

Modifications to ECE/TRANS/WP.29/GRSP/2025/25*

I. Proposal

Paragraph 0., amend to read:

“0. Introduction

0.1. For original version of Regulation 173:

0.1.1. During the seventy-third session of the Working Party on Passive Safety (GRSP) held in May 2023, it was decided to split UN Regulation No. 16 into three UN Regulations:

- (a) safety-belts and restraint systems (components);
- (b) safety-belts and child restraint systems installation (vehicle);
- (c) safety-belt reminders (vehicle).

This UN Regulation consists of ... by the 09 series of amendments

0.2. For the 01 series of amendments:

0.2.1. The strap's paths between the effective safety-belt anchorage and the buckle are normally straight like the test bench specified in UN Regulation No. 129. However, the strap's paths between the effective belt-anchorage and the buckle of some vehicles in the market are not straight and are curved along the cushion.

0.2.2. When the strap's paths between the effective belt anchorage and the buckle are not straight, the occupants can be thrown forward significantly in a frontal impact accident. If an occupant is seated in the booster seat attached by ISOFIX, there are cases where the seatbelt will slip up to the neck and submarining may occur. This would increase the risk of injury to the neck and abdomen of a child occupant. In addition, the chest injury of the dummy increases.

0.2.3. These amendments mitigate the negative effects on the safety of the occupants by limiting the slack of the buckle belt.

0.3. For supplement 1 to the 01 series of amendments:

0.3.1. Removal of the wording "specific vehicle" since the type of child restraint is defined in the respective regulation. With the present wording a conflict exists.

0.3.2. Addition of a reference to UN Regulation No. 129 since the details of the ISOFIX anchors are also given in UN Regulation No. 129.

0.3.3. Removal of incorrect wording in paragraph 4.7.

0.4. For supplement 2 to the 01 series of amendments:

0.4.1. The Regulation is amended to account for vehicles of category X¹. Vehicles of category Y¹ are not in the scope of this Regulation.

0.4.2. The Regulation was originally drafted for vehicles with driver and manual driving controls and it is the intention of this ~~new~~ amendment to keep the spirit of the regulation and to extend its application to vehicles without driver and manual driving controls. In the absence of driver/manual driving controls, provisions related to them shall not be taken into account if not already covered by this amendment.

* Proposal for supplement 2 the 01 series of amendments to UN Regulation No. 173 (Installation of occupant restraint systems)

- 0.4.3. In case of vehicles equipped with an Automated Driving System (ADS)¹ other than vehicles of categories X and Y, in the manual driving mode no special provisions or exemptions apply. In a mode where an ADS feature is active the relevant ADS requirements apply.”**

Paragraph 1., amend to read:

“1. Scope

This Regulation applies to:

- (a) ~~1.1~~ Vehicles of categories M, N, O, L₂, L₄, L₅, L₆, L₇ and T¹, with regard to the installation of safety-belts and restraint systems which are intended for separate use, i.e. as individual fittings, by persons of adult build occupying forward-facing, rearward-facing and side-facing seats;
- (b) ~~1.2~~ Vehicles of categories M₁ and N₁¹ with regard to the installation of child restraint systems and ISOFIX child restraint systems.
- (c) ~~1.3~~ At the request of the manufacturer, it also applies to the installation of child restraint systems and ISOFIX child restraint systems designated for installation in vehicles of categories M₂ and M₃.¹
- (d) ~~1.4~~ At the request of the manufacturer, it also applies to installing i-Size child restraint systems, in case i-Size seating positions are defined by the vehicle manufacturer.

This Regulation does not apply to vehicles of category Y.”

Paragraph 1, footnote 1, amend to read:

“¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.78, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>”

Paragraph 2.12.5, footnote 2, amend to read:

“² As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.78, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>”

Paragraph 2.16.1., amend to read:

“2.16.1. “*A front passenger seat*” means any seat where the “foremost H-point” of the seat in question is in or in front of the vertical transverse plane through the driver’s R-point. **For vehicles of category X, the “R” point of the most forward passenger seat shall be taken instead of the R-point of the driver’s seat.**”

Paragraph 4.4.1 footnote 3, amend to read:

“³ 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.78, Annex 3 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>”

Insert new paragraph 5.5., to read:

“5.5. In case of vehicles of category X, a seating position with the steering control placed in front, may be designated as suitable for the installation of a Child Restraint System, provided all requirements for a passenger seating position as defined in paragraphs 5.1.9.2. to 5.1.9.4. are fulfilled.”

Annex 9, paragraph 3., amend to read:

“3. In the case of safety-belts fitted with a type 4N retractor, it shall be indicated in the installation instructions and on any packaging that this belt is not suitable for installation in motor vehicles used for the carriage of passengers having not more than nine seats, ~~including that of the driver.~~”

Annex 5, table, rows N_2 and N_3 , second column, amend to read:

“Br3, Br4m, Br4Nm or Ar4m, Ar4Nm*

Para. 5.1.6. lap belt permitted if the windscreen^Z is outside the reference zone ~~and for the driver's seat~~ **or for a seat having a steering control in front**”

Annex 5, table, add a new table note to read:

“Z: For the purpose of this regulation: In case of vehicles of category X, the front exterior forward facing glazing or surface is deemed to be a windscreen”

II. Justification

See paragraph 0. in the proposal.
