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~~(123rd WP.29, 6-9 March  
2001  
agenda item 8.2.)~~

**PROPOSED CORRIGENDUM TO DRAFT SUPPLEMENT 2  
TO THE 05 SERIES OF AMENDMENTS TO REGULATION No. 14**

(document TRANS/WP.29/745 (reissued))

Transmitted by the Expert  
from the International Organization of Motor Vehicle Manufacturers (OICA)

**A. PROPOSAL**

Paragraph 5.4.2.5., amend the to read:

"... not be less than 350 mm. In the case of any central seating positions in rear rows of seats of vehicles of category M1 and N1, the above-mentioned distance shall be not less than 240 mm, provided that it is not possible to exchange the centre rear seat with any of the other seats of the vehicle. The median longitudinal plane ...."

Footnote 3/ to paragraph 5.4.2.5., should be deleted.

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**B. JUSTIFICATION**

During the 122nd WP.29 session of 6-19 November 2000, document TRANS/WP.29/1999/38 was approved with one amendment proposed by the European Community.\*/ In effect, this amendment restricts application of the reduced distance between the two lower effective anchorages to bench seats, thereby precluding separate seats, as found for instance in monospace type vehicles, to use this same possibility.

Industry has reasons to believe that the wording approved intended to always prevent the possibility to use the reduced distance at rear outboard seats. In some vehicle types with separate rear seats, the possibility might indeed exist to exchange seats.

OICA however is of the opinion that also separate rear centre seats should be able to use the provisions of paragraph 5.4.2.5., without any safety compromise.

The proposal above would ensure that all M1 and N1 vehicles, regardless of their rear seat configuration, could be covered by paragraph 5.4.2.5., while at the same time respecting the spirit of the amendments adopted by AC.1, following the recommendation by WP.29 (TRANS/WP.29/743, para. 146).

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\*/ The amended document was published as TRANS/WP.29/745 (reissued for tech. reasons).