ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)
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PROPOSAL FOR CORRIGENDUM 3 TO THE 06 SERIES OF AMENDMENTS
TO REGULATION No. 14
(Safety-belt anchorages)

Transmitted by Working Party on Passive Safety (GRSP)

Note: The text reproduced below was adopted by GRSP at its thirty-seventh session and is transmitted for consideration to WP.29 and AC.1. (TRANS/WP.29/GRSP/37, para. 10). It is based on document TRANS/WP.29/GRSP/2005/4, as amended (TRANS/WP.29/GRSP/37, Annex 2).

This document is a working document circulated for discussion and comments. The use of this document for other purposes is the entire responsibility of the user. Documents are also available via the INTERNET:
Annex 9, Figure 7, amend to read:

Figure 7: ISOFIX Top tether anchorage location, ISOFIX zone - Enlarged side view of wrap-around area

Key

1. "V" point
2. "R" point
3. "W" point
4. Strap wrap-around length from "V" point: 250 mm
5. Vertical longitudinal plane
6. Strap wrap-around length from "W" point: 200 mm
7. Area created by wrap-around lengths
8. H-point

NOTE 1 Portion of top tether anchorage that is designed to bind with the top tether hook to be located within shaded zone
NOTE 2 "R" point: Shoulder reference point
NOTE 3 "V" point: V-reference point, 350 mm vertically above and 175 mm horizontally back from H-point
NOTE 4 "W" point: W-reference point, 50 mm vertically below and 50 mm horizontally back from "R" point
NOTE 5 "M" plane: M-reference plane, 1000 mm horizontally back from "R" point
NOTE 6 The forwardmost surfaces of the zone are generated by sweeping the two wraparound lines throughout their extended range in the front part of the zone. The wraparound lines represent the minimum adjusted length of typical top tether straps extending from either the top of the CRS (W-point), or lower on the back of the CRS (V-point).