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Item 17 of the provisional agenda

Regulation No. 94 (Frontal collision)

Proposal for Supplement 4 to the 01 series of amendments to Regulation No. 94

Submitted by the expert from the International Organization of Motor Vehicle Manufacturers*

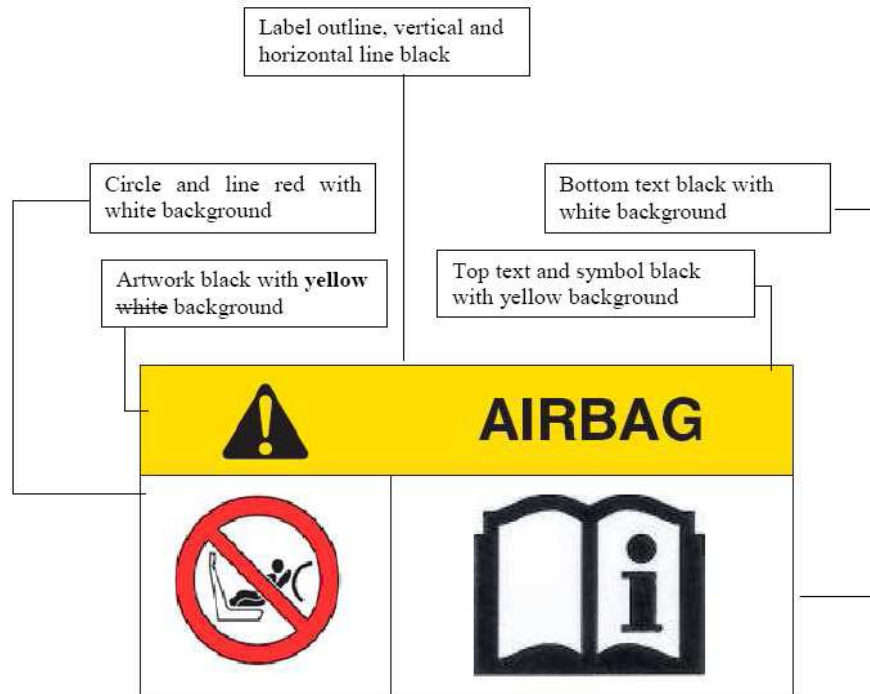
The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) in order to facilitate buckling up in vehicles. It is based on a document without symbol (GRSP-46-08) distributed during the forty-sixth session of the Working Party on Passive Safety (GRSP). The modifications to the current text of Regulation N° 94 are marked in bold characters or marked as strikethrough.

* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Paragraph 6.2.1., amend to read:

“6.2.1. As a minimum, this information shall consist of a label containing a pictogram and text warning, **an example of which is** as indicated below.



The overall dimensions shall be ~~120 x 60~~ **80 x 40** mm or the equivalent area, as a minimum.

The label shown above may be adapted in such a way that the layout differs from the example above; however, the text content shall meet the above prescriptions.”

Paragraph 6.2.2., shall be deleted.

Paragraph 6.2.3., renumber as 6.2.2 and amend to read:

“6.2.2. In the case of a frontal protection airbag on the front passenger seat, the warning shall be durably affixed to each face of the passenger front sun visor in such a position that at least one warning on the sun visor is visible at all times, irrespective of the position of the sun visor. Alternatively, one warning shall be on the visible face of the stowed sun visor and a second warning shall be on the roof behind the visor, so, at least one warning is visible all times. ~~The text size must allow the label to be easily read by a normal sighted user seated on the seat concerned.~~

In the case of a frontal protection airbag for other seats in the vehicle, the warning must be directly ahead of the relevant seat, and clearly visible at all times to someone installing a rear-facing child restraint on that seat. ~~The text~~

~~size must allow the label to be easily read by a normal sighted user seated on the seat concerned.~~

This requirement does not apply to those seats equipped with a device which automatically deactivates the frontal protection airbag assembly when any rearward facing child restraint is installed.”

Paragraph 6.2.4., renumber as 6.2.3.

II. Justification

The representative from the European Union (EU) made a presentation during the June 2008 session of the World Forum for Harmonization of Vehicle Regulations (WP.29-145-08) on the content of the new EU General Safety Regulation. This Regulation amongst others is aiming at simplifying EU legislation. Part of this process is the repealing of about 50 Directives and replacing them with the corresponding UNECE Regulations. Also the Directive on frontal collision will be repealed and replaced by Regulation No. 94. This entails that the airbag warning label will be mandated in the European Union.

Whilst today a manufacturer has the option to either use the EU Directive or the UNECE Regulation, once the EU General Safety Regulation repeals the Directives and replaces them with the UNECE Regulations, this will no longer be the case.

The warning label as described in Regulation No. 94 includes text. These language requirements are specified in paragraph 6.2.2. which reads:

”6.2.2. At the time of type approval, the label shall be in at least one of the languages of the Contracting Party where the application for approval is submitted. The manufacturer shall declare his responsibility for ensuring the warning is provided at least in one of the languages of the country in which the vehicle is to be sold.”

Accordingly, in order to simplify the situation it is proposed to replace the current requirements by a pictogram which would ensure that the minimum required information is readily given to the consumer, whereby all further details would be found in the owner's manual.
