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1958 Agreement – Consideration of draft amendments to existing Regulations submitted by GRSP

Proposal for Supplement 4 to the 07 series of amendments to Regulation No. 14 (Safety-belt anchorages)

Submitted by the Working Party on Passive Safety *

The text reproduced below was adopted by the Working Party on Passive Safety (GRSP) at its fifty-first session to update provisions of UN Regulation No. 14. It is based on document ECE/TRANS/WP.29/GRSP/2012/3, as amended by Annex III to the report, ECE/TRANS/WP.29/GRSP/2012/4, not amended, and GRSP-51-08 as reproduced in Annex III to the report (ECE/TRANS/WP.29/GRSP/51, paras. 21 and 22). It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration.

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Paragraph 5.1.5., amend to read:

"5.1.5. The angles α_1 and α_2 are respectively the angles between a horizontal plane and planes perpendicular to the median vertical longitudinal plane of the seat and passing through the R-point and the points L_1 and L_2 .

If the seat is adjustable, this requirement shall be fulfilled also for the H-points of all normal driving or riding positions, as indicated by the vehicle manufacturer."

Paragraph 5.4.2.1., amend to read:

"5.4.2.1. *Front seats, vehicle category M_1*

In motor vehicles of category M_1 the angle α_1 In the case of adjustable seats with an adjusting system with a seatback angle of less than 20° (see annex 3, figure 1),"

Paragraph 5.4.2.4., amend to read:

"5.4.2.4. *Rear seats and special front or rear seats, vehicle categories other than M_1*

In vehicles of categories other than M_1 , in the case of:

- (a) bench seats,
 - (b) adjustable seats (front and rear) with an adjusting system with a seatback angle of less than 20° (see annex 3, figure 1), and
 - (c) other rear ...
- ..."

Insert a new paragraph 5.4.3.6.1., to read:

"5.4.3.6.1. Notwithstanding the requirements of paragraph 5.4.3.6 the effective upper belt anchorage for passenger seats of category M_2 and M_3 vehicles may be adjustable below that specification providing the following requirements are met:

- (a) The safety belt or seat shall be permanently marked to identify the position of the effective upper belt anchorage that is required to satisfy the minimum upper anchorage height position required by paragraph 5.4.3.6. This marking shall clearly indicate to the user when the anchorage is in a position suitable for use by an adult of average stature.
- (b) The effective upper anchorage shall be so designed to permit adjustment of its height by a manual adjusting device that is readily accessible to the wearer when seated and is convenient and easy to use.
- (c) The effective upper anchorage shall be so designed to prevent any unintended upward movement of the anchorage that would reduce the effectiveness of the device during normal use.
- (d) The manufacturer shall include within the vehicle handbook clear guidance on the adjustment of such systems, together with advice on the suitability and limitations for use by occupants of short stature."