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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Sixty-second session**

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Item 7 of the provisional agenda

UN Regulation No. 14 (Safety-belt anchorages)**Proposal for 09 series of amendments to UN Regulation
No. 14 (Safety-belt anchorages)****Submitted by the experts from Germany***

The text reproduced below was prepared by the expert from Germany. It introduces amendments to UN Regulation No. 14 (Safety-belt anchorages). It is based on informal document GRSP-61-18 distributed during the sixty-first session of the Working Party on General Safety (GRSP) (ECE/TRANS/WP.29/GRSP/61, para. 15). The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Paragraph 5.4.2.5., amend to read:

"5.4.2.5. The distance between the two vertical planes parallel to the median vertical longitudinal plane of the vehicle and each passing through a different one of the two effective lower belt anchorages L1 and L2 of the same safety-belt shall not be less than 350 mm. In the case of side-facing seats the distance between the two vertical planes parallel to the median vertical longitudinal plane of the seat and each passing through a different one of the two effective lower belt anchorages L1 and L2 of the same safety-belt shall not be less than 350 mm. ~~In the case of any~~ **If there is only one** central seating positions in a rear rows of seats of vehicles of category M₁ and N₁, **then the** above-mentioned distance shall be not less than 240 mm **for that central seating position**, 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 of the seat shall pass between points L1 and L2 and shall be at least 120 mm from these points."

Paragraph 9, amend to read:

"9. Conformity of production

The conformity of production procedures shall comply with those set out in the Agreement, ~~Appendix—2~~ **Schedule 1** (E/ECE/324 - E/ECE/TRANS/505/Rev.3), with the following requirements:"

Insert new paragraphs 14.23. to 14.29., to read:

- "14.23. **As from the official date of entry into force of the 09 series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type approvals under this UN Regulation as amended by the 09 series of amendments.**
- 14.24. **As from 1 September 2019, Contracting Parties applying this UN Regulation shall not be obliged to accept UN type approvals to the preceding series of amendments, first issued after 1 September 2019.**
- 14.25. **Until 1 September [2025], Contracting Parties applying this UN Regulation shall accept UN type-approvals to the preceding series of amendments, first issued before 1 September 2019.**
- 14.26. **As from 1 September [2025], Contracting Parties applying this UN Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.**
- 14.27. **Notwithstanding the transitional provisions above, Contracting Parties who start to apply this UN Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept UN type approvals which were granted in accordance with any of the preceding series of amendments to this UN Regulation / are only obliged to accept UN type-approval granted in accordance with the 09 series of amendments.**

14.28. Notwithstanding paragraph 14.26., Contracting Parties applying the UN Regulation shall continue to accept UN type approvals issued according to the preceding series of amendments to the UN Regulation, for the vehicles/vehicle systems which are not affected by the changes introduced by the 09 series of amendments.

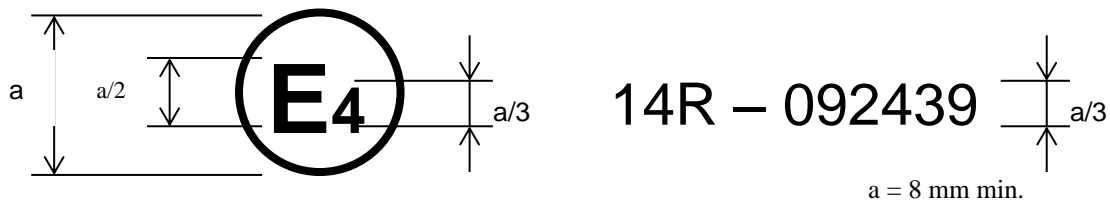
14.29. Contracting Parties applying this UN Regulation shall not refuse to grant UN type approvals according to any preceding series of amendments to this UN Regulation or extensions thereof."

Annex 2, amend to read:

"Arrangements of the approval mark

Model A

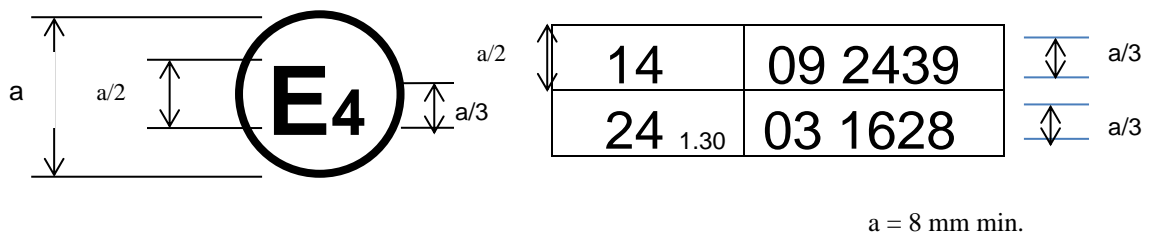
(see paragraph 4.4. of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to safety-belt anchorages, been approved in the Netherlands (E 4), pursuant to UN Regulation No. 14, under the number 092439. The first two digits of the approval number indicate that UN Regulation No. 14 already included the 08 series of amendments when the approval was given.

Model B

(see paragraph 4.5. of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to UN Regulations Nos. 14 and 24*. (In the case of the latter Regulation the corrected absorption co-efficient is 1.30 m⁻¹). The approval numbers indicate that on the dates on which these approvals were granted, UN Regulation No. 14 included the 09 series of amendments and UN Regulation No. 24 was in its 03 series of amendments.

* The second number is given merely as an example."

II. Justification

1. Currently opinions differ between different Technical Services which requirements to apply in case of central seating positions in rear rows of vehicle of category M₁ and N₁ with regard to its minimum distance between the two effective lower belt anchorages L1 and L2. The proposed amendments clarify that a reduced minimum distance of 240 mm **is only allowed in the case where there is only one central seating position (i.e. in a row of 3 seating positions)**. Rear seat rows with an even number of seats always shall have a distance of at least 350 mm.

2. **The above proposal would entail new requirements, such that it seems appropriate to introduce these as a new series of requirements and not as a supplement. Only very few large vehicles would be affected, it therefore seems appropriate to foresee a longer lead-time for the date (c) i.e. the date as from which previous approvals may be refused.**
