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Working Party on Passive Safety (GRSP)
(Twenty-ninth session, 7-11 May 2001,
agenda item 2.2.)

**PROPOSED AMENDMENT TO DRAFT GLOBAL TECHNICAL REGULATION
ON SAFETY-BELT ANCHORAGES**

Transmitted by the Expert from the United Kingdom

Note: The text reproduced below was prepared by the expert from the United Kingdom in order to introduce some amendments to document TRANS/WP.29/GRSP/2000/9, following discussions at the twenty-eighth session of GRSP (TRANS/WP.29/GRSP/28, para. 30).

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

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A. PROPOSAL

Paragraph 2.13., should be deleted.

Paragraphs 2.14. to 2.14.6.2.3.(former), renumber as paragraphs 2.13. to 2.13.6.2.3.

Paragraph 2.13.4. (new), correct the reference to paragraph "2.14.6." to read "2.13.6."

Paragraphs 3.2.1 to 3.2.5., amend to read:

3.2.1. Each forward and rearward seating position has to be provided with two lower anchorages and one upper anchorage.

3.2.2. However, for all folding seats or seating intended solely for use when the vehicle is stationary as well as seats which are not covered by paragraph 3.2.1., no belt anchorages are required. However, if the vehicle is fitted with anchorages for such seats, these anchorages must comply with the provisions of this regulation. In this case, two lower anchorages shall be sufficient.

3.2.3 In the case of seats capable of being turned to or placed in other orientations, for use when the vehicle is stationary, the requirements of paragraph 3.2. shall apply only to those orientations designated for normal use when the vehicle is travelling on a road, in accordance with this Regulation."

Paragraph 3.3.3.6., correct the reference to paragraph "2.14.4." to paragraph "2.13.4."

Annex 1,

The figure, correct the reference to paragraph "2.14.4." to read "2.13.4."

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B JUSTIFICATION.

During discussions on document TRANS/WP.29/GRSP/2000/9 at the twenty-eighth session of GRSP, it was agreed in principle that the minimum requirement for all forward and rearward seating positions used for normal travel in M1 vehicles should be two lower anchorages and one upper anchorage. The above amendments to paragraph 3.2. achieve this. In addition, it is proposed to delete the definition of "reference zone" since this term is only used in the old paragraph 3.2.4., which has now been deleted. The other changes listed above are consequent to renumbering of paragraphs.
