

**PROPOSED AMENDMENTS TO DOCUMENT TRANS/WP29/GRSP/2003/12  
(UNECE R14 – SAFETY BELT ANCHORAGES)**

Transmitted by the expert from OICA

*Proposed amendments to document TRANS/WP29/GRSP/2003/12 are indicated in bold type or strike out.*

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 load application time of 30 seconds.

~~With the agreement of the manufacturer the application of the load may be achieved within 4 seconds.~~

**However, the manufacturer may request the application of the load to be achieved within 4 seconds.**

The belt anchorages must withstand the specified load for not less than 0.2 second."

Reason: the current proposed text ("With the agreement ...") is redundant compared to the previous sentence (30 seconds) which in any case requires a maximum time of 30 seconds, so that a time of less than 4 seconds would automatically be acceptable.

However, in some cases, it may be desirable to achieve a quick build-up of the test force in less than 4 seconds; manufacturers should consequently have the possibility to request such timing.

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, **when possible**, 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.

Instead of the lap belt traction device a similar device with a width of 254 mm shown in annex 5, figure 1a may also be used.

**The traction device to be used at each seating position shall be such that its width is as close as possible to the distance between the lower anchorages.**

The positioning of the traction device shall avoid any mutual influences during the pull test which adversely affects the load and load distribution."

Reason: in some seat configurations, because of shape, location of anchorages, etc, it is not possible to push back the traction devices. The OICA proposal takes this into consideration. In addition, a clarification is needed to ensure that the proper traction devices are installed in the proper seat position.

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