

Proposal for Supplement 2 to the 07 series of amendments to Regulation No. 14  
(Safety-belt anchorages)

Note: The text reproduced below was prepared by the expert from Germany in co-operation with the experts from OICA. It replaces previous documents ECE/TRANS/WP.29/GRSP2008/22 and GRSP-45-13. The modifications to the current text of Regulation N° 14 are marked in bold characters or marked as strikethrough.

A. PROPOSAL

Paragraph 5.2.4.5., amend to read:

"5.2.4.5. The ISOFIX top tether anchorage shall have dimensions to permit the attachment of an ISOFIX top tether hook as specified in figure 3.

Clearance shall be provided around each ISOFIX top tether anchorage to allow latching and unlatching to it.

**Each ISOFIX top tether anchorage shall be designed to prevent misuse by one or more of the following measures:**

~~—designing without exception all anchorages as ISOFIX top tether anchorages or~~

**(a) designing all anchorages (i.e. tie downs) in the top tether zone area as ISOFIX top tether anchorages or**

~~—marking all permissible ISOFIX top tether anchorage points using for example one of the symbols or its mirror image set out in figure 13 of Annex 9 or~~

**(b) marking all ISOFIX top tether anchorages points using one of the symbols, or its mirror image, as set out in figure 13 of Annex 9 or**

**(c) ~~vice versa marking of~~ marking non-ISOFIX top tether anchorage points, clearly indicating that these anchorages ~~are~~ shall not be used as ISOFIX top tether anchorages**

For each ISOFIX top tether anchorage under a cover, the cover shall be identified by for example one of the symbols or the mirror image of one of the symbols set out in figure 13 of annex 9; the cover shall be removable without the use of tools.

**Other tether anchorages at a seating position without ISOFIX lower anchorages shall not be marked."**

B. JUSTIFICATION

Sometimes, there are anchorages in the luggage compartment of a vehicle only for the use of luggage fixation and those anchorages may be confused with ISOFIX top tether anchorages. The above proposal therefore aims at avoiding this risk of potential confusion. The proposal consequently is to offer maximum flexibility to the manufacturers in their design to reduce the risk of misuse of anchorage points to a minimum; manufacturers could consequently make sure

that all tether anchorages meet the requirements for an ISOFIX top tether anchorage, or could alternatively clearly mark those tether anchorages allowed/not allowed for the use as ISOFIX top tether anchorage.

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