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agenda item B.1.1.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 14
(Safety-belt anchorages)

Transmitted by the Expert from International Organization of
Motor Vehicle Manufacturers (OICA)

Note: The text reproduced below was prepared by the expert from OICA in order to better define the loading during tests and improve consistency of testing between Technical Services. It is based on a document distributed without a symbol (informal document No. 12) during the thirty-second session (TRANS/WP.29/GRSP/32, para. 15). Amendments are marked in bold characters.

Note: This document is distributed to the Experts on Passive Safety only.

A. PROPOSAL

Paragraph 6.3.2., amend to read:

“6.3.2. The tractive force shall be applied in a direction corresponding to the seating position at an angle of 10 degrees +/- 5 degrees above the horizontal in a plane parallel to the median longitudinal plane of the vehicle. **A preload of 1000N +/- 250 N may be applied; this preload shall be included in the total test load.**”

Paragraph 6.3.3., amend to read:

“6.3.3. Full application of the load shall be achieved as rapidly as possible, **and within a maximum of 4 seconds.** The belt anchorages must withstand the specified load for not less than 0.2 second.”

Paragraph 6.3.4., amend to read:

“6.3.4. Traction devices to be used in the tests described in paragraph 6.4 below are shown in annex 5. **The devices shown in annex 5, figure 1 are placed onto the seat cushion and then pushed back into the seat back while the belt strap is pulled tight around it. The device shown in annex 5, figure 2 is placed in position, the belt strap is fitted over the device and pulled tight. The arrangement of the devices is shown in annex 5 figures 4 and 5.**”

Annex 5.

Figure 2, amend to read:

“

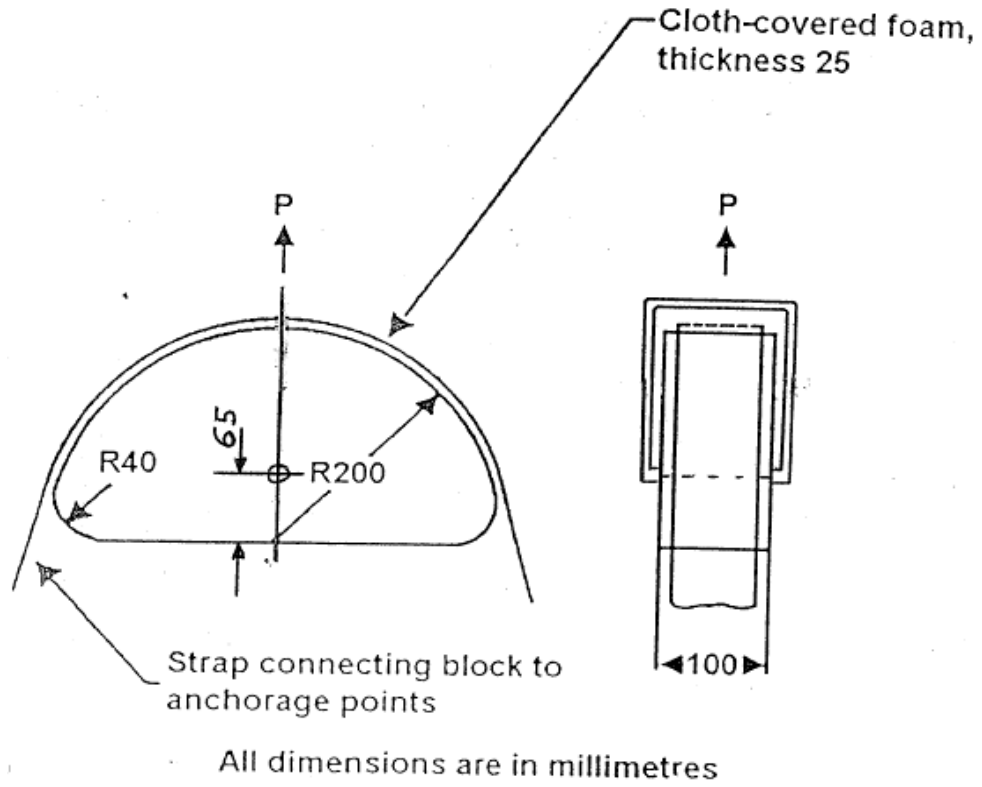


Figure 2

”

Add new figures 4 and 5, to read:

“

ANNEX 5

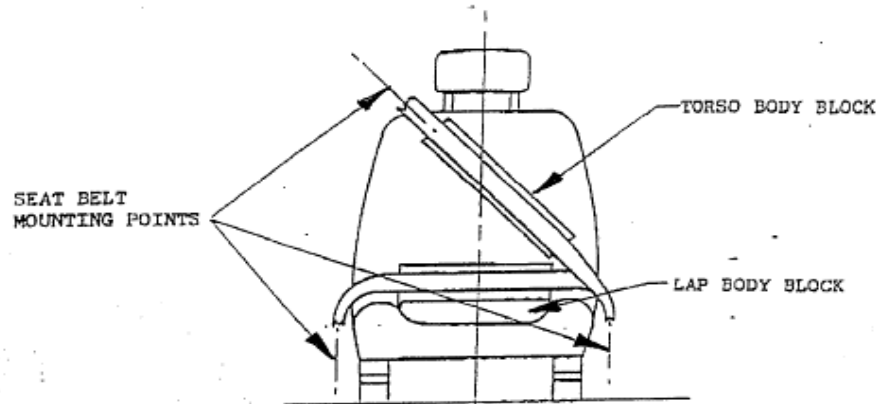


FIGURE 4

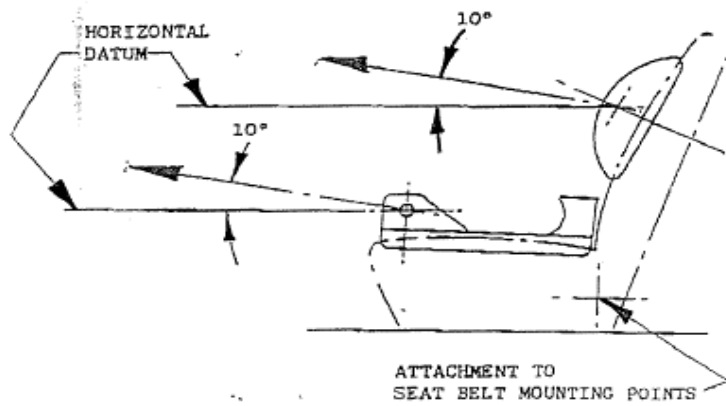


Figure 5

”

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B. JUSTIFICATION

These amendments are intended to:

1. Specify a pre-load for the strength test, in order to take up the slack in the loading system. The total applied load remains unchanged.
2. Specify clearly how to position and install the upper and lower body blocks (traction devices) on the seats.
3. Specify the location on the traction device where the force will be applied (see annex 5 figure 2). This is necessary as the location used can affect the result, since the load on the upper device relative to the lower device will change during tests on seats with built-in upper seat belt anchorages (due to angular movement of the seat back).
4. Improve consistency of testing between test houses.

Note: The 65 mm dimension proposed for annex 5 figure 2 was shown in the SAE Handbook.
