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World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

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Item 9(b) of the provisional agenda

**REGULATION No. 14
(Safety-belt anchorages)**

Mandatory fitting of safety-belt anchorages for Class II buses

Collective amendments to Regulations Nos. 14, 16, and 17

Submitted by the expert from the Netherlands */

The text reproduced below was prepared by the expert from the Netherlands in order to provide updated exemptions to replace those that were discussed during the forty-first session of the Working Party on Passive Safety (GRSP). It refers to ECE/TRANS/WP.29/GRSP/2007/10, ECE/TRANS/WP.29/GRSP/2007/11 and ECE/TRANS/WP.29/GRSP/2007/12 and it is based on a document without a symbol (informal document No. GRSP-42-18) distributed during the forty-second session of GRSP. The modifications to the current text of Regulations Nos. 14, 16 and 17 are marked in bold or strikethrough characters.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles with respect to passive safety. The present document is submitted in conformity with that mandate.

A.1 PROPOSAL

REGULATION No. 14 - (Safety-belt anchorages):

(The following text is based on the current text of the Regulation until Supplement 3 to the 06 series of amendments)

Paragraph 5.3.6., amend to read:

"5.3.6. For all ~~folding seats, or seating~~ intended solely for use when the vehicle is stationary, as well as any seats of any vehicle not covered in paragraphs 5.3.1. to 5.3.4., 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. **As long as there are no requirements concerning the compulsory fitting of safety belt anchorages and safety belts for folding seats in their national requirements at the time of acceding to this Regulation, Contracting Parties may continue to allow this non-fitment for the purpose of national approval.**

~~In this case, two lower anchorages shall be sufficient. Any anchorage intended solely for use in conjunction with a disabled person's belt, or any other restraint system according to Regulation No. 107, 01 series of amendments, Annex 8, do not need to conform to the requirements of this Regulation."~~

A.2 PROPOSAL

REGULATION No. 16 - (Safety belts):

(The following text is based on the current text of the Regulation until to the 05 series of amendments)

Paragraph 8.1.1., amend to read:

"8.1.1. With the exception of ~~folding seats (as defined in Regulation No. 14)~~ and seating intended solely for use when the vehicle is stationary, the seats of vehicles of categories M and N (except those vehicles of categories M₂ and M₃ which belong to Classes I H or A ^{*/}) shall be equipped with safety-belts or restraint systems which satisfy the requirements of this Regulation. **As long as there are no requirements concerning the compulsory fitting of safety belt anchorages and safety belts for folding seats in their national requirements at the time of acceding to this Regulation, Contracting Parties may continue to allow this non-fitment for the purpose of national approval.**

^{*/} As defined in Annex 7 to the Consolidated Resolution on the Construction of vehicles (R.E.3), document TRANS/WP.29/78/Rev.1, as last amended by Amendment 4.

Contracting Parties may, under national law, allow the installation of safety belts or restraint systems other than those covered by this Regulation provided that they are intended for disabled people.

Restraint systems complying with the provisions of Regulation No. 107, 01 series of amendments, Annex 8, are exempted from the provisions of this Regulation.

Class I, or A vehicles belonging to category M₂ or M₃ may be fitted with safety belts and/or restraint systems conforming to the requirements of this Regulation."

A.3 PROPOSAL

REGULATION No. 17 - (Strength of seats):

(The following text is based on the current text of the Regulation until to the Supplement 3 of the 07 series of amendments)

Paragraph 1., amend to read:

"1.

.....

As long as there are no requirements forbidding side-facing seats in their national requirements at the time of acceding to this Regulation, Contracting Parties may continue to allow the fitting of side-facing seats for the purpose of national approval."

B. JUSTIFICATION

During the forty-first session of GRSP, the three above-mentioned documents were discussed, each containing a draft clause on request of Japan.

The idea behind these clauses was to provide some kind of exemption for signatories to Regulations Nos. 14, 16 and 17 for the purpose of national approval. However, the Netherlands pointed out that other Contracting Parties would be confused by the wording of these clauses.

Following the session, the experts from Japan and the Netherlands exchanged ideas and herewith are three proposals based on former proposals (ECE/TRANS/WP.29/GRSP/2007/10, ECE/TRANS/WP.29/GRSP/2007/11 and ECE/TRANS/WP.29/GRSP/2007/12).
