

Proposal of amendments to the 07 series of amendments to Regulation No. 14

I. Proposal

Paragraph 5.4.2.1., amend to read:

"5.4.2.1. Front seats, vehicle category M1

In motor vehicles of category M1 the angle α_1 (other than buckle side) shall be within the range of 30 to 80 degrees and the angle α_2 (buckle side) shall be within the range of 45 to 80 degrees. Both angle requirements shall be valid for all normal travelling positions of the front seats. Where at least one of the angles α_1 and α_2 is constant (e.g. anchorage fixed at the seat) in all normal positions of use, its value shall be $60 \pm 10^\circ$. In the case of adjustable seats with an adjusting **system device as described in paragraph 2.12 2.11**, with a seatback angle of less than 20° (see annex 3, figure 1), the angle α_1 may be below the minimum value (30°) stipulated above, provided it is not less than 20° in any normal position of use.

Paragraph 5.4.2.4., amend to read:

"5.4.2.4. Rear seats and special front or rear seats, vehicle categories other than M1

In vehicles of categories other than M1, in the case of:

- (a) bench seats,
- (b) adjustable seats (front and rear) with an adjusting **system device as described in paragraph 2.12 2.11**, with a seatback angle of less than 20° (see annex 3, figure 1), and
- (c) other rear seats

angles α_1 and α_2 may be between 20° and 80° in any normal position of use. Where in the case of front seats of vehicles having a maximum vehicle mass not exceeding 3.5 tonnes at least one of the angles α_1 and α_2 is constant in all normal positions of use, its value shall be $60 \pm 10^\circ$ (e.g. anchorage fixed at the seat).

In the case of seats, other than front seats, of vehicles in categories M2 and M3, the angles α_1 and α_2 shall be between 45 and 90 degrees for all normal positions of use.

II. Justification

The 07 series of amendments to Regulation 14 deleted the existing paragraph 2.9 and consequently re-numbered the following paragraphs 2.10 to 2.31 as 2.9 to 2.30. However,

the references to the former paragraph 2.12 were not corrected. As a matter of fact, the "adjusting device" referred to is now numbered as paragraph 2.11., and paragraph 2.12 now defines the "displacement system".

In order to avoid such errors in the future, it might be even more efficient to simply delete the reference altogether, and to correctly mention the term "adjustment **system**" which is anyway defined in section 2 of the Regulation.
