Informal Document No. **GRSP-34-15**
(34th GRSP, 8-12 December 2003,
agenda item B.1.1.)

PROPOSED AMENDMENTS TO DOCUMENT TRANS/WP29/GRSP/2003/12

(UNECE R14 – SAFETY BELT ANCHORAGES)

Transmitted by the expert from CLEPA

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

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 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. **No preload shall be introduced to the seat belt anchorages during this operation.**

~~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.~~

At the manufacturer's option, the lap belt traction device, described in annex 5, figure 1a may be substituted for the lap belt traction device described in annex 5, figure 1 to apply the specified force to the center set of anchorages for any group of three or more sets of anchorages that are simultaneously loaded.

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

Justification:
During the handling and pulling tight of the belt straps fitted over the traction devices, it is possible to introduce already pre-forces to the safety belt anchorages which could not be quantified. Those pre-forces can vary a lot and would not be counted on the pre-loads of paragraph 6.3.2. No preload shall be introduced while belt straps are pulled tight to avoid result dispersions.

Document TRANS/WP29/GRSP/2003/12 proposes alignment with FMVSS 210 where a smaller lap traction device is allowed. The wording proposed by Clepa takes over the wording from FMVSS 210.
