

**REGULATION No. 14 – SAFETY BELT ANCHORAGES**  
**N2 AND N3 VEHICLES**

Transmitted by the expert from OICA

Truck manufacturers are experiencing difficulties for N2/N3 vehicles equipped with suspended seats, relating to the current requirements of paragraph 7.1.1.

This paragraph requires that, during the tests of paragraph 6.3 and 6.4, the effective upper safety belt anchorage is not displaced forward of a transverse plane inclined 10° in a forward direction and passing through the seat R-point.

When the upper anchorage is mounted on a suspended seat, the seat indeed moves forward and rotates during the UNECE R14 pull test, due to the normal deformation of the suspension.

This seat suspension movement makes it extremely difficult to meet the 10° requirement, since the suspension "eats up" all the allowed deformation.

Truck manufacturers are currently reviewing available accident data to verify the relevance of the requirements of paragraph 7.1.1. Preliminary conclusions are that seat movements do not present any danger to the cab occupants.

OICA however kindly requests GRSP experts to inform of any other accident data by the December 2005 session, such that, if needed, appropriate amendments to UNECE Regulation N° 14 can be submitted.

While the above is based on input from truck manufacturers, the situation for M2 and M3 vehicles is currently being investigated. Any available data would be highly welcome.

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