enclosed buckle release button*", a buckle release button such that it shall not be possible to release the buckle using a sphere having a diameter of 40 mm.
- 3.16. "*Non-enclosed buckle release button*", a buckle release button such that it shall be possible to release the buckle using a sphere having a diameter of 40 mm.
- 3.17. "*Adjusting device*" means a device enabling the CRS belt or its attachments to be adjusted to the physique of the wearer. The adjusting device may either be part of the buckle or be a retractor or any other part of the CRS belt.
- 3.18. "*Quick adjuster*" means an adjusting device which can be operated by one hand in one smooth movement.
- 3.19. "*Adjuster mounted directly on Child Restraint System*" means an adjuster for the harness belt which is directly mounted on the Child Restraint System, as opposed to being directly supported by the strap that it is designed to adjust.
- 3.20. "*Energy absorber*" means a device which is designed to dissipate energy independently of or jointly with the strap and forms part of a Child Restraint Systems.
- 3.21. "*Inclined position*" means a special position of the CRS which allows the child to recline.
- 3.22. "*Lying down/supine/prone position*" means a position where at least the child's head and body excluding its limbs are on a horizontal surface when at rest in the CRS.
- 3.23. "*Vehicle seat*" means a structure likely to be anchored to the vehicle structure, including its trim and attachment fittings, intended to be used in a

vehicle, and to seat one or more adult persons. Depending on its orientation, a seat is defined as follows:

- 3.23.1. "*Forward-facing seat*" means a seat which can be used while the vehicle is in motion and which faces towards the front of the vehicle in such a manner that the vertical plane of symmetry of the seat forms an angle of less than $+10^\circ$ or 10° with the vertical plane of symmetry of the vehicle.
- 3.23.2. "*Rearward-facing seat*" means a seat which can be used while the vehicle is in motion and which faces towards the rear of the vehicle in such a manner that the vertical plane of symmetry of the seat forms an angle of less than $+10^\circ$ or 10° with the vertical plane of symmetry of the vehicle.
- 3.23.3. "*Side-facing seat*" means a seat which can be used whilst the vehicle is in motion and which faces towards the side of the vehicle in such a manner that the vertical plane of symmetry of the seat forms an angle of $90^\circ (\pm 10^\circ)$ with the vertical plane of symmetry of the vehicle.
- 3.24. "*Group of vehicle seats*" means either a bench seat or a plurality of seats which are separate but side by side (i.e. so fixed that the front anchorages of one seat are in line with the front or rear anchorages of another seat or on a line passing between those anchorages), each seat accommodating one or more seated adult persons.
- 3.25. "*Vehicle bench seat*" means a structure complete with trim and intended to seat more than one adult person.
- 3.26. "*Seat type*" means seats which do not differ essentially with respect to the following characteristics likely to affect their strength and their aggressiveness:
 - 3.26.1. Structure, shape, dimensions and materials of the load bearing parts;
 - 3.26.2. Types and dimensions of the seat back adjustment and locking system;
 - 3.26.3. Dimensions, structure and materials of the attachments and supports (e.g. legs);
- 3.27. "*Adjustment system*" means the device by which the seat or its parts can be adjusted to a position suited to the seated occupant;
- 3.28. "*Vehicle seat anchorage*" means the system, including the affected parts of the vehicle structure, by which the adult seat as a whole is secured to the vehicle structure.
- 3.29. "*Locking system*" means a device ensuring that the adult seat and its parts are maintained in the position of use.
- 3.30. "*Seat bight*" means the area close to the intersection of the surfaces of the vehicle seat cushion and the seat-back.
- 3.31. "*Type approval test*", means a test to determine the extent to which a Child Restraint Systems type submitted for approval is capable of satisfying the requirements.
- 3.32. "*Routine testing*" (or conformity of production testing), means the testing of a number of restraint systems selected from a single batch to verify the extent to which they satisfy the requirements.
- 3.33. "*Shoulder strap positioner*" means a device intended to maintain, the appropriate shoulder strap position on the child's torso, during normal transit conditions by connecting the shoulder straps to one another.
- 3.34. "*Lock-off device*" locks and prevents movement of one section of the webbing of an adult safety-belt relative to another section of the webbing of the same belt. Such devices may act upon either the diagonal or the lap sections or secure together both lap and diagonal sections of the adult belt. The term covers the following classes:

- 3.34.1. "*Class A device*" prevents the child from pulling the webbing of the retractor through to the lap part of the belt, when the adult belt is used to restrain the child directly (Non-Integral Child Restraint System).
- 3.34.2. "*Class B device*" allows the retention of an applied tension in the lap part of an adult safety-belt, when the adult belt is used to restrain Integral Child Restraint System. The device intends to prevent the webbing from slipping from the retractor through the device, which would release the tension and place the restraint in a non-optimal position.
- 3.35. "*Insert*" means a part of a CRS that provides additional support to a child and is an essential means to comply with all requirements for the entire or a part of the declared stature range.

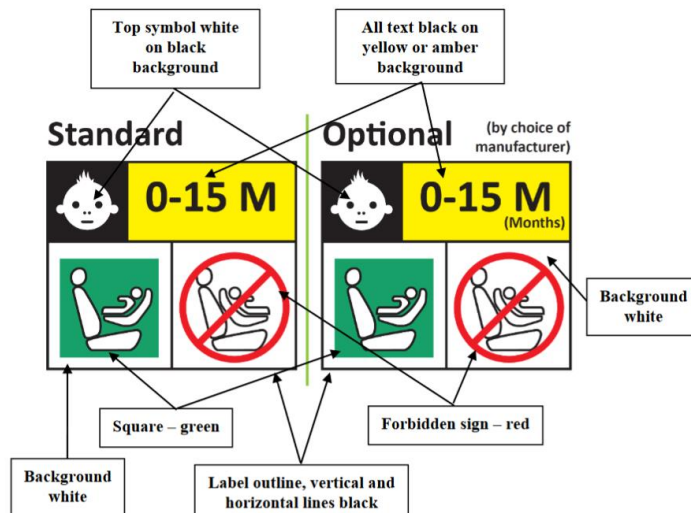
4. Application for approval

- 4.1. The application for approval of a type of Child Restraint System shall be submitted by the holder of the trade mark or by his duly accredited representative.
- 4.2. The application for approval, relating to each type of Child Restraint System, shall be accompanied by:
- 4.2.1. A technical description of the Child Restraint System, specifying the straps and other materials used together with the predicted and reproducible behavior of load limiting devices. It shall be accompanied by drawings of the parts making up the Child Restraint System and in the case of retractors, installation instructions for these retractors and their sensing devices, declaration on toxicity (paragraph 7.3.1.1. of this Regulation), the drawings shall show the position intended for a single approval number and additional symbol(s) in relation to the circle of the approval mark;
- 4.2.2. Samples of the Enhanced Child Restraint System requested by the Technical Service responsible for conducting the test;
- 4.2.3. A 10-metre length of each type of strap used in the Enhanced Child Restraint System;
- 4.2.4. Annex 11 lists the minimum documents required to accompany the application for approval as indicated in paragraph 4.2. above and required elsewhere in this Regulation.

5. Markings

- 5.1. The following information shall be clearly indicated on the product:
- (a) The size range(s) of the Child Restraint System in centimeters;
- (b) The maximum occupant mass allowed for the Integral Child Restraint System in kilograms.
- 5.2. Integral Child Restraint Systems that can be used forward and rearward facing, shall have the following label permanently attached on the part hosting the child and visible to the person installing the Child:
- The manufacturer shall be permitted to include the word "months" to explain the symbol "M" in the label. The word "months" should be in a language commonly spoken in the country or countries where the vehicle with the Child Restraint System is registered. More than one language is allowed.

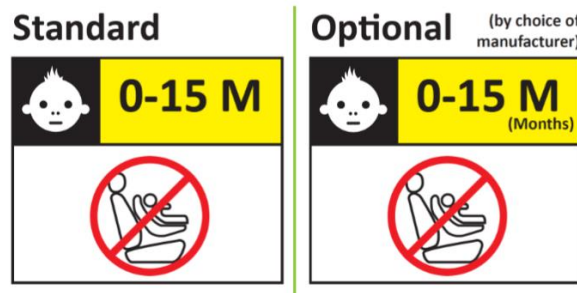
Minimum label size 40 x 40 mm.



Integral Child Restraint Systems that can be used forward facing only shall have the following label permanently attached on the part hosting the child and visible to the person installing the child:

The manufacturer shall be permitted to include the word "months" to explain the symbol "M" in the label. The word "months" should be in a language commonly spoken in the country or countries where the vehicle is registered. More than one language is allowed.

Minimum label size 40 x 40 mm



5.3.

Webbing path.

The markings defined in this paragraph shall be permanently and durably attached and visible on the Child Restraint System, and with the child seated in the Restraint System. The vehicle seat illustrated on the marking shall face the same direction as the actual vehicle seat.

There shall be a clear differentiation between the intended paths for the lap section and the diagonal section of the safety-belt. Indication such as color coding, words, shapes, etc. shall distinguish between sections of the adult safety-belt.

5.3.1.

The adult safety-belt route markings shall be placed on all belt guides and lock off devices. The adult safety-belt route markings shall be at least the width of the adult webbing path.

5.3.2.

For Non-Integral Child Restraint System to be used in combination with an adult safety-belt to restrain the child, the correct webbing path shall be clearly marked on the product. This shall be by means of an installation drawing on a label permanently attached to the Child Restraint System that shows the correct path across the child's body. The color used for the adult belt route marking of the safety-belt when the device is installed shall be

green. The same color shall also be used for the webbing path on the labels on the device that illustrate the installation.

- 5.4. An impact shield that is not permanently attached to the seat shall have a permanently attached label to indicate the brand and model of the Child Restraint System to which it belongs and the size range. The minimum size of the label shall be 40 × 40mm or the equivalent area.
- 5.5. Any removable insert, shall have a permanently attached label to indicate the brand, model and size range of the Enhanced Child Restraint System to which it belongs. The minimum size of the label shall be 40 x 40 mm or the equivalent area.
- 5.6. Child Restraint Systems shall have a permanently attached label to inform the user of the appropriate method of restraint of the child over the entire stature range declared by the manufacturer. The label shall be visible to the person installing the enhanced child restraint system in a vehicle and when a child is seated in the restraint. The label shall have a minimum size of 40 × 60mm or the equivalent area and shall feature a pictogram of each restraint configuration adjacent to the stature range.
- If the Child Restraint System is to be used in combination with an impact shield and/or inserts, the information on where they are stowed shall be available.
- 5.7. Additional information on how to install the child shall be provided by either a webpage or QR code permanently attached to the CRS.

6. Approval

- 6.1. Each sample submitted in conformity with paragraphs 4.2.2. and 4.2.3. above shall meet the specifications set forth in paragraph 7. of this Regulation in every respect before approval can be granted.
- 6.2. An approval number shall be assigned to each type approved. Its first two digits shall indicate the series of amendments. The same Contracting Party shall not assign the same number to another type of Child Restraint System covered by this Regulation.
- A type of Child Restraint System approved according to this Regulation shall not bear another approval mark according to any other Regulation regarding CRS.
- 6.3. Notice of approval or of extension or refusal of approval of a Child Restraint Systems pursuant to this Regulation shall be communicated to the Parties to the Agreement which apply this Regulation by means of a form conforming to the model in Annex 1 to this Regulation.
- 6.4. In addition to the marks prescribed in paragraph 5. above, the following particulars shall be affixed in a suitable space to every Child Restraint System conforming to a type approved under this Regulation:
- 6.4.1. An international approval mark consisting of:
- 6.4.1.1. A circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval;¹

¹ The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.7, Annex 3 - <https://unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions>

- 6.4.1.2. An approval number, the words "Regulation No." followed by the number of this Regulation, a slash and the series of amendment ("Regulation No. XXX/XX");
- 6.4.2. The following additional symbols:
- 6.4.2.1. The size range for which the Child Restraint System has been designed;
- 6.4.2.2. The symbol "S" in the case of a "Special Needs Restraint".
- 6.5. Annex 2 to this Regulation gives an example of the arrangement of the approval mark.
- 6.6. The particulars referred to in paragraph 6.4. above shall be clearly legible and be indelible and may be affixed either by means of a label or by direct marking. The label or marking shall be resistant to wear.
- 6.7. The labels referred to in paragraph 6.4. above may be issued either by the Type Approval Authority which has granted the approval or, subject to that Type Approval Authority's authorization, by the manufacturer.

7. General specifications

- 7.1. Positioning and securing of the child.
- 7.1.1. For children under the age of 15 months only lateral facing or rearward facing Child Restraint System shall be used.
- That means:
- (a) A rearward facing Child Restraint System designed for children up to 15 months of age shall accommodate a child with a stature up to 83 cm as a minimum;
 - (b) A forward facing Child Restraint System shall not be designed to accommodate a stature below 76 cm;
 - (c) A convertible seat in its rearward facing configuration shall be able to accommodate a child with a stature up to 83 cm. This shall not preclude a child stature greater than 83 cm
- The use of rearward facing Child Restraint System may be applied to any age of child.
- A rearward facing CRS shall not be installed in a rear facing vehicle seat.
- 7.1.2. For non-integral Child Restraint Systems, type approval shall not be granted for a stature below 100 cm. Non-integral Child Restraint Systems shall not be declared for use below a stature of 100 cm.
- Non integral CRS shall not be approved with an upper stature limit of 105 cm or below.
- CRS shall accommodate an uninterrupted range of child statures.
- Note: For example, it shall not accommodate children of 100 cm to 130 cm and then children of 140 cm to 150 cm with an "interruption".
- 7.1.3. Non-integral Child Restraint Systems shall have a main load-bearing contact point, between the Child Restraint System and the adult safety belt. This point shall not be less than 150 mm from the Cr axis when measured with the Child Restraint System.
- This shall apply to all adjustment setups and webbing paths.
- 7.2. Configuration of the Child Restraint System
- 7.2.1. The configuration of the Child Restraint System shall be such that

- 7.2.1.1. The restraint of the child shall give the required protection in any position specified for the Child Restraint System.

Inserts shall form only one layer on the seat surface. This does not preclude the use of additional ‘comfort’ inserts, provided they are not needed to comply with the requirements of the regulation.

For "Special Needs Restraints" the primary means of restraint shall give the required protection in any intended position of the Child Restraint System without the use of the additional restraining devices which may be present.

- 7.2.1.2. The Child Restraint System shall be such that the child may be easily and readily restrained or remove.

For Special Needs Restraints it is recognized that the additional restraining devices will restrict the speed by which a child can be restrained and removed. However, the additional devices shall be designed to release quickly so far as possible.

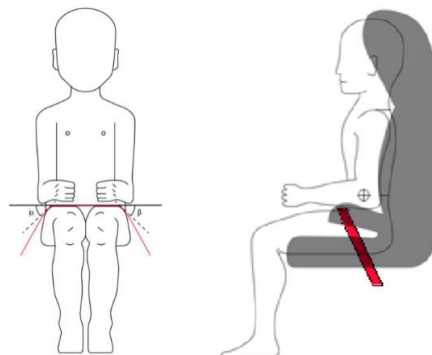
- 7.2.1.3. If it is possible to change the inclination of the Child Restraint System, this change in inclination shall not require manual readjustment of any other part of the Child Restraint System. A deliberate hand-action shall be necessary in order to change the inclination of the Child Restraint System.

- 7.2.1.4. To prevent submarining, either by impact or through restlessness, a crotch strap shall be required on all integral forward-facing restraints incorporating an integral harness belt system. Child Restraint Systems which incorporate a shield instead of a harness shall ensure that the shield extends across the full width of the child's body and sits low on the pelvis.

- 7.2.1.5. All restraint devices utilizing a lap strap shall positively guide the lap strap to ensure that the loads transmitted by the lap strap are transmitted through the pelvis. The assembly shall not subject weak parts of the child's body (abdomen, crotch, etc.) to excessive stresses

In the case of non-integral Child restraint Systems, the lap portion of the adult safety-belt shall be positively guided on both sides to ensure that the loads transmitted by the adult lap belt are transmitted through the pelvis. The positive guidance of loads over the pelvis shall be realized from the moment that the child is installed; the lap belt shall pass over the top of the thigh, just touching the fold with the pelvis. The angles α and β between the tangent line in which the belt touches the thighs and the horizontal shall be greater than 10° as show in in figure 1.

Figure 1



The shoulder portion of the adult safety belt shall be positively guided to ensure that the child torso and neck do not escape.

- 7.2.1.6. All straps of the restraint shall be so placed that they cannot cause discomfort to the wearer in normal use or assume a dangerous configuration. Y-shaped

belts are not permitted on forward facing Child Restraint Systems and may only be used in dedicated rearward facing and or lateral facing Child Restraint Systems. The distance between the shoulder-straps in the vicinity of the neck should be at least the width of the neck of the appropriate dummy.

- 7.2.1.7. With the crotch strap attached and in its longest position if adjustable, it shall not be possible to adjust the lap strap to lie above the pelvis of both the smallest and largest dummy within the size range covered by the approval. For all forward-facing restraints, it shall not be possible to adjust the lap strap to lie above the pelvis of both the smallest and largest dummy within the size range covered by the approval.
- An impact shield shall be adjustable so that it comes in contact with the pelvis and abdomen of the smallest and largest dummy within the size range covered by the approval, leaving no gap between the impact shield and the dummy.
- 7.2.2. The Child Restraint System shall be designed and installed so as to:
- 7.2.2.1. Not exhibit sharp edges or protrusions liable to cause damage to vehicle seat covers or to occupant's clothing.
- 7.2.2.2. To ensure that its rigid parts do not, at any point, where they are in contact with straps, exhibit sharp edges capable of abrading the straps.
- 7.2.2.3. It shall not be possible to remove or detach without the use of specific tools, any components except impact-shields or inserts not designed to be removable or detachable for maintenance purposes.
- 7.2.2.4. "Special Needs Restraints" may have additional restraining devices; these shall be designed to avoid any risk of incorrect assembly, and shall be designed so that their means of release and mode of operation is immediately obvious to any rescuer in an emergency.
- 7.2.2.5. A Child Restraint System may be designed for use in any size range specified by the manufacturer provided that it satisfies the requirements laid down in this Regulation.
- 7.2.2.6. Child Restraint Systems incorporating inflatable elements shall be so designed that the conditions of use (pressure, temperature, humidity) have no influence on their ability to comply with the requirements of this Regulation.
- 7.3. Child Restraint System specifications
- 7.3.1. Material
- 7.3.1.1. The Child Restraint System manufacturer shall declare in writing that the toxicity of materials used in the manufacture of restraint systems and accessible to the restrained child is in conformity with the test requirements of EN 71-3:2019, for a Category III material as defined in paragraph 4.2. Table 2 and following the test method of paragraph 7.2., specifically paragraph 7.2.2., Table 3, Category III sampling method. Tests confirming the validity of the declaration may be carried out at the discretion of the Technical Service. This paragraph does not apply to non-integral ECRS with a stature range of 100 cm or above.
- 7.3.2. General characteristics
- The manufacturer shall declare the maximum and minimum stature of the child that may use each configuration of the Child Restraint System.
- The stature range shall be verified by measuring the internal geometric characteristics according to paragraph 7.3.3.
- 7.3.3. Internal geometric characteristics

The Technical Service conducting the approval tests shall verify that the internal dimensions of the Enhanced Child Restraint System conform to the requirements of Annex 3. The minimum dimensions for shoulder breadth, hip breadth and sitting height shall be fulfilled simultaneously for any stature within the size range declared by the manufacturer.

Integral Child Restraint System shall also fulfil the minimum and maximum dimensions of shoulder height, for any stature within the size range declared by the manufacturer.

Integral Enhanced Child Restraint Systems that feature an impact shield shall also be capable of being adjusted to fulfil:

- (a) The 5th percentile upper leg thickness and 5th percentile abdomen depth, simultaneously to the 5th percentile shoulder height;
- (b) The 95th percentile upper leg thickness and 95th percentile abdomen depth, simultaneously to the 95th percentile shoulder height, shoulder breadth, hip breadth and sitting height.

For any stature within the size range declared by the manufacturer.

Non-integral Enhanced Child Restraint System shall also fulfil the maximum dimensions of shoulder height, for any stature within the size range declared by the manufacturer.

7.4. Control of markings

7.4.1. The Technical Service conducting the approval tests shall verify that the markings conform to the requirements of paragraph 5. of this Regulation

7.5. Provisions applicable to the Child Restraint System

The Child Restraint system shall fulfil the test requirements defined in the paragraph 8 of this Regulation.

8. Tests requirements

8.1. Corrosion

8.1.1. A complete Child Restraint System, or the parts thereof that are liable to corrosion, shall be subject to the corrosion test specified in paragraph 8.1.3 below.

8.1.2. After the corrosion test as prescribed in paragraphs 8.1.3.1 and 8.1.3.2 below, no signs of deterioration likely to impair the proper functioning of the Child Restraint System, and no significant corrosion, shall be visible to the unaided eye of a qualified observer.

8.1.3. Corrosion test procedure

8.1.3.1 The metal items of the Child Restraint System shall be positioned in a test chamber as prescribed in Annex 4. In the case of a Child Restraint Systems System incorporating a retractor, the strap shall be unwound to full length less 100 ± 3 mm. Except for short interruptions that may be necessary, for example, to check and replenish the salt solution, the exposure test shall proceed continuously for a period of 50 ± 0.5 hours.

8.1.3.2. On completion of the exposure test the metal items of the Child Restraint System shall be gently washed, or dipped, in clean running water with a temperature not higher than 38 °C to remove any salt deposit that may have formed and then allowed to dry at room temperature of 18 °C to 25 °C for 24 ± 1 hours before inspection in accordance with paragraph 6.6.1.2. above.

8.2. Overturning

- 8.2.1. The Child Restraint System shall be tested as prescribed in paragraph 8.2.2. of this Regulation, at no point during the whole test shall the manikin be fully ejected from the device, in addition when the Child Restraint System is in the upside down position the manikin's head shall not move more than 300 mm from its original position in a vertical direction, once the applied load has been removed.
- 8.2.2. The manikin shall be equipped with either of the load application devices as appropriate, and described in Annex 5 to this Regulation. Place the manikin in the restraints installed in accordance with this Regulation and taking into account the manufacturer's instructions and with the standard slack as specified in paragraph 8.3.7.1.1.9.1. below, applied for all systems identically.
- 8.2.2.1. The restraint shall be fastened to the vehicle seat. The whole Child Restraint System shall be rotated around a horizontal axis contained in the median longitudinal plane of the Child Restraint System through an angle of $540^\circ \pm 5^\circ$ at a speed of 2-5 degrees/second and stopped in this position.
- 8.2.2.2. At this static inverted position a mass equivalent to 4 times that of the dummy, with a tolerance of -0/+5 per cent with reference to dummies nominal masses as in UN Regulation 129, shall be applied vertically downwards in a plane perpendicular to the axis of rotation in addition to the dummy utilizing the load application device described in Annex 5. The load shall be applied in a gradual controlled manner at a rate not exceeding gravitational acceleration or 400 mm/min.
Maintain the prescribed maximum load for a duration of 30 -0/+5 seconds.
- 8.2.2.3. Remove the load at a rate not exceeding 400 mm/min and measure residual displacement.
- 8.2.2.4. Rotate the whole seat for 180° to return to the starting position.
- 8.2.2.5. This test cycle shall be carried out again rotating in the reverse direction.
- 8.2.2.6. These tests shall be carried out using both the smallest and the largest appropriate dummy of the size range for which the restraining device is intended. Any adjustment of the dummy or Child Restraint Systems during the complete test cycle is not allowed.
- 8.3. Dynamic
- 8.3.1. The dynamic test shall be performed on a Child Restraint Systems which have not previously been under load.
- 8.3.2. The Child Restraint System shall be tested with the vehicle seat which is intended.
- 8.3.3. In the case of a "Special Needs Restraint" every dynamic test specified by this Regulation for the range of size specified by the manufacturer shall be performed twice: first, using the primary means of restraint and second, with all restraining devices in use.
- 8.3.4. In the case of a Child Restraint System making use of or a shoulder strap positioner, the dynamic test shall be carried out as follows:
- 8.3.4.1. With shoulder strap positioner in use.
- 8.3.4.2. Without the shoulder strap positioner in use, unless:
- (a) A mechanism or;
 - (b) A visual and audible warning signal is provided to prevent incorrect use of the shoulder strap positioner.

- 8.3.5. At least the worst case of the dynamic test for the Child Restraint System shall be performed after conditioning according to paragraph 8.4.2.
- 8.3.6. During the dynamic tests, no part of the Child Restraint System affecting the restraint of the occupant shall fully or partially fracture, and no buckle, locking system or displacement system shall release or unlock. The only exception is where such parts or systems are identified as having a load limiting function in the manufacturer's technical description, as defined in paragraph 4.2.1. of this Regulation, and they comply with the following criteria:
- 8.3.6.1. During the dynamic tests, the safety-belt shall not become disengaged from any guide or locking device utilized for the test conducted; however, for the shoulder portion of the standard safety-belt this shall be judged up to the moment that the maximum horizontal head excursion of the dummy is reached.
- 8.3.6.2. During the dynamic test, the lap belt shall not pass fully beyond the pelvic structure of the dummy during the period prior to maximum horizontal head excursion. An assessment shall be carried out using high speed video imaging.
- 8.3.6.3. Perform as predicted by the manufacturer.
- 8.3.6.4. Do not compromise the ability of the Child Restraint System to protect the occupant.
- 8.3.6.5. Dummy criteria for frontal impact.
- 8.3.6.5.1 Injury assessment criteria for frontal and rear impact as in Table 1.

Table 1

<i>Criterion</i>	<i>Abbreviation</i>	<i>Unit</i>	<i>Q0</i>	<i>Q1</i>	<i>Q1.5</i>	<i>Q3</i>	<i>Q6</i>	<i>Q10</i>
Head performance criterion (only in case of contact in vehicle-testing)	HPC * (15)		600	600	600	800	800	800
Resultant head acceleration 3 ms	A head Cum 3 ms ***	g	75	75	75	80	80	80
Upper neck tension Force	Fz	N						For monitoring purposes only **
Upper neck flexion moment	My	Nm						
Resultant chest acceleration 3 ms	A chest cum 3 ms ***	g	55	55	55	55	55	55
Chest deflection	TBC	mm	NA					For monitoring purposes only **
Abdominal pressure ****	P	Bar	NA	NA	1.2	1.0	1.0	1.2

* HPC: see Annex 6 Appendix 2.

** To be reviewed according to UN Regulation 129.

*** Cum 3ms means cumulative 3ms value.

**** Abdominal pressure, the highest recorded value is applicable for injury assessment (i.e., when the right handed sensors record 1.3 bar and the left handed sensor 1.0 bar, the recorded 1.3 bar is to be used for injury assessment).

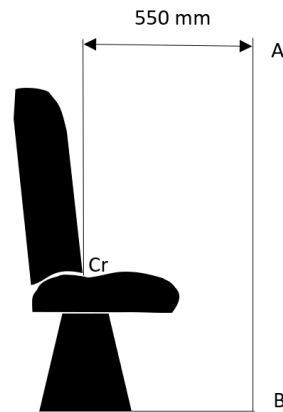
8.3.6.6. Dummy's head displacement for frontal impact.

8.3.6.6.1. No part of the head of the dummy shall pass beyond the planes BA as defined in Figure 2 below.

This shall be judged up to 300 ms or the moment that the dummy has come to a definitive standstill, whatever occurs first.

- 8.3.6.6.1.1. Where a test is conducted in accordance with paragraph 8.3.4.2. above, a tolerance of +10 per cent shall be applicable to the head excursion value distance between Cr point and plane AB.

Figure 2



- 8.3.6.6.2. During the dynamic tests, no part of the Child Restraint System restraining the child in position shall fail. This includes buckles, locking systems and reclining systems, except were identified as a load limiting device.
- 8.3.7. Dynamic test procedure
- 8.3.7.1. Frontal impact tests shall be performed on all Child Restraint Systems within the scope of this regulation
- 8.3.7.1.1. Frontal impact tests.
- 8.3.7.1.1.1 The trolley shall remain horizontal throughout deceleration or acceleration.
- 8.3.7.1.1.2. The total velocity change of the trolley simulating the impact shall be between 30 and 32 km/h.
- 8.3.7.1.1.3. The deceleration or, at the choice of the applicant, acceleration of the trolley during the impact simulation shall be in accordance with the provisions shown in Annex 6 Appendix 1. Except for intervals totaling less than 3 ms, the curve of the trolley's deceleration or acceleration as function of time shall remain between the limit curves shown in Annex 6 Appendix 1.
- 8.3.7.1.1.4. Furthermore, the average deceleration or acceleration shall be comprised between 6.5 and 8.5 g.
- 8.3.7.1.1.5. The following measurements shall be made:
- 8.3.7.1.1.5.1. The trolley speed immediately before impact (only for deceleration sleds, needed for stopping distance calculation);
- 8.3.7.1.1.5.2. The displacement of the dummy's head in the horizontal direction.
- 8.3.7.1.1.5.3. The parameters required to perform the injury assessment against the criteria as mentioned in paragraph 8.3.6.5.1 above for at least the first 300 ms;
- 8.3.7.1.1.5.4. The trolley acceleration or deceleration for at least the first 300 ms.
- 8.3.7.1.1.6. After impact, the Child Restraint System shall be inspected visually, without opening the buckle, to determine whether there has been any failure or breakage.
- 8.3.7.1.1.7. The method used to secure the vehicle seat during the test shall not be such as to strengthen the anchorages of the vehicle seats, adult safety belts and

any additional anchorages required to secure the child restraint or to lessen the normal deformation of the structure.

8.3.7.1.1.8. The vehicle seat and Child Restraint System shall be fitted and placed in a position chosen by the Technical Service conducting the approval tests to give the most adverse conditions in respect of strength, compatible with installation of the dummy in the vehicle. The position of the vehicle seat-back and Child Restraint System shall be stated in the report. The vehicle seat-back, if adjustable for inclination, shall be locked as specified by the manufacturer.

8.3.7.1.1.9. Dynamic test dummies

The Child Restraint System shall be tested using the dummies prescribed in Annex 8 of UN Regulation No. 129.

8.3.7.1.1.9.1. Installation of Integral

The dummy shall be placed in the Child Restraint System separate from the seat-back of the chair by a flexible spacer. The spacer shall be 2.5 cm thick and 6 cm wide. It shall have length equal to the shoulder height less the thigh height, both in the sitting position and relevant to the dummy size being tested. The resulting height of the spacer is listed in the table 2 below for the different dummy sizes. The board should follow as closely as possible the curvature of the chair and its lower end should be at the height of the dummy's hip joint.

Table 2

<i>Q0</i>	<i>Q1</i>	<i>Q1.5</i>	<i>Q3</i>	<i>Q6</i>	<i>Q10</i>
Dimensions in mm					
173 ± 2	229 ± 2	237 ± 2	250 ± 2	270 ± 2	359 ± 2

Adjust the CRS belt in accordance with the manufacturer's instructions, but to a tension of 250 ± 25 N above the adjuster force, with a deflection angle of the strap at the adjuster of $45 \pm 5^\circ$, or alternatively, the angle prescribed by the manufacturer.

The spacer shall then be removed and the dummy pushed towards to the seat back. Distribute the slack evenly throughout the harness.

8.3.7.1.1.9.2. Installation of non-Integral.

The dummy shall be placed in the Child Restraint System.

Pull the upper torso webbing out of the retractor horizontally at a position via the centre of the dummy and allow it to retract. Repeat this operation four times. The shoulder belt should be at the position between the area which shall not be taken off from shoulder and shall not contact with the neck. Apply a 9 to 18 N tension load to the lap belt. allow the excess webbing in the shoulder belt to be retracted by the rewind force of the retractor.

8.3.7.1.1.9.3. After installation.

After installation, the dummy position shall be adjusted so that:

The dummy center line shall be aligned exactly with the center line of Child Restraint System.

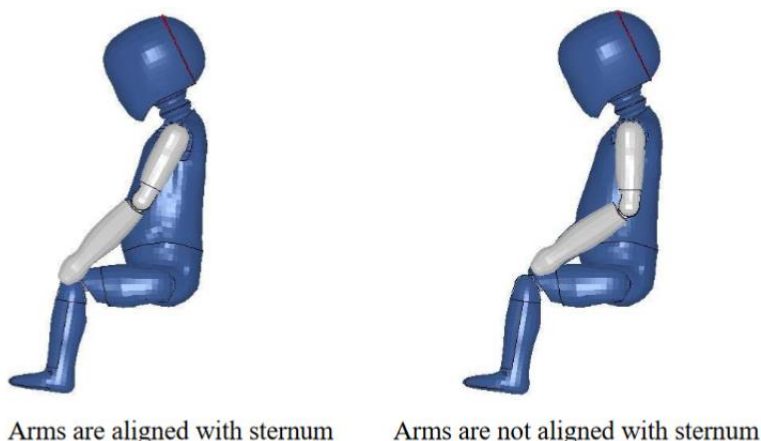
The arms of the dummy shall be positioned symmetrically. Elbows shall be positioned in such a way that the upper arms are closely aligned with the sternum.

Hands shall be positioned on the thighs.

Legs shall be positioned parallel to one another or at least symmetrically.

Example for arm alignment is show in in Figure 3:

Figure 3



8.3.7.1.1.9.4. Size indication

The dynamic tests shall be conducted with the largest dummy and the smallest dummy as defined in the following tables according to the size range indicated by the manufacturer for the Child Restraint System.

Table 3, Selection criteria for the dummy according to the range

Table 3

<i>Size range indication (in cm)</i>	≤ 60	$60 \leq X \leq 75$	$75 \leq X \leq 87$	$87 \leq X \leq 105$	$105 \leq X \leq 125$	>125
Dummy	Q0	Q1	Q 1.5	Q3	Q6	Q10

Where the Child Restraint System requires substantial modification for different sizes (e.g., convertible Child Restraint System) or if the size range cover more than 3 size ranges a relevant intermediate dummy(ies) shall be tested in addition to the dummy(ies) defined above.

If the Child Restraint System is designed for two or more children, one test shall be carried out with the heaviest dummies occupying all seating positions. A second test with the lightest and the heaviest dummies specified above shall be carried out. The laboratory conducting the tests may, if it deems it advisable, add a third test with any combination of dummies or empty seat positions.

8.3.8. Registration of dynamic behavior

8.3.8.1. In order to determine the behavior of the dummy and its displacements, all dynamic tests shall be registered according to the following conditions:

8.3.8.1.1. Filming and recording conditions:

- (a) The frequency shall be at least 1,000 frames per second;
- (b) The test shall be recorded on video or digital data carrier over at least the first 300 ms

8.3.8.1.2. Estimation of uncertainty

Testing laboratories shall have and shall apply procedures for estimating uncertainty of measurement of the displacement of the dummy's head.

The uncertainty shall be within ± 25 mm.

Examples of international standards of such procedure are EA-4/02 of the European Accreditation Organization or ISO 5725:1994 or the General Uncertainty Measurement (GUM) method.

- 8.3.9. The measuring procedures shall correspond to those defined in the latest version of ISO 6487 with the SAE J211 sign convention. The channel frequency class shall be:

Table 4

<i>Type of measurement</i>	<i>CFC (F_H)</i>	<i>Cut-off frequency (F_N)</i>
Trolley acceleration	60	see ISO 6487Annex A-2015
Belt loads	60	see ISO 6487Annex A-2015
Chest acceleration	180	see ISO 6487Annex A-2015
Head acceleration	1000	1650 Hz
Upper neck force	1000	1650 Hz
Upper neck moment	600	1000 Hz
Chest deflection	600	1000 Hz
Abdominal pressure	180	see ISO 6487Annex A-2015

The sampling rate should be a minimum of 10 times the channel frequency class (i.e. in installations with channel frequency class of 1,000, this corresponds to a minimum sampling rate of 10,000 samples per second per channel)

- 8.4. Testing of individual components

8.4.1. Buckle

- 8.4.1.1. The buckle shall be so designed as to preclude any possibility of incorrect manipulation. This means, inter/alia, that it shall not be possible for the buckle to be left in a partially closed position; it shall not be possible to exchange the buckle parts inadvertently when the buckle is being locked; the buckle shall only lock when all parts are engaged. Wherever the buckle is in contact with the child, it shall not be narrower than the minimum width of strap as specified in paragraph 8.4.4.1.1. below. This paragraph is not applicable to belt assemblies already approved according to Regulation No. 16 or any equivalent standard in force. In the case of a "Special Needs Restraint" only the buckle on the primary means of restraint need comply with the requirements of paragraphs 8.4.1.2. to 8.4.1.7. inclusive

- 8.4.1.2. The buckle, even when not under tension, shall remain closed whatever its position. It shall be easy to operate and to grasp. It shall be possible to open it by pressure on a button or on a similar device.

The surface to which this pressure shall be applied shall have, in the position of actual unlocking and when projected into a plane perpendicular to the button's initial direction of motion:

- (a) For enclosed devices, an area of not less than 4.5 cm² with a width of not less than 15 mm;
- (b) For non-enclosed devices, an area of 2.5 cm² and a width of not less than 10 mm. The width shall be the smaller of the two

dimensions forming the prescribed area and shall be measured rectangular to the direction of movement of the release button.

- 8.4.1.3. The buckle release area shall be colored red. No other part of the buckle shall be of this color.
- 8.4.1.4. It shall be possible to release the child from the restraint by a single operation on a single buckle. A further single operation may be used to release a shoulder strap positioner, if any. In such cases, it shall be possible to release the shoulder strap positioner before as well as after release of the buckle, or simultaneously.
- 8.4.1.4.1. **Shoulder strap positioner**
If a shoulder strap positioner is provided, it shall be designed so as to prevent incorrect manipulation. It shall not be possible to use the device in a manner which would cause the shoulder straps to twist. It shall be possible to fasten the device in no more than one action. The force required to fasten the device shall not exceed 15 N.
- 8.4.1.4.1.1. The shoulder strap positioner shall be easy to operate and to grasp. It shall be possible to open it in one simple action, but it shall be difficult for the child occupant to manipulate the release mechanism. The force required to release the device shall not exceed 15 N.
- 8.4.1.4.1.2. The shoulder strap positioner shall not exceed 60 mm in height.
- 8.4.1.5. Opening of the buckle shall enable the child to be removed independently of the "chair", "chair support" or "impact shield", if fitted, and if the device includes a crotch strap the crotch strap shall be released by operation of the same buckle.
- 8.4.1.6. The buckle shall be capable of withstanding the temperature test operation requirements given in paragraph 8.4.5 below and repeated operation, and shall, before the dynamic test prescribed in paragraph 8.3. undergo a test comprising $5,000 \pm 5$ opening and closing cycles under normal conditions for use.
- 8.4.1.7. The buckle shall be subjected to the following tests of opening:
- 8.4.1.7.1. **Test under load**
- 8.4.1.7.1.1. An Enhanced Child Restraint Systems System having already undergone the dynamic test prescribed in paragraph 8.3. below shall be used for this test.
- 8.4.1.7.1.2. The force required to open the buckle in the test prescribed below shall not exceed 80 N.
- 8.4.1.7.1.2.1. The Child Restraint System shall be removed without opening the buckle. A tension of 200 ± 2 N shall be applied to the buckle. If the buckle is attached to a rigid part, the force shall be applied reproducing the angle formed between the buckle and that rigid part during the dynamic test.
- 8.4.1.7.1.2.2. A load shall be applied at a speed of 400 ± 20 mm/min to the geometric centre of the buckle-release button along a fixed axis running parallel to the initial direction of motion of the button; the geometric centre applies to that part of the surface of the buckle to which the release pressure is to be applied. The buckle shall be secured against a rigid support during the application of the opening force.
- 8.4.1.7.1.2.3. The buckle opening force shall be applied, using a dynamometer or similar device in the manner and direction of normal use. The contact end shall be a polished metal hemisphere with radius 2.5 ± 0.1 mm.
- 8.4.1.7.1.2.4. The buckle opening force shall be measured and any failure noted.
- 8.4.1.7.2. **No-load test**

- 8.4.1.7.2.1. A buckle which has not previously been subjected to a load shall be used for this test. The force needed to open the buckle when it is not under load shall be in the range of 40–80 N in the tests prescribed below:
- 8.4.1.7.2.1.1. A buckle assembly which has not previously been subjected to a load shall be mounted and positioned under a no load condition.
- 8.4.1.7.2.1.2. The method of measuring the buckle opening force shall be as prescribed in paragraphs 8.4.1.7.1.2.2. and 8.4.1.7.1.2.3. above.
- 8.4.1.7.2.1.3. The buckle opening force shall be measured.
- 8.4.1.7.3. Strength
- 8.4.1.7.3.1. During the test prescribed below no part of the buckle or the adjacent straps or adjusters shall break or be detached.
- 8.4.1.7.3.2. Depending on the mass limit declared by the manufacturer, a buckle shall withstand:
- (a) 4 kN, if the mass limit is less or equal to 13 kg;
 - (b) 10 kN, if the mass limit is greater than 13 kg;
 - (c) The Type Approval Authority may dispense with the buckle strength test if information already available renders the test superfluous.
- 8.4.1.7.3.3. Strength testing
- 8.4.1.7.3.3.1. For the strength test two samples have to be used. All adjusters, except for adjusters mounted directly on an Enhanced Child Restraint Systems are included in the test.
- 8.4.1.7.3.3.2. Annex 7 shows a typical device for a buckle strength test. The buckle is placed on the upper round plate (A) within the relief. All adjacent straps have a length of at least 250 mm and are arranged hanging down from the upper plate respective to their position at the buckle. The free strap ends are then wound round the lower round plate (B) until they come out at the plate's inner opening. All straps have to be vertical between A and B. The round clamping plate (C) is then lightly clamped against the lower face of (B), still allowing a certain strap movement between them. With a small force at the tensile machine the straps are tensioned and pulled between (B) and (C) until all straps are loaded respective to their arrangement. The buckle shall stay free from plate (A) or any parts at (A) during this operation and the test itself. (B) and (C) are then clamped firmly together and the tensile force is increased at a traverse speed of 100 ± 20 mm/min until the required values are reached.
- 8.4.2. Adjusting device
- 8.4.2.1. The range of adjustment shall be sufficient to permit correct adjustment of the Child Restraint System with all size for which the device is intended and to permit satisfactory installation in all i-Size compatible vehicles.
- 8.4.2.2. All adjusting devices shall be of the "quick adjuster" type.
- 8.4.2.3. Devices of the "quick adjuster" type shall be easy to reach when the Child Restraint System is correctly installed, and the child or dummy is in position.
- 8.4.2.4. A device of the "quick adjuster" type shall be easily adjustable to the child's physique. In particular, in a test performed in accordance with paragraph 8.4.2.5.1. below, the force required to operate a manual adjusting device shall not exceed 50 N.
- 8.4.2.5. The device shall not break or become detached when tested as prescribed in paragraph 8.4.2.5.1 below.
- 8.4.2.5.1. Ease of adjustment

- 8.4.2.5.1.1. When testing a manual adjusting device, the strap shall be drawn steadily through the adjusting device, having regard for the normal conditions of use, at a rate of 100 ± 20 mm/min and the maximum force measured to the nearest integer value of N after the first 25 ± 5 mm of strap movement.
- 8.4.2.5.1.2. The test shall be carried out in both directions of strap travel through the device, the strap being subjected to the full travel cycle 10 times prior to the measurement.
- 8.4.2.6. Two samples of the Child Restraint System adjusting devices shall be tested as prescribed by the temperature test operation requirements given in paragraph 8.4.5.
- 8.4.2.7. The amount of strap slip shall not exceed 25 mm for one adjusting device or 40 mm for all adjusting devices.
- 8.4.2.8. An adjuster mounted directly on the Child Restraint System shall be capable of withstanding repeated operation and shall, before the dynamic test prescribed in paragraph 8.3. undergo a test comprising $5,000 \pm 5$ cycles as specified in paragraph 8.4.2.8.1.
- 8.4.2.8.1. Conditioning test for adjusters mounted directly on a CRS
- 8.4.2.8.1.1. Install the largest dummy for which the restraint is intended, as if for the dynamic test. Mark a reference line on the webbing where the free end of the webbing enters the adjuster.
- Remove the dummy and place the restraint in the conditioning rig shown in Figure 1, Annex 8.
- The webbing shall be cycled for a total distance of not less than 150 mm through the adjuster. This movement shall be such that at least 100 mm of webbing on the side of the reference line towards the free end of the webbing and the remainder of the moving distance (approx. 50 mm) on the integral harness side of the reference line moves through the adjuster. If the length of webbing from the reference line to the free end of the webbing is insufficient for the movement described above, the 150 mm of movement through the adjuster shall be from the fully extended harness position.
- The frequency of cycling shall be 10 ± 1 cycles/minute, with a velocity on "B" of 150 ± 10 mm/sec.
- 8.4.2.9. An adjuster mounted on a strap shall be capable of withstanding repeated operation and shall, before the dynamic test prescribed in paragraph 8.3. undergo a test comprising $5,000 \pm 5$ cycles as specified in paragraph 8.4.2.9.1
- 8.4.2.9.1. Conditioning test for adjusters connected to a strap (not directly mounted to the Enhanced Child Restraint System).
- Install the largest dummy for which the restraint is intended, as if for the dynamic test. Mark a reference line on the strap where the free end of the strap enters the adjuster.
- Remove the dummy and place the restraint in the conditioning rig shown in Figure 2, Annex 8.
- The strap shall be cycled for a total distance of not less than 150 mm through the adjuster. This movement shall be such that at least 100 mm of strap on the side of the reference line towards the free end of the strap. If the length of strap from the reference line to the free end of the strap is insufficient for the movement described above, the 150 mm of movement through the adjuster shall be from the fully extended strap position.
- The frequency of cycling shall be 10 ± 1 cycles/minute, with a velocity on 'B' of 150 ± 1 mm/s.

This process shall be conducted for each adjuster that is part of the retention system of the child within the restraint

- 8.4.3. Microslip
- 8.4.3.1. The components or devices to be subjected to the microslip test shall be kept for a minimum of 24 hours before testing in an atmosphere having a temperature of $20\text{ °C} \pm 5\text{ °C}$ and a relative humidity of 65 ± 5 per cent.
- The test shall be carried out at a temperature between 15 °C and 30 °C .
- 8.4.3.2. The free end of the strap shall be arranged in the same way as when the device is in use in the vehicle, and shall not be attached to any other part.
- 8.4.3.3. The adjusting device shall be placed on a vertical piece of strap one end of which bears a load of $50 \pm 0.5\text{ N}$ (guided in a manner which prevents the load from swinging and the strap from twisting). The free end of the strap from the adjusting device shall be mounted vertically upwards or downwards as it is in the vehicle. The other end shall pass over a deflector roller with its horizontal axis parallel to the plane of the section of strap supporting the load, the section passing over the roller being horizontal.
- 8.4.3.4. The device being tested shall be arranged in such a way that its centre, in the highest position to which it can be raised, is $300 \pm 5\text{ mm}$ from a support table, and the load of 50 N shall be $100 \pm 5\text{ mm}$ from that support table.
- 8.4.3.5. 20 ± 2 pre-test cycles shall then be completed and $1,000 \pm 5$ cycles shall then be completed at a frequency of 30 ± 10 cycles per minute, the total amplitude being $300 \pm 20\text{ mm}$. The 50 N load shall be applied only during the time corresponding to a shift of $100 \pm 20\text{ mm}$ for each half period. Microslip shall be measured from the position at the end of the 20 pre-test cycles.
- 8.4.4. Straps
- 8.4.4.1. Width
- 8.4.4.1.1. The minimum width at the child-restraint straps which contact the dummy shall be 25 mm . These dimensions shall be measured during the strap strength test prescribed in paragraph 8.4.4.3.5. below, without stopping the machine and under a load equal to 75 per cent of the breaking load of the strap.
- 8.4.4.2. Strength after room conditioning
- 8.4.4.2.1. On two sample straps conditioned as prescribed in paragraph 8.4.4.3.6.1, the breaking load of the strap shall be determined as prescribed in paragraph 8.4.4.3.6.2. below.
- 8.4.4.2.2. The difference between the breaking loads of the two samples shall not exceed 10 per cent of the greater of the two breaking loads measured.
- 8.4.4.3. Strength after special conditioning
- 8.4.4.3.1. On two straps conditioned as prescribed in one of the provisions of paragraph 8.4.4.3.6. below (except para. 8.4.4.3.6.1. below), the breaking load of the strap shall be not less than 75 per cent of the average of the loads determined in the test referred to in paragraph 8.4.4.3.6.1. below.
- 8.4.4.3.2. In addition, the breaking load shall be not less than 3.6 kN for the restraints of Child Restraint Systems.
- 8.4.4.3.3. The Type Approval Authority may dispense with one or more of these tests if the composition of the material used, or information already available, renders the test or tests superfluous.

- 8.4.4.3.4. The abrasion conditioning procedure of type 1 defined in paragraph 8.4.4.3.6.6. below shall only be performed when the microslip test defined in paragraph 8.4.3. below gives a result above 50 per cent of the limit prescribed in paragraph 8.4.2.7. above.
- 8.4.4.3.5 Strap strength test
- 8.4.4.3.5.1. Each test shall be carried out on two new samples of strap conditioned as specified in paragraph 8.4.4. of this Regulation
- 8.4.4.3.5.2. Each strap shall be gripped between the clamps of a tensile strength-testing machine. The clamps shall be so designed as to avoid breakage of the strap at or near them. The speed of traverse shall be 100 ± 20 mm/min. The free length of the specimen between the clamps of the machine at the start of the test shall be $200 \text{ mm} \pm 40 \text{ mm}$
- 8.4.4.3.5.2.1. The tension shall be increased until the strap breaks and the breaking load noted.
- 8.4.4.3.5.3. If the strap slips or breaks at or within 10 mm of either of the clamps, the test shall be invalid and a new test shall be carried out on another specimen.
- 8.4.4.3.6. Samples out from straps, as referred to in paragraph 4.2.3. of this Regulation, shall be conditioned as follows:
- 8.4.4.3.6.1. Room conditioning
- 8.4.4.3.6.1.1. The strap shall be kept for 24 ± 1 hours in an atmosphere having a temperature of $23 \text{ }^\circ\text{C} \pm 5 \text{ }^\circ\text{C}$ and a relative humidity of 50 ± 10 per cent. If the test is not carried out immediately after conditioning, the specimen shall be placed in a hermetically closed receptacle until the test begins. The breaking load shall be determined within five minutes after removal of the strap from the conditioning atmosphere or from the receptacle.
- 8.4.4.3.6.2. Light conditioning
- 8.4.4.3.6.2.1. The provisions of Recommendation ISO/105-B02 (1978), shall apply. The strap shall be exposed to light for the time necessary to produce fading of Standard Blue Dye No. 7 to a contrast equal to Grade 4 on the grey scale.
- 8.4.4.3.6.2.2. After exposure, the strap shall be kept for a minimum of 24 hours in an atmosphere having a temperature of $23 \text{ }^\circ\text{C} + 5 \text{ }^\circ\text{C}$ and a relative humidity of 50 ± 10 per cent. The breaking load shall be determined within five minutes after the removal of the strap from the conditioning installation.
- 8.4.4.3.6.3. Cold conditioning
- 8.4.4.3.6.3.1. The strap shall be kept for a minimum of 24 hours in an atmosphere having a temperature of $23 \text{ }^\circ\text{C} \pm 5 \text{ }^\circ\text{C}$ and a relative humidity of 50 ± 10 per cent.
- 8.4.4.3.6.3.2. The strap shall then be kept for 90 ± 5 minutes on a plain surface in a low-temperature chamber in which the air temperature is $-30 \text{ }^\circ\text{C} \pm 5 \text{ }^\circ\text{C}$. It shall then be folded and the fold shall be loaded with a weight of 2 ± 0.2 kg previously cooled to $-30 \text{ }^\circ\text{C} \pm 5 \text{ }^\circ\text{C}$. When the strap has been kept under load for 30 ± 5 minutes in the same low-temperature chamber, the weight shall be removed and the breaking load shall be measured within five minutes after removal of the strap from the low-temperature chamber.
- 8.4.4.3.6.4. Heat conditioning
- 8.4.4.3.6.4.1. The strap shall be kept for 180 ± 10 minutes in a heating-cabinet atmosphere having a temperature of $60 \text{ }^\circ\text{C} \pm 5 \text{ }^\circ\text{C}$ and a relative humidity 65 ± 5 per cent.
- 8.4.4.3.6.4.2. The breaking load shall be determined within five minutes after removal of the strap from the heating cabinet.
- 8.4.4.3.6.5. Exposure to water

- 8.4.4.3.6.5.1. The strap shall be kept fully immersed for 180 ± 10 minutes in distilled water, at a temperature of $20 \text{ }^\circ\text{C} \pm 5 \text{ }^\circ\text{C}$, to which a trace of wetting agent has been added. Any wetting agent suitable for the fibre being tested may be used.
- 8.4.4.3.6.5.2. The breaking load shall be determined within 10 minutes after removal of the strap from the water.
- 8.4.4.3.6.6. Abrasion conditioning
- 8.4.4.3.6.6.1. The components or devices to be submitted to the abrasion test shall be kept for a minimum of 24 hours before testing in an atmosphere having a temperature of $23 \text{ }^\circ\text{C} \pm 5 \text{ }^\circ\text{C}$ and a relative humidity of 50 ± 10 per cent. The room temperature during the testing shall be between $15 \text{ }^\circ\text{C}$ and $30 \text{ }^\circ\text{C}$.
- 8.4.4.3.6.6.2. The table below sets out the general conditions for each test:

Table 5

	<i>Load (N)</i>	<i>Cycles per minute</i>	<i>Cycles (No.)</i>
Type 1 procedure	Maximum 60 ± 0.5	30 ± 10	$1\ 000 \pm 5$
Type 2 procedure	Minimum 10 ± 0.10	30 ± 10	$5\ 000 \pm 5$

Where there is insufficient strap to test over 300 mm of shift, the test may be applied over a shorter length subject to a minimum of 100 mm.

- 8.4.4.3.6.6.3. Particular test conditions
- 8.4.4.3.6.6.3.1. Type 1 procedure: for cases where the strap slides through the quick adjusting device. Apply a load of 10 N, if necessary the load may be increased by 10 N steps so as to permit correct sliding, but limited to a maximum of 60 N. This load shall be vertically and permanently applied on the straps. The part of the strap set horizontally shall pass through the quick adjuster it is fitted to and shall be attached to a device, giving the webbing a back and forth motion. The quick adjusting device shall be so placed that the horizontal strap of the webbing remains under tension (see Annex 10, Figure 1). Activate the quick adjuster while pulling the straps in the direction to slacken the harness and deactivate it while pulling the straps in the direction to tighten the harness.
- 8.4.4.3.6.6.3.2. Type 2 procedure: for cases where the strap changes direction when passing through a rigid part. During this test, the webbing shall pass through the rigid part it is intended for and the test set-up shall reproduce the angles as in the real installation (in three dimensions), see Annex 10, Figure 2 for examples. The 10 N load shall be permanently applied. For cases where the strap changes direction more than once when passing through a rigid part, the load of 10 N may be increased by 10 N steps so as to permit correct sliding and achieve the prescribed 300 mm of strap movement through that rigid part.
- 8.4.4.4. It shall not be possible to pull the complete strap through any adjusters, buckles or anchoring points.
- 8.4.5. Temperature
- 8.4.5.1. Buckle assemblies, retractors, adjusters and lock-off devices that are liable to be affected by temperature, shall be subject to the temperature test specified in paragraph 8.4.5.3. below. This requirement is applicable to any such components that are found on the Enhanced Child Restraint System, regardless of the means of restraint.
- 8.4.5.2. After the temperature test as prescribed in paragraph 8.4.5.3. below, no signs of deterioration likely to impair the proper functioning of the restraint of the child, shall be visible to the unaided eye of a qualified observer. The dynamic tests should then be performed.

8.4.5.3. The components specified in paragraph 8.4.5.1. above shall be exposed to an environment over a water surface within a closed space, the environment having a temperature of not less than 80 °C, for a continuous period of not less than 24 hours and then cooled in an environment having a temperature not exceeding 23 °C. The cooling period shall immediately be followed by three consecutive 24 hour cycles with each cycle comprising the following consecutive sequences:

- (a) An environment having a temperature of not less than 100 °C shall be maintained for a continuous period of 6 hours and this environment shall be attained within 80 minutes of commencement of the cycle; then
- (b) An environment having a temperature of not more than 0 °C shall be maintained for a continuous period of 6 hours and this environment shall be attained within 90 minutes; then
- (c) An environment having a temperature of not more than 23 °C shall be maintained during the remainder of the 24 hour cycle.

9. Test reports of type approval

9.1. The test report shall record the results of all tests and measurements including the following test data:

- (a) The type of device used for the test (acceleration or deceleration device),
- (b) The trolley speed immediately before impact only for deceleration sleds,
- (c) The acceleration or deceleration curve during all the velocity change of the trolley and at least 300 ms,
- (d) The time (in ms) when the head of the manikin reaches its maximum displacement during the performance of the dynamic test,
- (e) The place occupied by the buckle during the tests, if it can be varied, and
- (f) The name and address of the laboratory where tests have been performed,
- (g) And any failure or breakage,
- (h) The following dummy criteria: HPC, Resultant head acceleration Cum 3ms, Upper neck tension force, Upper neck moment, Resultant chest acceleration Cum 3ms, Chest deflection; Abdominal Pressure; and
- (i) The minimum and maximum approved stature range for the CRS.

9.2.2. The test reports shall record the verification of markings and of instructions on installation and use.

9.2.3. The evidences for all the requirements and specifications defined above in paragraphs 7 and 8 shall be detailed in the test report.

10. Conformity of production and routine tests

The conformity of production procedures shall comply with those set out in the Agreement, (Schedule 1 E/ECE/TRANS/505/Rev.3), with the following requirements:

- 10.1. Suitable controls of the production shall be carried out. In this case, suitable controls mean checking the dimensions of the product as well as the existence of procedures for the effective control of the quality of products as to conform to the type approved by meeting the requirements set forth in paragraphs 7. to 8. above.
- 10.2. The competent authority which has granted the Type Approval may at any time verify the conformity control methods applicable to each production unit and carry out on samples any test deemed necessary among the tests carried out for the approval. The normal frequency of these verifications shall be once a year.

11. Modification and extension of approval of a Child Restraint System

- 11.1. Every modification of a Child Restraint System shall be notified to the Type Approval Authority which approved the Child Restraint System. The Type Approval Authority may then either:
- 11.1.1. Consider that the modifications made are unlikely to have an appreciable adverse effect and that in any case the Child Restraint System still complies with the requirements; or
- 11.1.2. Require a further test report from the Technical Service responsible for conducting the tests.
- 11.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 6.3. above to the Contracting Parties to the Agreement applying this Regulation.
- 11.3. The Type Approval Authority issuing the extension of approval shall assign a series number for such an extension and inform thereof the other Contracting Parties to the 1958 Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.

12. Penalties for non-conformity of production

- 12.1. The approval granted in respect of an Child Restraint System pursuant to this Regulation may be withdrawn if an Child Restraint System bearing the particulars referred to in paragraph 6.4. of this Regulation does not conform to the type approved.
- 12.2. If a Contracting Party to the Agreement which applies this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.

13. Production definitively discontinued

- 13.1. If the holder of the approval completely ceases to manufacture a specific type of Child Restraint System under this Regulation, he shall inform thereof the Type Approval Authority which granted the approval. Upon receiving the relevant communication, that Type Approval Authority shall inform the other Contracting Parties to the Agreement which apply this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation

14. Names and addresses of Technical Services responsible for conducting approval tests and of Type Approval Authorities

The Contracting Parties to the 1958 Agreement applying this Regulation shall communicate to the United Nations Secretariat the names and addresses of the Technical Services responsible for conducting approval tests and of the Type Approval Authorities which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval, or production definitively discontinued, issued in other countries, are to be sent.

Annex 1

Communication Concerning the Approval or Refusal or Extension or Withdrawal of Approval or Production Definitively Discontinued of Child Restraint Systems for Safer Transport of Children in Buses and Coaches

(Maximum format: A4 (210 x 297 mm))



issued by: (Name of administration)

- Concerning: ²
- Approval granted
 - Approval extended
 - Approval refused
 - Approval withdrawn
 - Production definitively discontinued

of restraining systems for child occupants of Buses and Coaches, pursuant to UN Regulation No. [XXX]

- Approval No.:
- 1.1. Forward-facing child restraint/rearward-facing child restraint/lateral-facing child restraint:
 - 1.2. Integral/Non integral;
 - 1.3. Belt type: ²
 (Adult) three-point belt ²
 Special type belt/retractor ²
 - 1.4. Other features: chair assembly/impact shield²
 2. Trade name or mark.....
 3. Manufacturer's designation of the Child Restraint System.....
 4. Manufacturer's name
 5. If applicable, name of his representative.....
 6. Address
 7. Submitted for approval on
 8. Technical Service conducting approval tests
 9. Type of device: deceleration/acceleration².....
 10. Date of test report issued by that Service
 11. Number of test report issued by that Service
 12. Approval granted/extended/refused/withdrawn² for size range x to x
 13. Position and nature of the marking.....
 14. Place.....

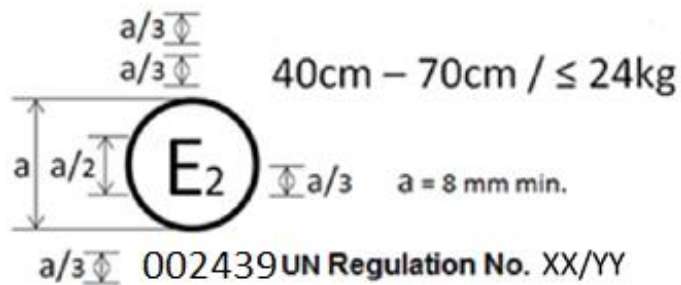
¹ Distinguishing number of the country which has granted/extended/refused/withdrawn an approval (see approval provisions in this Regulation).

² Strike out what does not apply.

15. Date
16. Signature
17. The following documents, bearing the approval number shown above, are attached to this communication:
 - (a) Drawings, diagrams and plans of the child restraint, including any retractor, chair assembly, impact shield fitted;
 - (b) Drawings, diagrams and plans of the vehicle structure and the seat structure, as well as of the adjustment system and the attachments, including any energy absorber fitted;
 - (c) Photographs of the child restraint and/or vehicle structure and seat structure;
 - (d) Instructions for fitting and use;
 - (e) List of vehicle models for which the restraint is intended.

Annex 2

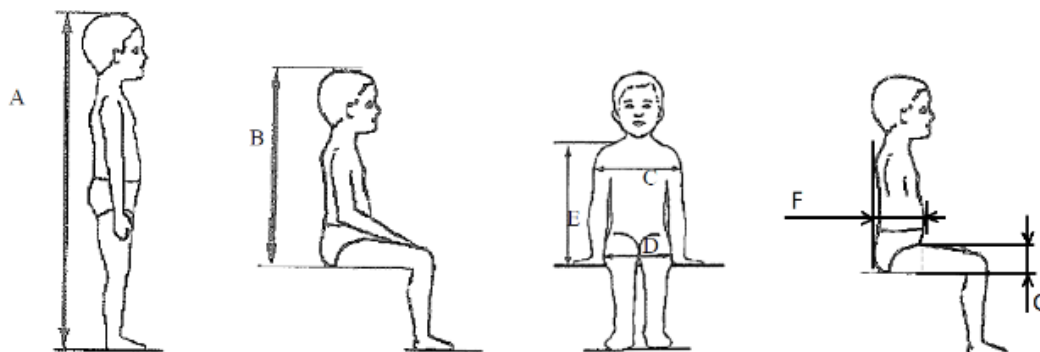
Arrangements of Approval Marks



The Child Restraint System which bear the above approval mark is a device being used for 40 cm - 70 cm size range and mass limit of 24 kg; it is approved in France (E 2) under the number 002439. The approval number indicates that the approval was granted in accordance with the requirements of the UN Regulation concerning the approval of Safer Transport of Children in Buses and Coaches as amended by the YY series of amendments. In addition the name of the regulation has to be identified on the approval mark followed by the series of amendment according to which the approval has been granted.

Annex 3

Internal measurements



Applicable to all CRS						Additional internal dimensions for CRS with impact shields systems			
	Min	Min	Min	Min	Max	Min	Max	Min	Max
Stature	Sitting height cm	Shoulder breadth cm	Hip breadth cm	Shoulder height cm	Shoulder height cm	Abdomen depth cm	Abdomen depth cm	Upper leg thickness cm	Upper leg thickness cm
A	B	C	D	E1	E2	F1	F2	G1	G2
	95%ile	95%ile	95%ile	5%ile	95%ile	5%ile	95%ile	5%ile	95%ile
≤ 40				< 27.4					
45	39.0	12.1	14.2	27.4	29.0				
50	40.5	14.1	14.8	27.6	29.2				
55	42.0	16.1	15.4	27.8	29.4				
60	43.5	18.1	16.0	28.0	29.6				
65	45.0	20.1	17.2	28.2	29.8				
70	47.1	22.1	18.4	28.3	30.0				
75	49.2	24.1	19.6	28.4	31.3				
80	51.3	26.1	20.8	29.2	32.6	12.5	15.1	5.7	8.4
85	53.4	26.9	22.0	30.0	33.9	12.7	15.7	5.8	8.4
90	55.5	27.7	22.5	30.8	35.2	12.9	16.2	5.9	8.5
95	57.6	28.5	23.0	31.6	36.5	13.1	16.8	6.2	8.5
100	59.7	29.3	23.5	32.4	37.8	13.3	17.8	6.5	8.9
105	61.8	30.1	24.9	33.2	39.1	13.5	18.2	6.5	9.6
110	63.9	30.9	26.3	34.0	40.4	13.6	18.8	6.6	10.3
115	66.0	32.1	27.7	35.5	41.7	13.9	19.6	6.6	10.3
120	68.1	33.3	29.1	37.0	43.0	13.9	19.9	6.6	10.4
125	70.2	33.3	29.1	38.5	44.3	14.3	20.2	6.8	10.5
130	72.3	33.3	29.1	40.0	46.1	14.7	20.7	7.5	10.9
135	74.4	33.3	29.1	41.5	47.9				
140	76.5	34.2	29.6	43.0	49.7				
145	78.6	35.3	30.8	44.5	51.5				
150	81.1	36.4	32.0	46.3	53.3				

Not allowed for three dimensions and stature below 76 cm

Not allowed for these dimensions and stature over 125 cm

All lateral dimensions are measured under a contact force of 50 N with the devices described in Figure 2 and Figure 3 of this annex and the following tolerances will be applied:

Minimum Sitting height:

- (a) Up to 87 cm B - 5 per cent;
- (b) From stature from 87 cm and up to 150 cm B - 10 per cent;
- (c) Minimum shoulder height (5 percentile): E1 -2+0 cm;

Maximum shoulder height (95 percentile): E2 -0+2 cm;

The mass of the devices described in Figure 2 and Figure 3 of this annex shall be 10 kg +/- 1 kg.

Annex 4

Corrosion

1. Test apparatus

- 1.1. The apparatus shall consist of a mist chamber, a salt solution reservoir, a supply of suitably conditioned compressed air, one or more atomizing nozzles, sample supports, provision for heating the chamber, and necessary means of control. The size and detailed construction of the apparatus shall be optional, provided that the test conditions are met.
- 1.2. It is important to ensure that drops of solution accumulated on the ceiling or cover of the chamber do not fall on test samples.
- 1.3. Drops of solution which fall from test samples shall not be returned to the reservoir for respraying.
- 1.4. The apparatus shall not be constructed of materials that will affect the corrosiveness of the mist.

2. Location of test samples in the mist cabinet

- 2.1. Samples, except retractors, shall be supported or suspended between 15° and 30° from the vertical and preferably parallel to the principal direction of horizontal flow of mist through the chamber, based upon the dominant surface being tested.
- 2.2. Retractors shall be supported or suspended so that the axes of the reel for storing the strap shall be perpendicular to the principal direction of horizontal flow of mist through the chamber. The strap opening in the retractor shall also be facing in this principal direction.
- 2.3. Each sample shall be so placed as to permit free settling of mist on all samples.
- 2.4. Each sample shall be so placed as to prevent salt solution from one sample dripping on to any other sample.

3. Salt solution

- 3.1. The salt solution shall be prepared by dissolving 5 ± 1 parts by mass of sodium chloride in 95 parts of distilled water. The salt shall be sodium chloride substantially free of nickel and copper and containing not more than 0.1 per cent of sodium iodide and not more than 0.3 per cent of total impurities in the dry state.

The solution shall be such that, when atomized at 35 °C, the collected solution is in the pH range of 6.5 to 7.2.

4. Compressed air

- 4.1. The compressed air supply to the nozzle or nozzles for atomizing the salt solution shall be free of oil and dirt, and maintained at a pressure between 70 kN/m² and 170 kN/m².

5. Conditions in the mist chamber

- 5.1. The exposure zone of the mist chamber shall be maintained at 35 °C \pm 5 °C.

At least two clean mist collectors shall be placed within the exposure zone, so that no drops of solution from the test samples or any other sources are collected. The collectors shall be placed near the test samples, one as near as possible to any nozzle and one as far as possible from all nozzles. The mist shall be such that, for each 80 cm² of horizontal collecting area, from 1.0 to 2.0 ml of solution per hour, when measured over an average of at least 16 hours, is collected in each collector.

- 5.2. The nozzle or nozzles shall be directed or baffled, so that the spray does not impinge directly on the test samples.

Annex 5

Overturning – Load Application Device

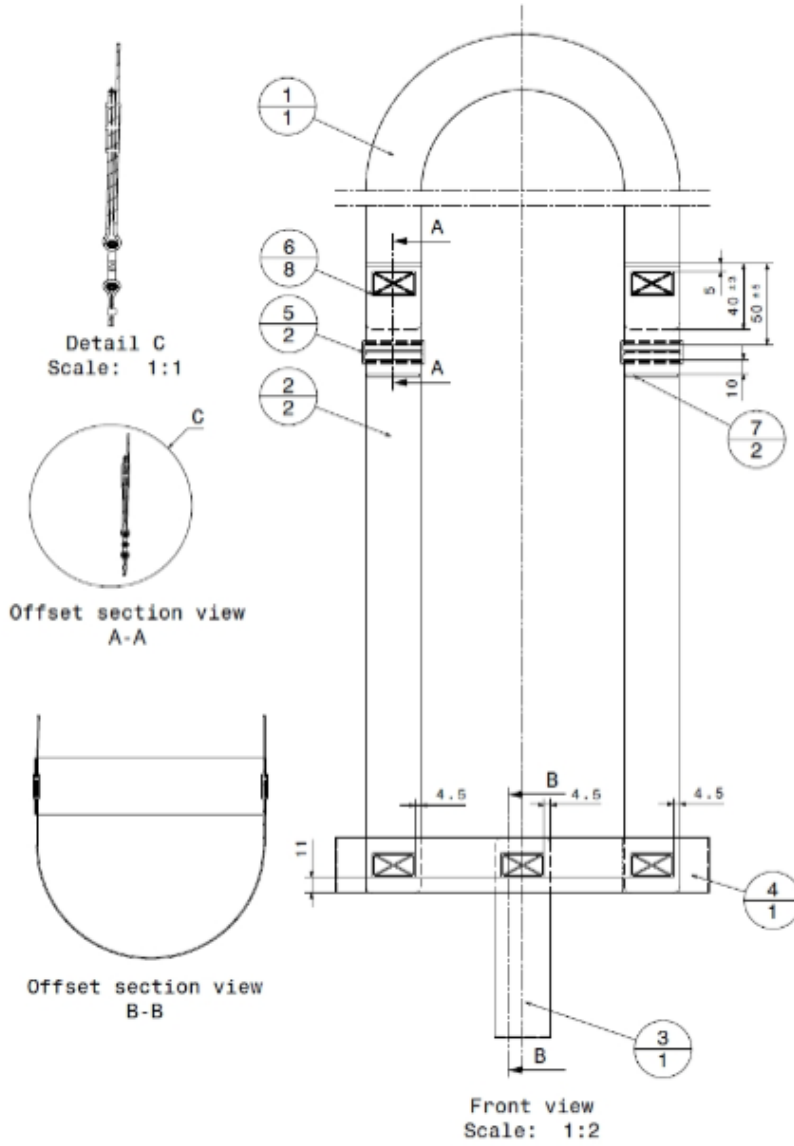


Table 1

No.	Part Number	Name	Information	Quantity
1	PV000009.1	Head belt – 39 mm	-	1
2	PV000009.2	Shoulder belt lh-rh – 39 mm	-	2
3	PV000009.3	Crotch belt – 39 mm	-	1
4	PV000009.4	Hip belt – 39 mm	-	1
5	102 18 31	Stitch pattern (30 x 17)	Stitch: 77, thread: 30, colour. SABA grey	8
6	PV000009.5	Plastic buckle	-	2
7	PV000009.6	Stitch pattern (2 x 37)	Stitch: 77, thread: 30, colour. SABA grey	2

Table 2

<i>Stretch length</i>	<i>(±5 mm)</i>					
	Dummy Q0	Q1	Q1.5	Q3	Q6	Q10
Head belt	1,000 mm	1,000 mm	1,000 mm	1,200 mm	1,200 mm	1,200 mm
Shoulder belt	750 mm	850 mm	950 mm	1,000 mm	1,100 mm	1,300 mm
Crotch belt	300 mm	350 mm	400 mm	400 mm	450 mm	570 mm
Hip belt	400 mm	500 mm	550 mm	600 mm	700 mm	800 mm
Dimension X	120 mm	130 mm	140 mm	140 mm	150 mm	160 mm

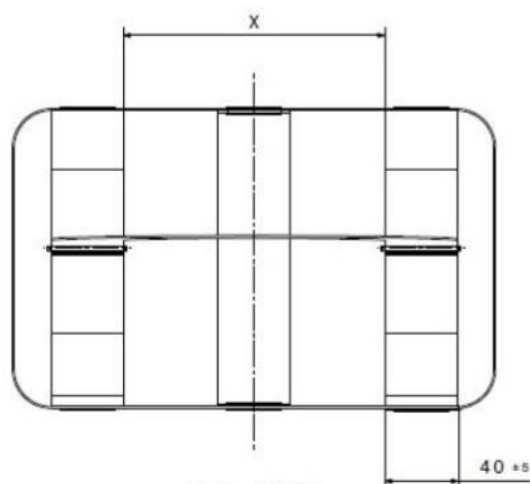
Table 3

<i>Belt</i>			
Width	Thickness	Expansion	Fastness
39 mm ± 1 mm	1 mm ± 0.1 mm	5.5 5.6%	Min. 15,000 N

Table 4

<i>Stich pattern</i>	<i>Min. required force</i>
12 x 12 mm	3.5 kN
30 x 12 mm	5.3 kN
30 x 17 mm	5.3 kN
30 x 30 mm	7.0 kN

all belt radius = 5 mm



Top view
Scale:1:2



Isometric view
Scale:1:10

Load application device II

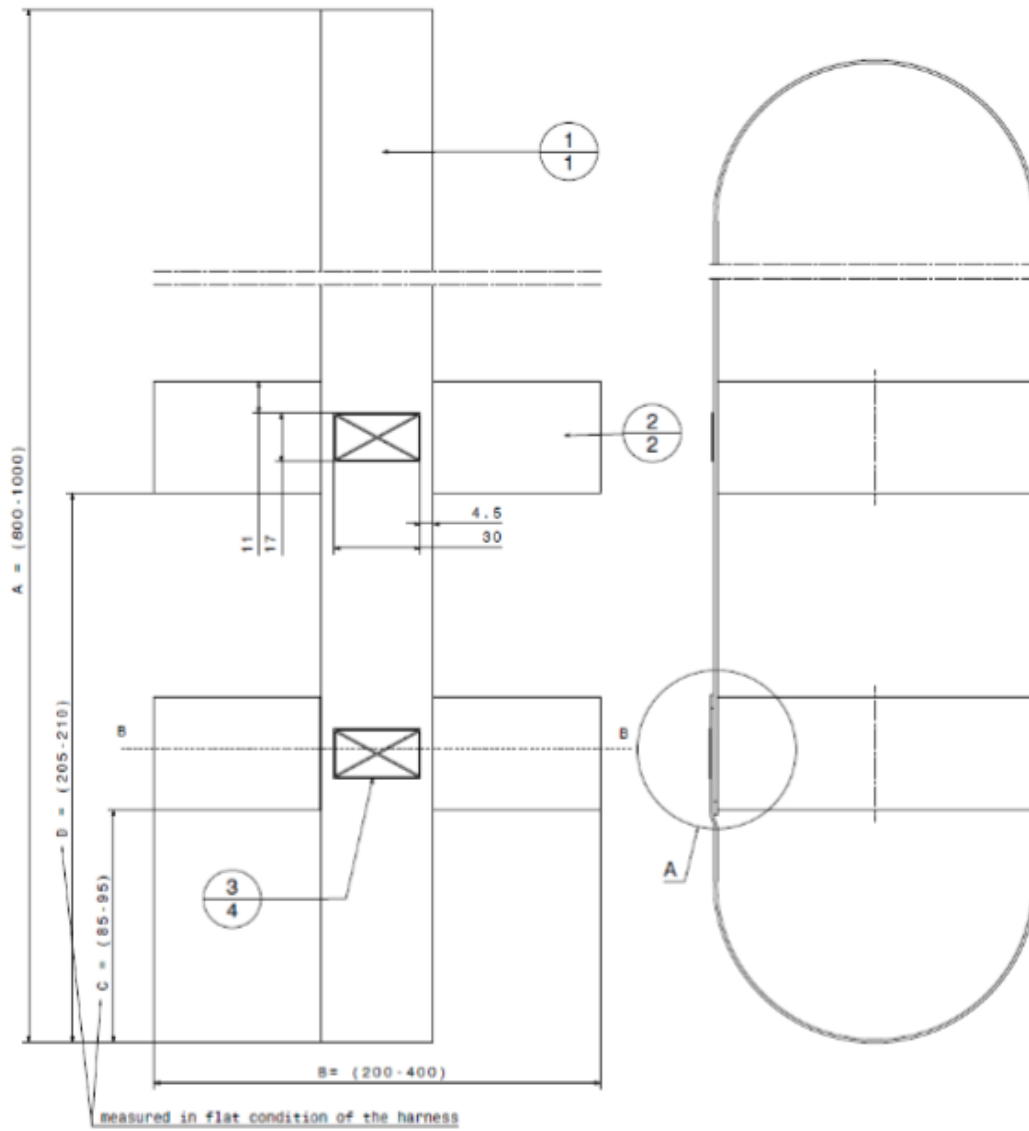


Table 5

No.	Name	Information	Quantity
1	Main belt – 39 mm	-	1
2	Hip belt (upper/lower) – 39 mm	-	2
3	Stich pattern (30 x 17)	Stich 77, thread 30	4

Table 6

Stretch length	(±5 mm)				
	Q0	Q1	Q1.5	Q3	Q6
Main belt (A)	1,740 mm	1,850 mm	1,900 mm	2,000 mm	2,000 mm
Hip belt (B)	530 mm	560 mm	600 mm	630 mm	660 mm
Lower dimension (C)	125 mm	150 mm	150 mm	170 mm	200 mm
Mid dimension (D)	270 mm	300 mm	350 mm	380 mm	380 mm

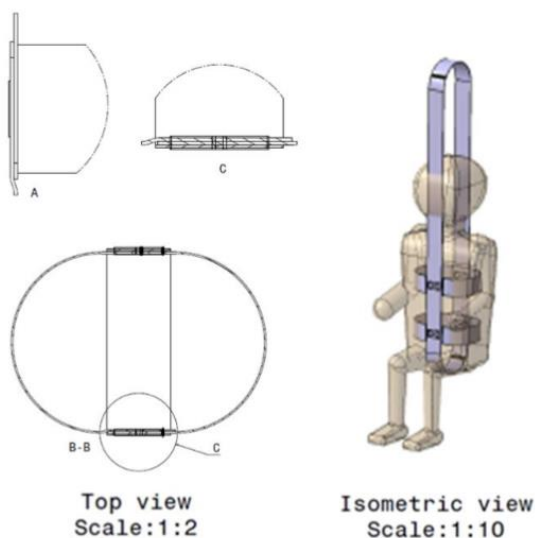
Table 7

Belt			
Width	Thickness	Expansion	Fastness
39 mm ± 1 mm	1 mm ± 0.1 mm	5.5 – 6.5%	Min. 15,000 N

Table 8

Stich pattern	Min. required force
12 x 12 mm	3.5 kN
30 x 12 mm	5.3 kN
30 x 17 mm	5.3 kN
30 x 30 mm	7.0 kN

All belt radius = 5 mm



All dimensions in millimetres (mm)

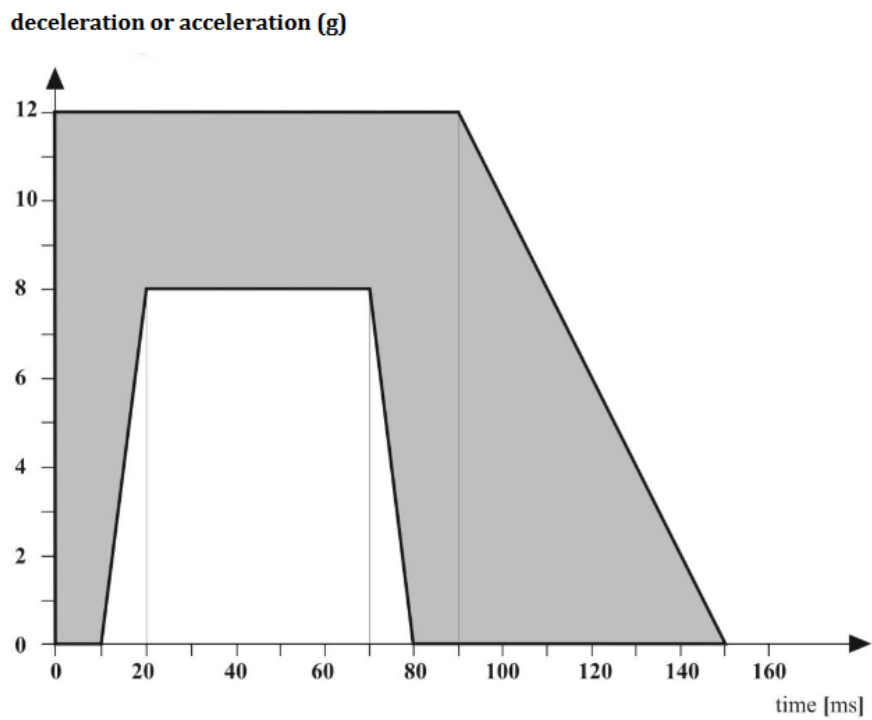
Annex 6

Dynamic test

Appendix 1 Curve of trolley's deceleration or acceleration, as function of time

In all cases the calibration and measuring procedures shall correspond to those defined in the International Standard ISO 6487; the measuring equipment shall correspond to the specification of a data channel with a channel frequency class (CFC) 60.

Frontal impact – Test pulse 1



Appendix 2 Determination of performance criteria

1. Head Performance Criterion (HPC)
 - 1.1. This criterion is considered to be satisfied when, during the test, there is no contact between the head and any vehicle component.
 - 1.2. If that is not the case, a calculation of the value of HPC is made, on the basis of the acceleration (a), by the following expression:

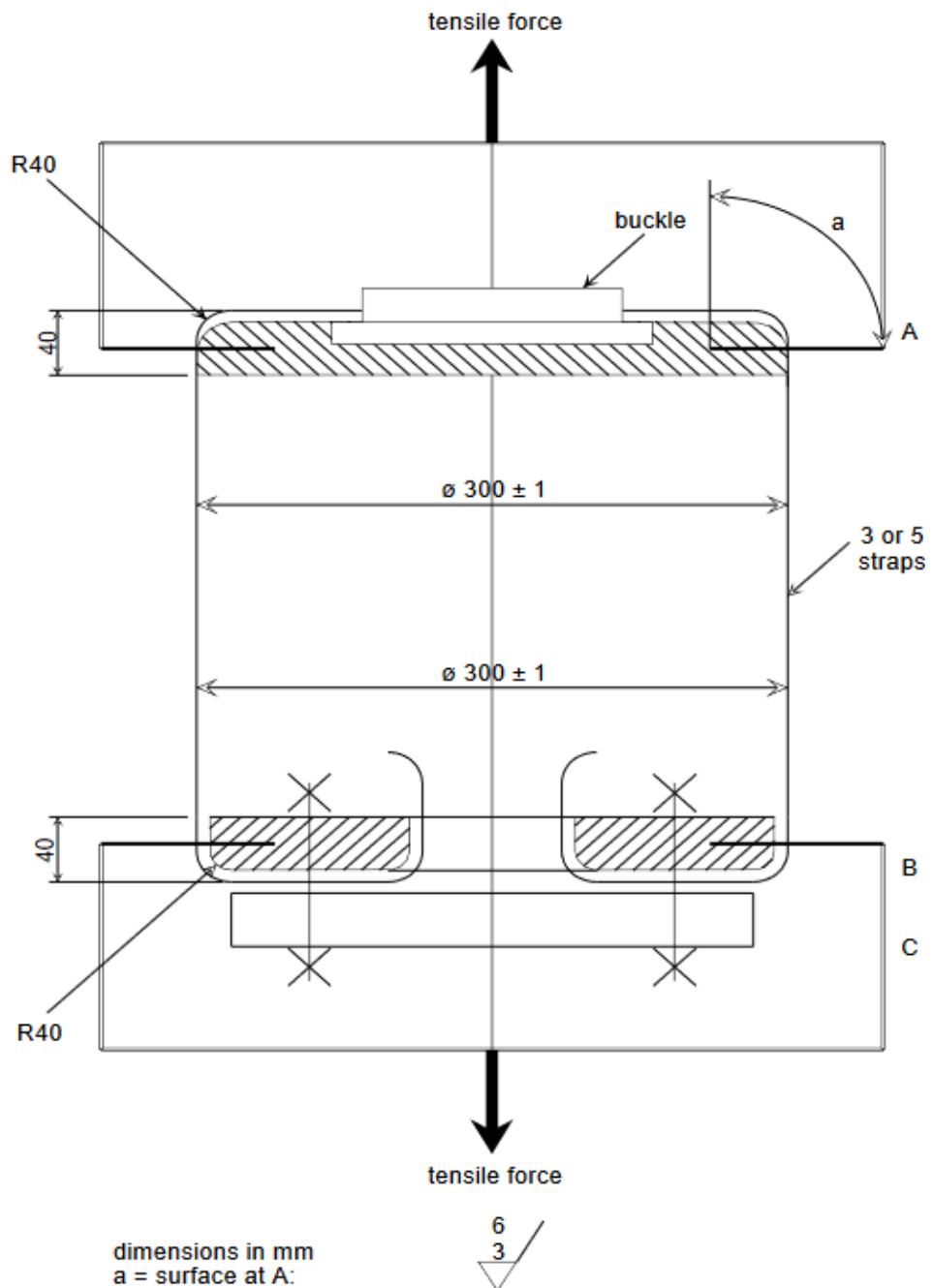
$$\text{HPC} = (t_2 - t_1) \left[\frac{1}{t_2 - t_1} \int_{t_1}^{t_2} a dt \right]^{2.5}$$

In which:

- 1.2.1 The term "a" is the resultant acceleration is measured in units of gravity, g (1 g = 9,81 m/s²);
- 1.2.2. If the beginning of the head contact can be determined satisfactorily, t₁ and t₂ are the two time instants, expressed in seconds, defining an interval between the beginning of the head contact and the end of the recording for which the value of HPC is maximum;
- 1.2.3. If the beginning of the head contact cannot be determined, t₁ and t₂ are the two time instants, expressed in seconds, defining a time interval between the beginning and the end of the recording for which the value of HPC is maximum;
- 1.2.4. Values of HPC for which the time interval (t₁ - t₂) is greater than 15 ms are ignored for the purposes of calculating the maximum value.
- 1.3. The value of the resultant head acceleration during forward impact which is exceeded for 3 ms cumulatively is calculated from the resultant head acceleration.

Annex 7

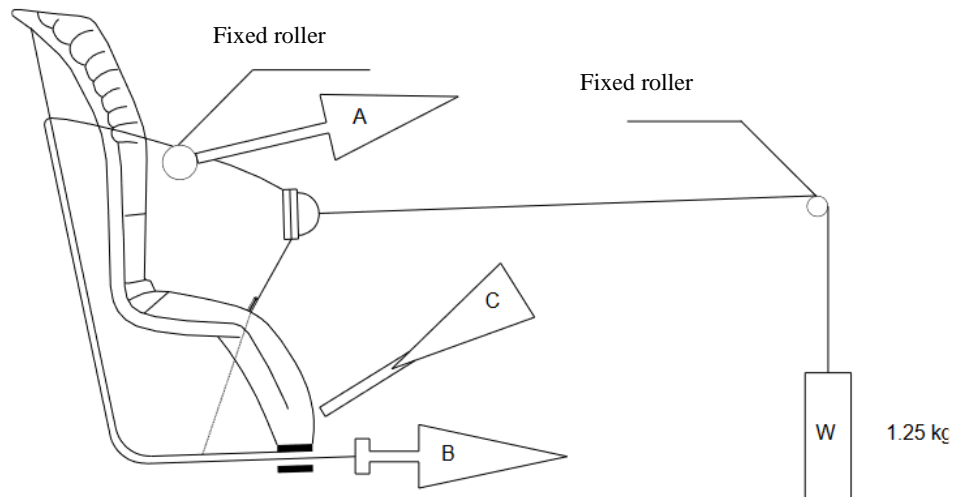
Typical buckle strength test device



Annex 8

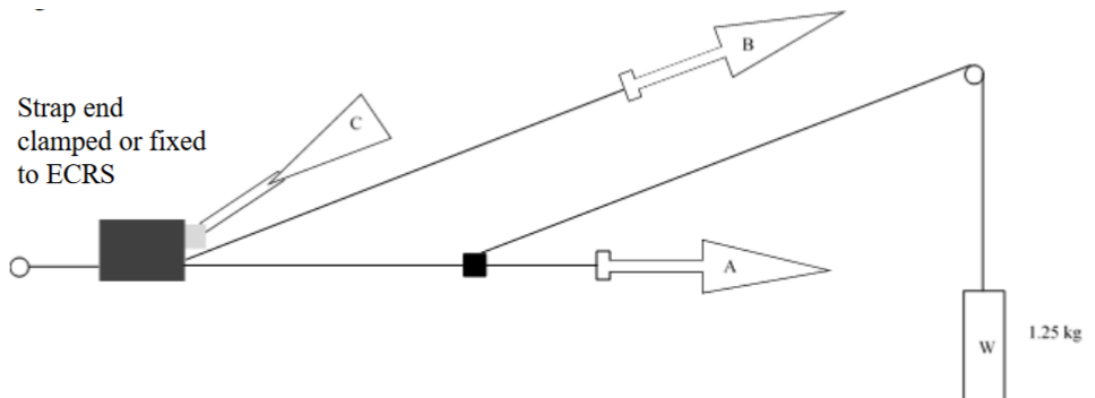
Description of conditioning for adjusters

Figure 1
Conditioning for adjusters mounted directly on the Child Restraint System



1. Conditioning for adjusters mounted directly on Enhanced Child Restraint Systems (Figure 1)
 - 1.1. Method
 - 1.1.1. With the webbing set at the reference position described in paragraph 8.4.2.8., withdraw at least 50 mm of webbing from the integral harness by pulling on the free end of the webbing.
 - 1.1.2. Attach the adjusted part of the integral harness to the pulling device A.
 - 1.1.3. Activate the adjuster and pull at least 150 mm of webbing into the integral harness. This represents half of one cycle and puts pulling device A to the maximum webbing extraction position.
 - 1.1.4. Connect free end of webbing to pulling device B.
 - 1.2. The procedure of the cycle is:
 - 1.2.1. Pull B at least 150 mm while A exerts no tension on the integral harness.
 - 1.2.2. Activate the adjusters and pull A while B exerts no tension on the free end of the webbing.
 - 1.2.3. At the end of stroke, de-activate the adjuster.
 - 1.2.4. Repeat cycle as specified in paragraph 8.4.2.8. of this Regulation.

Figure 2
Conditioning for adjusters connected to a strap (not directly mounted on Child Restraint Systems)

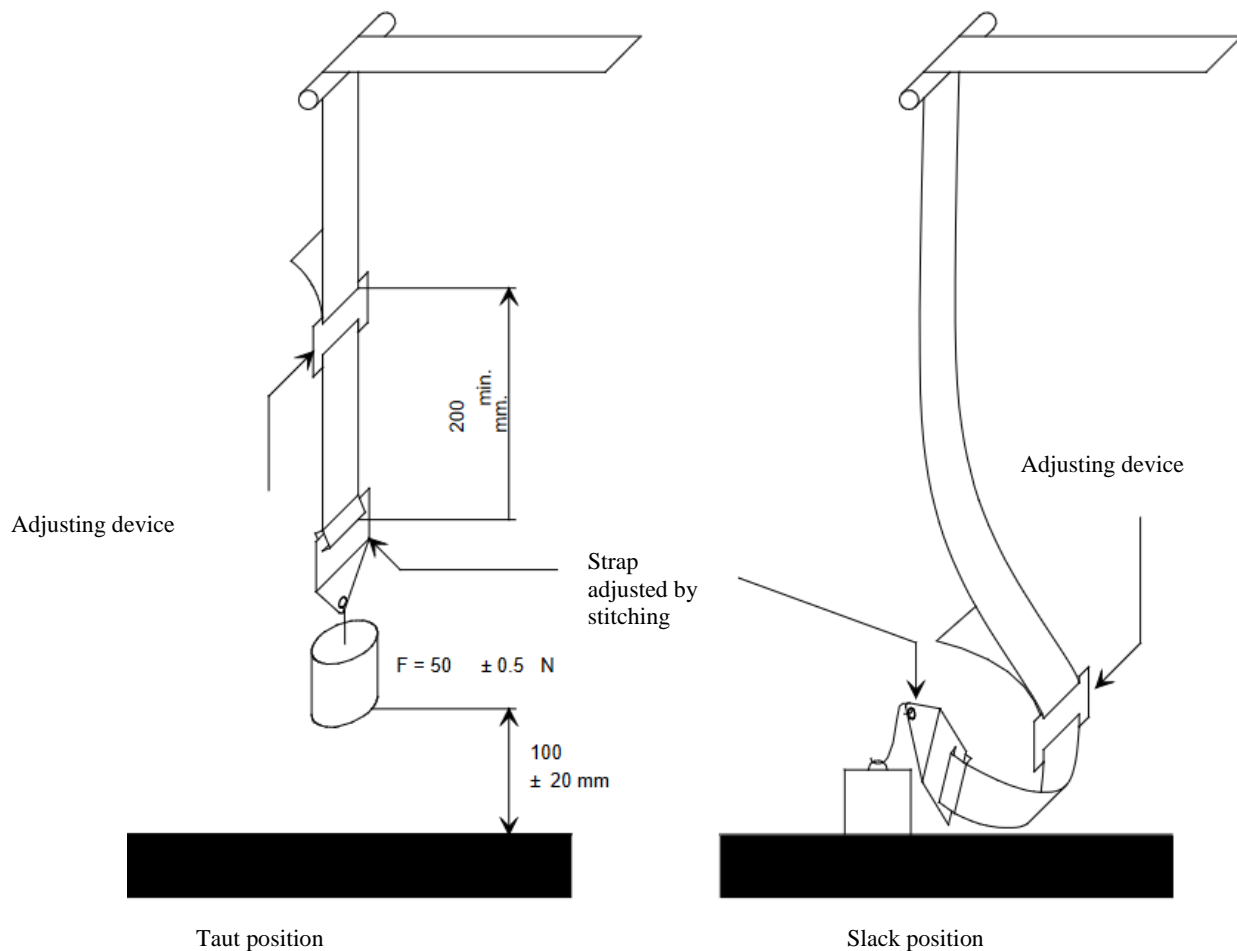


2. Conditioning for adjusters connected to a strap (not directly mounted on Child Restraint Systems) (Figure 2)
 - 2.1. Method
 - 2.1.1. Rigidly clamp the adjuster
 - 2.1.2. With the strap set at the reference position described in paragraph 8.4.2.9., withdraw at least 50 mm of strap from the adjuster by pulling on the free end of the strap.
 - 2.1.3. Attach the adjuster part of the strap to the pulling device A.
 - 2.1.4. Activate the adjuster (C) and pull at least 150 mm of strap through the adjuster. This represents half of one cycle and puts pulling device A to the maximum strap extraction position.
 - 2.1.5. Connect the free end of the strap to pulling device B.
 - 2.2. The cycle is:
 - 2.2.1. Pull B at least 150 mm while A does not exert tension on the strap.
 - 2.2.2. Activate the adjuster (C) and pull A while B does not exert tension on the free end of the strap.
 - 2.2.3. At the end of the stroke, de-activate the adjuster.
 - 2.2.4. Repeat the cycle as specified in paragraph 8.4.2.9. of this Regulation

Annex 9

Micro slip

Total travel 300 ± 20 mm



The load of 50 N on the testing device shall be vertically guided in such a way as to prevent load-swing and twisting of the strap.

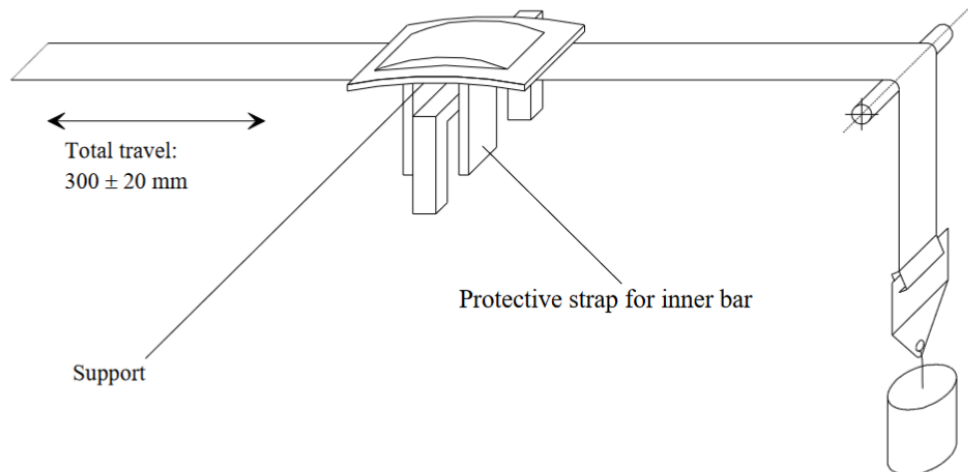
The attaching device shall be fixed to the load of 50 N in the same manner as in the vehicle.

Annex 10

Abrasion

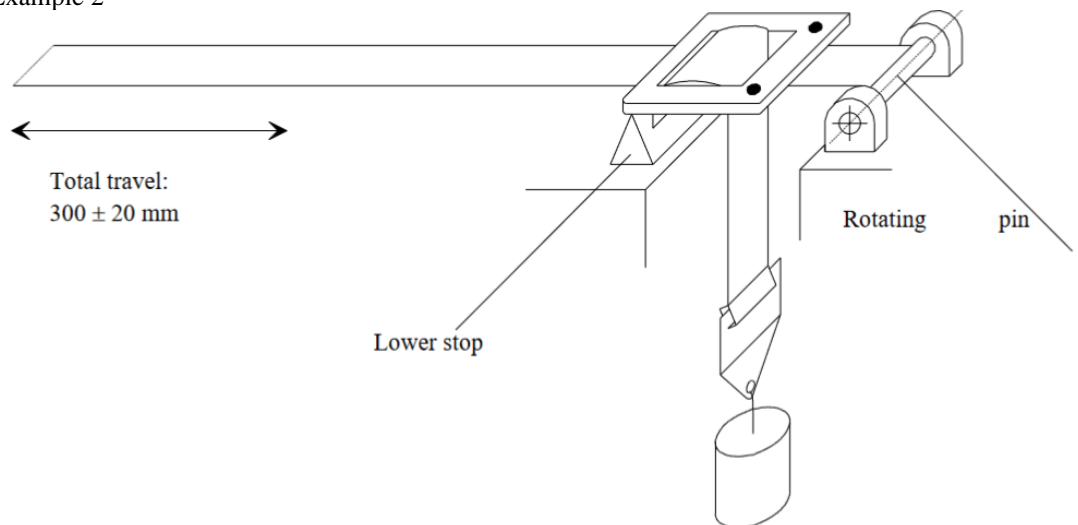
Figure 1
Procedure type 1

Example 1



$F = 10 \pm 0.1$ N, can be increased up to maximum $F = 60 \pm 0.5$ N

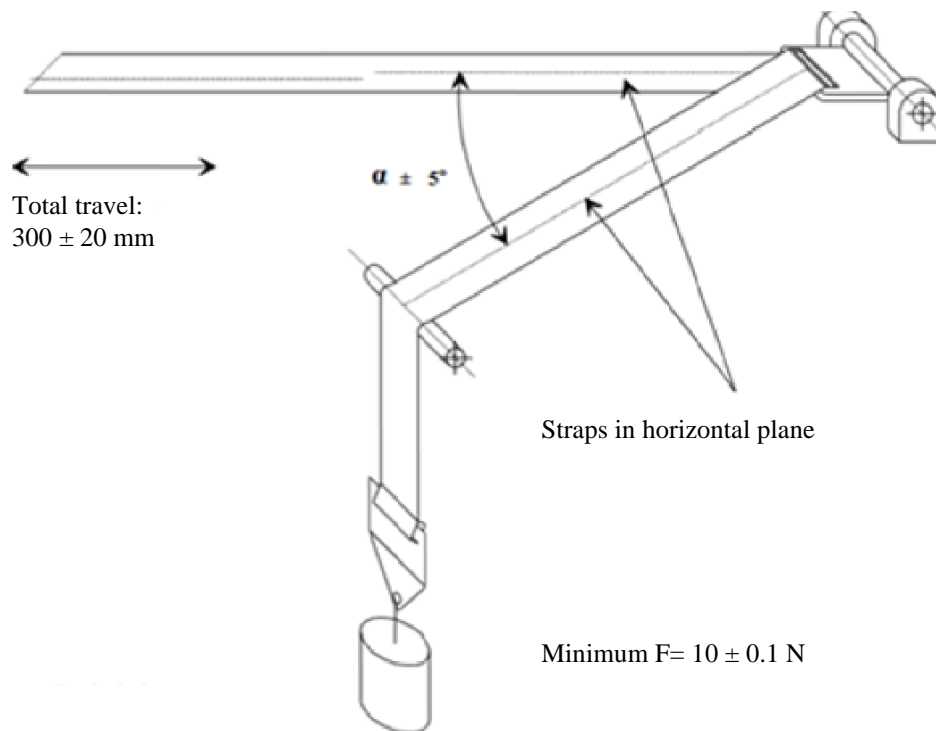
Example 2



Examples of test arrangements corresponding to the type of adjusting device $F=10 \pm 0.1$ N, can be increased up to maximum $F = 60 \pm 0.5$ N

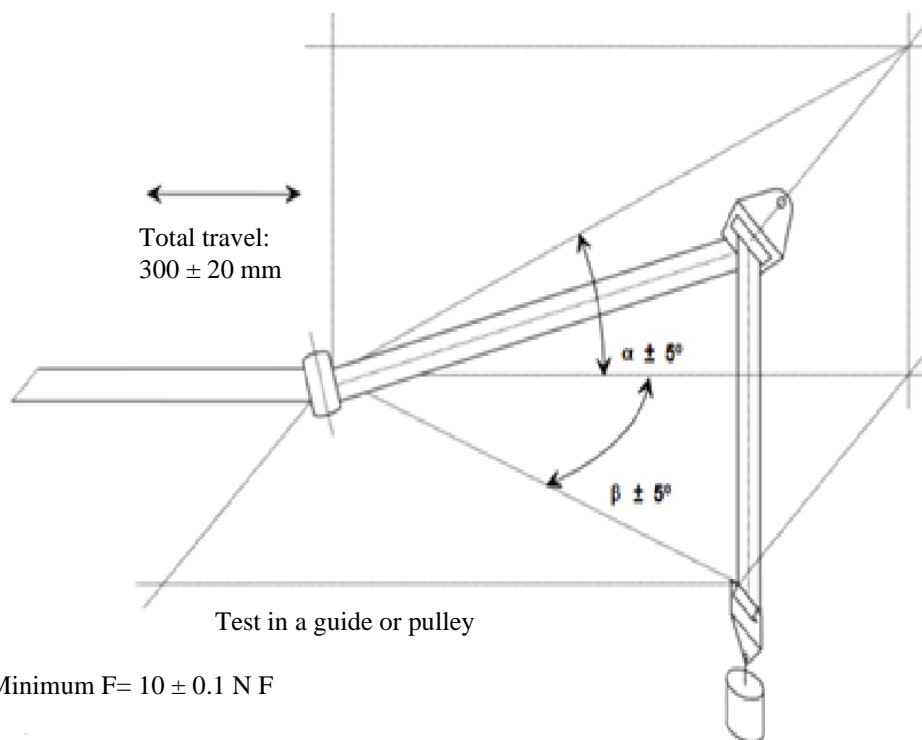
Figure 2
Procedure type 2

Example 1



Test in the buckle

Example 2



Where α and β reproduce the angles as in the real installation (in the three dimensions)

Annex 11

Minimum list of documents required for approval

<i>General documents</i>	<i>Application letter/request</i>	<i>4.1.</i>
	Technical description of the Child Restraint System	4.2.1.
	Installation instruction for retractors	4.2.1.
	Declaration on toxicity	
Drawings/ pictures	Exploded view drawing of Child Restraint System and drawings of all its relevant parts	4.2.1. and Annex 1.
	Position of approval mark	4.2.1
	Photographs of Child Restraint System.	4.2.1.
	In case not marked on the sample(s) at the time of submission for approval: Example of orientation, warning labels, size range, occupant mass and additional markings.	5.

ANNEX H**AL comments on TED 29 (25692) WC Adapted vehicle requirements**

Sl. No.	Existing TED 29 (25692) WC req.	AL proposal	Justifications
1.	Clause No. 3.2 Low Floor Vehicle M1 Category	Clause No. 3.2 Low Floor Vehicle M1Category	Vehicle categories defined in 3.2 (a) & (b), hence deleted in Title of this clause
2.	Clause No. 3.2 (a) Low Floor Vehicle M1 Category – is a vehicle, which has vehicle accessibility area without steps; and	Clause No. 3.2 (a) Low Floor Vehicle of M1 Category – is a vehicle, which has vehicle accessibility area without steps; and	Editorial
3.	Emergency Lighting System for M1 and M2 category vehicles Clause No. 4.8.14 Individual lights for each of the items in 4.8.1 above are not required providing adequate illumination can be maintained during normal use.	Emergency Lighting System for M1 and M2 category vehicles Clause No. 4.8.14 Individual lights for each of the relevant items in 4.8.1 above listed below are not required providing provided adequate illumination can be maintained during normal use. a) All passenger compartments, crew compartments, toilet compartments and the articulated section of an articulated vehicle; b) Any step or steps; c) The access to any exits and the area immediately around the service door(s) including, when in use, any boarding device	List of items not covered in Cl. No. 4.8.1. It is not part of AIS 169 standard also. Modification suggested as per ECE R 107 req. which was taken as base reference while drafting AIS 153 standard on Emergency lighting requirements which in turn is cross referred in AIS 169 standard.



Sl. No.	Existing TED 29 (25692) WC req.	AL proposal	Justifications
		fitted; d) The internal markings and internal controls of all exits; e) All places where there are obstacles; f) In the case of a double-decked vehicle without a roof, at least one lighting device shall be provided as near as practicable to the top of every staircase leading to the upper deck	
4.	Clause No. 4.8 Accommodation and Accessibility for Passengers of Reduced Mobility Vehicles with maximum 650 mm floor height shall be accessible for people with reduced mobility with wheel chair according to the technical provisions laid down in Section 2 of this standard	Clause No. 4.8 Accommodation and Accessibility for Passengers of Reduced Mobility Vehicles with maximum 650 mm floor height shall be accessible for people with reduced mobility with wheel chair according to the technical provisions laid down in Section 2 of this standard	“---” included to separate Text from Title. Editorial
5.	Clause No. 4.14 Ramp Conspicuity Lamp a) Presence: Required on M1 and M2 category vehicles when ramp is in use; b) Number: No special requirements; c) Arrangement: No special requirement;	Clause No. 4.14 Ramp Conspicuity Lamp a) Presence: Required on M1 and M2 category vehicles when ramp is in use; b) Number: No special requirements; c) Arrangement: No special requirement;	For better clarity



Sl. No.	Existing TED 29 (25692) WC req.	AL proposal	Justifications
	d) Position: No special requirement; e) (Ramp shall have adequate illumination when lit); f) Geometric visibility: No special requirement; g) Orientation: No special requirement; h) Light source: No special requirement; j) Color of light emitted: No special requirement; k) Electrical connections: Control shall be by manual switches under the control of the m) Driver or automatically controlled when ramp is in use	d) Position: No special requirement; e) (Ramp shall have adequate illumination when lit); f) e) Geometric visibility: No special requirement; g) f) Orientation: No special requirement; h) g) Light source: No special requirement; j) h) Color of light emitted: No special requirement; k) i) Electrical connections: Control shall be by manual switches under the control of the m) driver or automatically controlled when ramp is in use	
6.	POSSIBLE MODIFICATIONS IN THE VEHICLE (M1 AND N1 CATEGORIES) Clause No. 6.2.4 Following modifications are permissible in the motor vehicles, subject to conditions mentioned below (only relevant shall criteria reproduced below)	POSSIBLE MODIFICATIONS IN THE VEHICLE (M1 AND N1 CATEGORIES) Clause No. 6.2.4 Following modifications are permissible in the motor vehicles, subject to conditions mentioned below (only relevant shall criteria reproduced below)	Editorial
7.	Requirements Clause No. 13.3.2 There shall be at least one doorway through which wheelchair users can pass. The	Requirements Clause No. 13.3.2 There shall be at least one doorway through which wheelchair users can pass. The wheelchair	Editorial

Sl. No.	Existing TED 29 (25692) WC req.	AL proposal	Justifications
	wheelchair access door shall bear a boarding device complying with the provisions of 13.8.3(a lift) or 13.8.4 (a ramp) of this part	access door shall bear a boarding device complying with the provisions of 13.8.3 (a lift) or 13.8.4 (a ramp) of this part section	
8.	Requirements Clause No. 13.3.6 Vehicles fitted with a wheelchair space shall have pictogram in accordance with Fig. (see. Fig.) visible from the outside, both on the front nearside of the vehicle and adjacent to the relevant service door(s)	Requirements Clause No. 13.3.6 Vehicles fitted with a wheelchair space shall have pictogram in accordance with Fig. (see. Fig. 1 of Section 1) visible from the outside, both on the front nearside of the vehicle and adjacent to the relevant service door(s)	Reference included for better clarity
9.	Requirements Clause No. 13.4 Vehicles having provisions for passenger with reduced mobility shall have easily visible Adapted Vehicle symbol as shown in Fig. under 8.5.	Requirements Clause No. 13.4 Vehicles having provisions for passenger with reduced mobility shall have easily visible Adapted Vehicle symbol as shown in Fig. 1 under 8.5.	Reference included for better clarity
10.	ANNEX C C-2.3 $F_E = \frac{1}{T} \int_{t_1}^{t_2} F(t) df$	ANNEX C C-2.3 $F_E = \frac{1}{T} \int_{t_1}^{t_2} F(t) df dt$	"dt" to be referred ie., integrate wrt pulse duration to determine effective force of ramp

(Note: New inclusions shown in blue & deletions striked through in red)

ANNEX J

Clause.No	TED 29 (25692) WC	AIS 169	MSIL Comments	Remarks
Foreword	<p>There is no direct base standard, however while preparation of this standard considerable assistance is derived from procedure prepared previously by AISC, which is incorporated as Part A of this standard in the form of Ad-on controls or secondary controls and further addition of allowable minor modifications for M1 and N1. Regulation (EU) 2007/46/EC and Regulation (EU) 2018/858 is cross-referred in Part C of this standard. Part C contain major modifications for M1 vehicle adaptation. Annexure C1, for additional requirements for testing the wheelchair tie down and occupant restraint system for adapted vehicles of category M1. UN R107 is cross referred in Part B for small M2 and M1 vehicles for vehicle accessibility and accommodation related requirements.</p>	<p>There is no direct base standard, however while preparation of this standard considerable assistance is derived from procedure prepared previously by AISC, which is incorporated as Part A of this standard in the form of Ad-on controls or secondary controls and further addition of allowable minor modifications for M1 and N1. Regulation (EU) 2007/46/EC and Regulation (EU) 2018/858 is cross-referred in Part C of this standard. Part C contain major modifications for M1 vehicle adaptation. Annexure C1, for additional requirements for testing the wheelchair tie down and occupant restraint system for adapted vehicles of category M1. UN R107 is cross referred in Part B for small M2 and M1 vehicles for vehicle accessibility and accommodation related requirements</p>	<p>There is no direct base standard, however while preparation of this standard considerable assistance is derived from procedure prepared previously by AISC, which is incorporated as Section 1 of this standard in the form of Ad-on controls or secondary controls and further addition of allowable minor modifications for M1 and N1. Regulation (EU) 2007/46/EC and Regulation (EU) 2018/858 is cross-referred in Section 3 of this standard. Part C contain major modifications for M1 vehicle adaptation. Annexure F, for additional requirements for testing the wheelchair tie down and occupant restraint system for adapted vehicles of category M1. UN R107 is cross referred in Part B for small M2 and M1 vehicles for vehicle accessibility and accommodation related requirements</p>	<p>References to Part & Annexure to be aligned inline with IS references</p>
4.13	<p>Exterior Courtesy Lamp – wherever these lamps are provided they shall meet relevant requirements AIS-008</p>	<p>Exterior Courtesy Lamp – wherever these lamps are provided they shall meet relevant requirements AIS-008</p>	<p>Exterior Courtesy Lamp – wherever these lamps are provided they shall meet relevant requirements AIS-008 (Rev. 2) as</p>	<p>Rev.2 is not notified in CMVR hence</p>

	(Rev. 2) as amended from time to time.	(Rev. 2) as amended from time to time.	amended from time to time as notified in CMVR	reference to be corrected.
4.14	Ramp Conspicuity Lamp k) Electrical connections: Control shall be by manual switches under the control of the m) Driver or automatically controlled when ramp is in use.	Ramp Conspicuity Lamp 9. Electrical connections: Control shall be by manual switches under the control of the driver or automatically controlled when ramp is in use.	Ramp Conspicuity Lamp k) Electrical connections: Control shall be by manual switches under the control of the m) Driver or automatically controlled when ramp is in use.	Editorial Correction
9	APPROVAL OF WORKSHOPS FOR THE FITMENT OF APPROVED KIT The kit manufacturer shall identify the workshops, which shall carry out the fitment as specified in AIS 169 on his behalf.	APPROVAL OF WORKSHOPS FOR THE FITMENT OF APPROVED KIT The kit manufacturer shall identify the workshops, which shall carry out the fitment as specified in AIS 169 on his behalf.	APPROVAL OF WORKSHOPS FOR THE FITMENT OF APPROVED KIT The kit manufacturer shall identify the workshops, which shall carry out the fitment as specified in AIS 169 this standard on his behalf.	Reference to AIS 169(Adapted vehicles) to be replaced with Indian Standard)
10	TYPES OF PHYSICAL DISABILITIES THAT CAN BE CONSIDERED FOR USE OF ABOVE VEHICLES WITH RETRO-FITTED / ADAPTATION KIT e) Both hands (partial or full): Not recommended under normal situations. May f) Be considered under special case.	TYPES OF PHYSICAL DISABILITIES THAT CAN BE CONSIDERED FOR USE OF ABOVE VEHICLES WITH RETRO-FITTED / ADAPTATION KIT e) Both hands (partial or full): Not recommended under normal situations. May be considered under special case.	TYPES OF PHYSICAL DISABILITIES THAT CAN BE CONSIDERED FOR USE OF ABOVE VEHICLES WITH RETRO-FITTED / ADAPTATION KIT e) Both hands (partial or full): Not recommended under normal situations. May f) Be considered under special case.	Editorial Correction

ANNEX K

Clause No.	Existing contents	Renault-Nissan Comments / Proposed Text Modification	Remarks / Justification
3.10	Eating Reference Point	Seatign Reference Point	Editorial Error in the paragraph title to be corrected
3.10 Fig.1	Tolerance (4) + 5 mm + 5 mm + 1.2 kg	Tolerance (4) ± 5 mm ± 5 mm ± 1.2 kg	Editorial Error in Tolerance sign to be corrected
3.12	Steering Column — It means a structural surrounding a steering shaft.	Steering column — It means a structural surrounding a the housing enclosing the steering shaft;	Technical Definition terminologies to be aligned with existing AIS-096 and UN-R12, to avoid any possible misinterpretations.
3.19 a) 2) 3.19 b) 3)	Vehicle type a) 2) Unladen weight of the vehicle. b) 3) Unladen weight of the vehicle.	Vehicle type a) 2) Unladen weight of the vehicle mass of the vehicle in running order as defined in 3.18 b) 3) Unladen weight of the vehicle mass of the vehicle in running order as defined in 3.18	Technical Definition terminologies to be aligned with existing AIS-096 and UN-R12, to avoid any possible misinterpretations.
4.4.4.3	4.4.4.3 Where adaptors are used to adapt a single type...	4.4.4.3 4.4.5 Where adaptors are used to adapt a single type...	Editorial Error in the Clause no. to be corrected, to avoid mis-reading of sub-clauses.
Annex B, B-3, B-5.1, B-6.2.2.3 Fig. 4, 5, 6, 7	U, Ub, U1 & U2 wherever it appears, including figures	U, Ub, U1 & U2 V, Vb, V1 & V2 wherever it appears, including figures. Additional, alignment of "+" and "-" signs in figures to be corrected.	Editorial Errors in the Figure to be corrected.

ANNEX L

TML Comments on draft IS Document TED 29 (25692) WC

Guidelines on Provisions for Adapted Vehicles of Categories M1, N1 and M2

Page No.	Clause No.	Current Text	Proposed Text	Remarks
ii	Forward	There is no direct base standard, however while preparation of this standard considerable assistance is derived from procedure prepared previously by AISC, which is incorporated as Part A of this standard in the form of Ad-on controls or secondary controls and further addition of allowable minor modifications for M1 and N1. Regulation (EU) 2007/46/EC and Regulation (EU) 2018/858 is cross-referred in Part C of this standard. Part C contain major modifications for M1 vehicle adaptation. Annexure C1, for additional requirements for testing the wheelchair tie down and occupant restraint system for adapted vehicles of category M1. UN R107 is cross referred in Part B for small M2 and M1 vehicles for vehicle accessibility and accommodation related requirements.	There is no direct base standard, however while preparation of this standard considerable assistance is derived from procedure prepared previously by AISC, which is incorporated as Part A Section 1 of this standard in the form of Ad-on controls or secondary controls and further addition of allowable minor modifications for M1 and N1. Regulation (EU) 2007/46/EC and Regulation (EU) 2018/858 is cross-referred in Part C Section 3 of this standard. Part C Section 3 contain major modifications for M1 vehicle adaptation. Annexure C1 Annex F , for additional requirements for testing the wheelchair tie down and occupant restraint system for adapted vehicles of category M1. UN R107 is cross referred in Part B Section 2 for small M2 and M1 vehicles for vehicle accessibility and accommodation related requirements.	Editorial corrections in line with entire text of the standard

5/62	--	<p>4.8 4.9 4.9.1 4.9.2 4.10 4.11 4.14 4.13 4.14</p>	<p>4.8 4.9 4.9 4.10 4.9.1 4.10.1 4.9.2 4.10.2 4.10 4.11 4.11 4.12 4.14 4.13 4.13 4.14 4.14 4.15</p>	Editorial corrections
15/62	13.3.6	Vehicles fitted with a wheelchair space shall have pictogram in accordance with Fig. (see. Fig.) visible from the outside, both on the front nearside of the vehicle and adjacent to the relevant service door(s).	Vehicles fitted with a wheelchair space shall have pictogram in accordance with Fig. (see. Fig. 1) visible from the outside, both on the front nearside of the vehicle and adjacent to the relevant service door(s).	Editorial corrections for better clarity
15/62	13.4	Vehicles having provisions for passenger with reduced mobility shall have easily visible Adapted Vehicle symbol as shown in Fig. under 8.5.	Vehicles having provisions for passenger with reduced mobility shall have easily visible Adapted Vehicle symbol as shown in Fig. under clause 8.5 of this standard.	Editorial corrections for better clarity
16/62	--	14.8.3.1	14.8.3.1 13.5.3.1	Editorial correction

35/62	--	C-3.2 C-3.2.1 C-3.2.1.1 C-3.3 C-3.4 C-3.5	C-3.2 C-3.3 C-3.2.1 C-3.3.1 C-3.2.1.1 C-3.3.1.1 C-3.3 C-3.4 C-3.4 C-3.5 C-3.5 C-3.6	Editorial correction
54/62	--	ANNEX H (Clause 4.11 and J-6)	ANNEX H (Clause 4.11 4.12 and J-6)	Editorial correction

ANNEX M

Comments from Mahindra and Mahindra on IS 11939

(Copy the below link and paste it any browser to access the comments)

https://docs.google.com/spreadsheets/d/1eBafKh_4LFwhfZBOuwtRzZdUIxR7o4Y6/edit?usp=sharing&ouid=111788654711919004195&rtpof=true&sd=true

The above comments were also circulated among the committee members vide email dated 03/06/2024.

ANNEX N
Comments from ARAI on TED/29/25909

SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
1	FOREWORD	FOREWORD	General	N/A
Comments/Suggestions along with Justification for the Proposed Change			FOREWORD need to be amended to replace references to UN R14 and UN R80 suitably by IS 15139 and AIS023	
Proposed Change/Modified Wordings			FOREWORD need to be amended to replace references to UN R14 and UN R80 suitably by IS 15139 and AIS023	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
2	1	1.1	Technical	N/A
Comments/Suggestions along with Justification for the Proposed Change			Scope will need amendment to align with terminology adopted in AIS052 and AIS053	
Proposed Change/Modified Wordings			Replace Cl. 1.1 with following :	
			This Standard applies to Built-in Child Restraint Systems installed in vehicles of categories M2 and M3 class B and class III of Type II and Type III with regards to the securing of children from 40 - 150 cm in forward facing and rearward facing vehicle seats	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
3	3	3.32	Technical	N/A

Comments/Suggestions along with Justification for the Proposed Change			Cl. 3.32 on Routine Testing may be deleted	
Proposed Change/Modified Wordings			Cl. 3.32 on Routine Testing may be deleted	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
4	4	4.2.2	Editorial	N/A
Comments/Suggestions along with Justification for the Proposed Change			Replace 'Technical Serice' by'Test Agency'	
Proposed Change/Modified Wordings			Replace 'Technical Serice' by'Test Agency'	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
5	6	6.2	Technical	N/A
Comments/Suggestions along with Justification for the Proposed Change			Partial deletion proposed. CRS which may be submitted for approval as per this standard in all probability will have UNECE approval marks permanately affixed.	
			Hence, marking requirements will have to be deleted	
Proposed Change/Modified Wordings			An approval number shall be assigned to each type approved. Its first two digits shall indicate the series of amendments. The same Contracting Party shall not assign the same number to another type of Child Restraint System covered by this Standard.	
			A type of Child Restraint System approved according to this Standard shall not bear another approval mark according to any other Standard regarding CRS.	
Action Taken				

SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
6	6	6.3	Technical	N/A
Comments/Suggestions along with Justification for the Proposed Change			Delete the clause	
Proposed Change/Modified Wordings			Delete Clause 6.3	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
7	6	6.4	Technical	N/A
Comments/Suggestions along with Justification for the Proposed Change			Delete Cl. 6.4	
Proposed Change/Modified Wordings			Delete Cl. 6.4	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
8	7	7.3.3	Editorial	N/A
Comments/Suggestions along with Justification for the Proposed Change			Replace 'Technical Service' with 'Test Agency	
Proposed Change/Modified Wordings			Replace 'Technical Service' with 'Test Agency	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
9	7	7.4.1.	Editorial	N/A
Comments/Suggestions along with Justification for the Proposed Change			Replace 'Technical Service' with 'Test Agency	
Proposed Change/Modified Wordings			Replace 'Technical Service' with 'Test Agency	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
10	8.3	8.3.6.5.1	General	N/A
Comments/Suggestions along with Justification for the Proposed Change			Test facilities for conducting tests in accordance to proposed new regulation need to be reviewed.	

			Requirement specified in Cl. 8.3.6.5.1, Table 1, Sr. No. 3, 4 and 6 will require substantial upgrade or investment into existing fleet of Q-Series child dummies available with ARAI (ICAT and GARC status need to be reviewed).	
			Prevailing scenario of CRS manufacturing and sale in India need to be discussed while notifying this standard	
Proposed Change/Modified Wordings			No change	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
11	8.3	8.3.2	General	N/A
Comments/Suggestions along with Justification for the Proposed Change			Requirement specifies the CRS proposed for Buses and Coaches shall be tested with the vehicle seat which is intended.	
			SIAM and ACMA can take note of the same.	
			Dynamic Test proposed in 8.3 has a test pulse similar to AIS023. However, currently, seats other than driver and co-driver are not tested in accordance to AIS023 - dynamic test requirements	
Proposed Change/Modified Wordings			No change	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
12	8	8.4	General	N/A

Comments/Suggestions along with Justification for the Proposed Change			Testing of Individual Components : New Test Rigs will be required by Test Agencies to facilitate testing of the individual components.	
			Although the requirements are similar to AIS072 / ECE R44 / ECE R129, availability of test facilities for testing of Individual Components is to be confirmed	
Proposed Change/Modified Wordings			No change	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
13	10	10	Technical	N/A
Comments/Suggestions along with Justification for the Proposed Change			Delete Cl. 10	
Proposed Change/Modified Wordings			Delete Cl. 10	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
14	12	12	Technical	N/A
Comments/Suggestions along with Justification for the Proposed Change			Delete Cl. 12	
Proposed Change/Modified Wordings			Delete Cl. 12	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
15	14	14	Technical	N/A
Comments/Suggestions along with Justification for the Proposed Change			Delete Cl. 14	
Proposed Change/Modified Wordings			Delete Cl. 14	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment

16	Annex. A	Annex. A	Technical	N/A
Comments/Suggestions along with Justification for the Proposed Change			Need to be edited to remove UNECE References, symbols, details	
Proposed Change/Modified Wordings			Need to be edited to remove UNECE References, symbols, details	
Action Taken				
SNo.	Clause / Subclause No.	Paragraph No./Figure No./Table No.	Type of Comment	Attachment
17	Annex. B	Annex. B	Technical	N/A
Comments/Suggestions along with Justification for the Proposed Change			To be deleted. Further annexures to be renamed	
Proposed Change/Modified Wordings			To be deleted. Further annexures to be renamed	

ANNEX O

AIMTC COMMENTS

(Please refer the document shared along with agenda)

ANNEX P

Minutes of 2 wheeler safety

(Please refer the document shared along with agenda)

ANNEX Q

Checklist of GNRS

(Please refer the document shared along with agenda)

ANNEX R

SOP of GNRS

(Please refer the document shared along with agenda)