

REGULATION NO. 14  
(Safety-belt anchorage)

**REMARKS CONCERNING THE PROPOSAL FOR THE MODIFICATION  
OF THE DEFINITION OF EFFECTIVE ANCHORAGE.**

Transmitted by the Experts from Romania

1. We consider that the proposed new definition don't allow to correctly define the effective anchorage in some cases.  
For example, we present the case of an inferior anchorage with flexible cable for front seat (figure no. 1).

Using the actual definition, the manufacturer and the Technical Service defined the effective anchorage being the bending point of the cable (figure no. 1 and 3).

We consider that this position is correct because the real geometry is reproduced.

If it is used the new proposed definition, the effective anchorage should be placed on the inferior fixing point of the safety belt on the vehicle (that is the last rigid part contacted by the safety belt, figure no. 1).

We consider that this position is not appropriate because the geometry is not the same like in the real case.

2. Regarding the example described in the document TRANS/WP.29/GRSP/2000/10, our opinion is that according to the actual definition of the regulation, the effective anchorage point is the bending point of the supporting belt or flexible cable (figure no. 2).

3. Concluding, we think that a correct usage of the actual definition permit to correctly define the effective anchorage and is not necessary to modify it.

Figure no. 1

FRONT SEAT SAFETY BELT ANCHORAGE

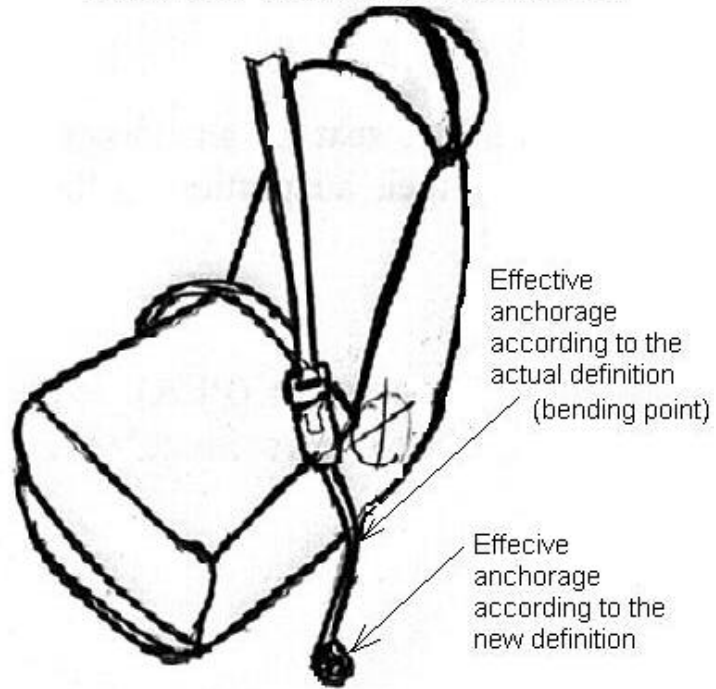


Figure no. 2

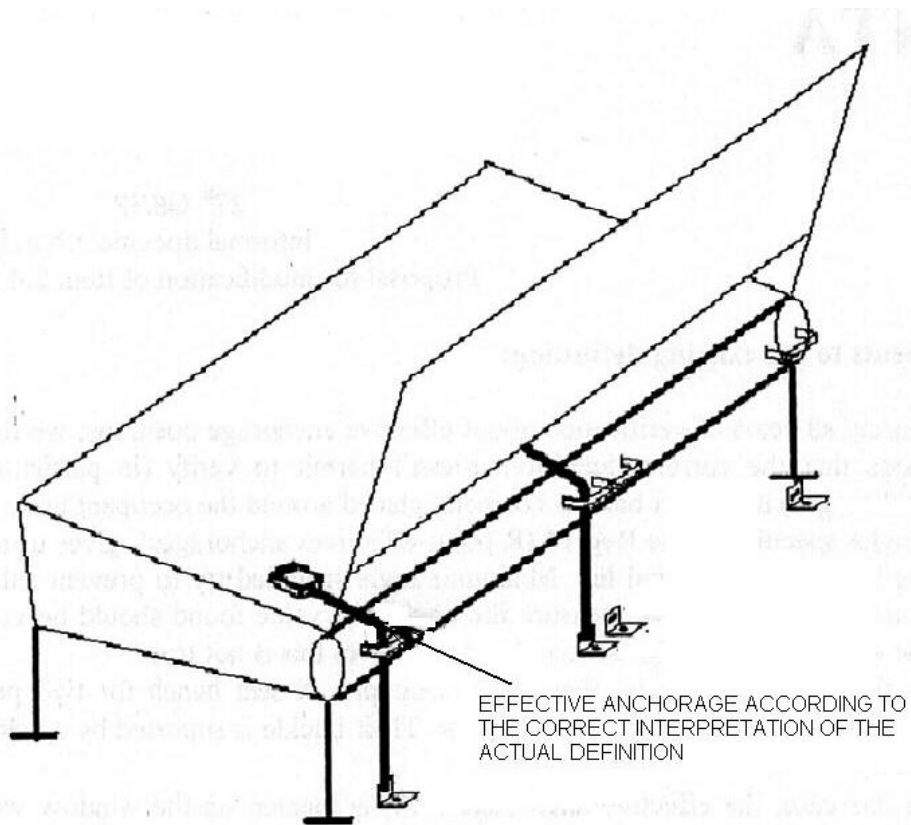


Figure no. 3

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