

**Economic and Social Council**Distr.: General  
1<sup>st</sup> March 2012

Original: English

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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Fifty-first session**

Geneva, 21–25 May 2012

Item 10 of the provisional agenda

**Regulation No. 14 (Safety-belt anchorages)****Proposal for Supplement 4 to the 07 series of amendments****Submitted by the expert from the United Kingdom\***

The text reproduced below was prepared by the expert from the United Kingdom and is aimed at introducing provisions to permit the effective upper belt anchorages of M<sub>2</sub> and M<sub>3</sub> vehicles to be adjusted below the current minimum height specified in paragraph 5.4.3.6, when subject to certain additional requirements. It is based on two documents without symbols (GRSP-50-17 and GRSP-50-23) distributed during the fiftieth session of the Working Party on Passive Safety (GRSP). The modifications to the text of the Regulation are marked in bold.

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\* 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.

## I. Proposal

*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 M2 and M3 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 single handed operation.**
  - (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."**

## II. Justification

1. This proposal introduces the necessary requirements to permit the effective upper belt anchorages of M<sub>2</sub> and M<sub>3</sub> vehicles to be adjusted below the current minimum height specified in paragraph 5.4.3.6. This will allow improved routing of the diagonal section of the safety belt around the neck area for older children and adults of short stature.
2. The proposal to amend UN Regulation No. 14 excludes the possibility of the restraint being confused with child restraints systems approved under UN Regulation No. 44.
3. By restricting this option to M<sub>2</sub> and M<sub>3</sub> vehicles, it will allow children travelling on buses to benefit from occupant restraints having a geometry better suited to their anthropometry, while ensuring that the protection provided by an approved child restraint system is not compromised when available for use on these vehicles.
4. Provisions are included to limit the potential for misuse. These include requirements for clear labelling, easy adjustment, restrictions on any unintended movement and clear guidance within the vehicle handbook.
5. Belted systems approved in accordance with this amendment continue to be subject to UN Regulation No. 16: safety belts requiring separate strength, adjustment and belt slip provisions to be met.