

Review of draft proposal to amend UN R145.00

- Hans introduced his draft proposal to amend UN Regulation No. 145 to specify definitions, requirements, and test procedures for lower tether anchorages.
- Sebastian asked whether it is premature to include provisions for non-ISOFIX-i-Size seating positions that are suitable for use by CRS with a support leg (para. 5.2.4.4.). Hans replied that it could be removed from the proposal to focus solely on lower tether anchorages. Dinos noted that UN Regulation No. 16 requires the vehicle handbook (or a separate location intended for CRS manufacturers) to identify any non-i-Size positions that are compatible with a support leg. He added that Euro NCAP will also include this information on their new CRS compatibility pages in line with the new Technical Bulletin No. 33.
- Hans explained that the proposal opens the possibility of factory-sold and type-approved lower tether anchorages. He would also like to specify a designated and approved mounting for aftermarket anchorages that could be supplied with CRS. With these solutions, it should be possible to stop the current practice of looping the lower tether straps around the vehicle seat runners.
- The Group discussed how to specify a designated mounting position. Various options were considered, such as testing with a dummy bracket. Reference was also made to ISO 27955:2010 (Securing of cargo in passenger cars, station wagons and multi-purpose vehicles — Requirements and test methods), which specifies ‘lashing points’. The Group also agreed that the vehicle handbook will need to say if there is a lower tether anchorage, or a partial anchorage to which an accessory anchorage can be fitted.
- Sebastian noted that UN Regulations No. 17 and No. 21 define areas with radius requirements. It is not typically included in UN Regulations No. 14 or No. 145. Anchorage radius requirements apply to a top tether anchorage, for example, if it is located in the area defined by these regulations. Hans replied that UN Regulation No. 21 has nothing below the H-Point of the rear seats and so something is needed to protect the feet of passengers seated near to a lower tether anchorage (para. 5.4.3.3.). Ines noted that seat manufacturers check that parts under the seat are not too aggressive, but they don’t typically radius every edge.

Review of draft proposal to amend UN R129.03

- Okke gave a brief overview of the CLEPA proposal to specify provisions for lower tether attachments in UN Regulation No. 129.
- Hans noted that the Definitions need to be aligned with those proposed for UN Regulation No. 145. He also noted that Annex 24 still needs work. Dinos acknowledged that CLEPA planned to improve Annex 24, but that can be done only when the Group has agreed their approach to UN Regulation No. 145, particularly with regards to aftermarket anchorages.

Next steps

- Hans explained that he was hoping that both UN Regulation No. 145 and No. 129 proposals could be submitted to GRSP. He was perhaps too optimistic, but it should be feasible to prepare two Informal Documents for discussion at the December session.
- He hopes that further work can be done on each proposal in advance of a follow-up meeting of the Ad-hoc Group towards the end of October.
- The Group agreed to meet (online) on Friday 21st October, from 9 to 12 (CET).