



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.29/GRSP/34
18 February 2004

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Passive Safety (GRSP)

REPORT OF THE WORKING PARTY ON PASSIVE SAFETY (GRSP)
ON ITS THIRTY-FOURTH SESSION

(8 – 12 December 2003)

1. GRSP held its thirty-fourth session from 8 December (afternoon) to 12 December 2003 under the chairmanship of Ms. J. Abraham (United States of America). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Australia; Austria; Belgium; Canada; Czech Republic; Finland; France; Germany; Hungary; Italy; Japan; Netherlands; Norway; Republic of Korea; Russian Federation; Spain; Sweden; United Kingdom; United States of America. A representative of the European Commission (EC) participated. Experts from the following non-governmental organizations participated: International Organization for Standardization (ISO); International Automobile Federation (FIA); International Organization of Motor Vehicle Manufacturers (OICA); European Association of Automotive Suppliers (CLEPA); Consumers International (CI); European Enhanced Vehicle-safety Committee (EEVC).

2. Informal documents without an official symbol distributed during the session are listed in annex 1 to this report.

A. 1998 AGREEMENT

A.1. Draft global technical regulation (gtr) on pedestrian safety

Documentation: TRANS/WP.29/2003/99; informal document No. 2 of annex 1 to this report.

3. GRSP took note that the preliminary progress report on the pedestrian safety gtr was submitted to WP.29 and AC.3 (TRANS/WP.29/2003/99). The expert from Japan and Chairman of the informal group on pedestrian safety, also introduced informal document No. 2 discussing the action plan for the group and decisions resulting from its fifth meeting. The group plans on presenting the gtr to the GRSP at the December 2004 session. The next informal group meeting is scheduled for February 2004, hosted by OICA.

A.2. Draft global technical regulation on lower anchorages and tethers for child restraints

Documentation: Informal documents Nos. 12, 23 and 25 of annex 1 to this report.

4. The expert from the United States of America presented a draft comparison (informal document No. 12) of the ISOFIX/LATCH requirements in Regulations Nos. 14, 16 and 44 and the standards of his country and Canada (FMVSS No. 225 and CMVSS No. 210.1/2). There was considerable discussion concerning the difference in strength requirements for the tether anchorages. The FMVSS requires a test load of 15 kN which is far beyond the 8 kN adopted in the Regulations. The expert from the United States provided a web link to access a final rule of 27 June 2003 that documents the reasons and details for the establishment of the 15 kN strength requirement in FMVSS No. 225, Child Restraint Anchorages Systems. GRSP experts realized that this is one of the most important issues for the development of the gtr. The Chair requested that the experts review and comment on the documents provided by the United States and come to the next meeting with ideas to resolve the issue.

5. A representative from EEVC WG 18 gave a presentation on the group's activities concerning child passenger safety in Europe (informal documents Nos. 23 and 25). Recommendations were made on how to reduce child deaths and serious injuries. The consideration of this item will be resumed at the next GRSP session.

6. The expert from CLEPA announced that he would make a presentation on the behaviour of child restraints exposed to side impact.

A.3. Draft global technical regulation on door lock and door retention components

Documentation: TRANS/WP.29/2003/98 and Corr.1; informal document No. 18 of annex 1 to this report.

7. The preliminary report of the informal group on the development of a global technical regulation on door locks and door components was submitted to WP.29 and AC.3 (TRANS/WP.29/2003/98 and Corr.1). The expert from the United States and Chairman of the informal group, introduced the second progress report of the group that included a draft gtr (informal document No 18). The secretariat was requested to transmit the second progress report to WP.29 and

AC.3. GRSP discussed the report and draft gtr. The informal group was requested to justify the values and paragraphs in brackets on which several experts entered a reservation. With regard to the scope and the application of the gtr (all vehicles versus passenger cars), the experts from France, Germany, Italy and Japan expressed their concern about applying it to vehicles other than passenger cars, light commercial vehicles and vans. The expert from the United States emphasized that, currently, the applicability of the door locks and door retention components standards in North America extend to all vehicles except buses. He further stated that, even though the United States standard applies to all vehicles except buses, certain door designs, that cannot realistically be expected to meet the requirements, are exempted. A sixth meeting of the informal group on door locks and door components will be held in Paris from 4 to 6 February 2004. At this meeting, the draft gtr will be finalized for transmission to the secretariat by 15 February 2004, for transformation into an official document to be discussed at the next GRSP session. The GRSP Chairwoman reiterated the importance of finalizing this gtr at the next session in order to meet the deadline, set by AC.3, for a vote by November 2004.

A.4. Draft global technical regulation on head restraints

Documentation: Informal documents Nos. 9, 10, 17 and 24 of annex 1 to this report.

8. GRSP took note of informal documents Nos. 9 and 10 concerning the status of the United States FMVSS 202 proposed rulemaking. The expert from the United States introduced informal document No. 17 comparing the current and the proposed version of FMVSS No. 202 with Regulations Nos. 17 and 25. The expert from the Netherlands stated that the head restraint height of 800 mm, as proposed, should be increased in order to ensure a better correspondence with the real anthropometric dimensions. A representative of the EEVC presented information on the activity of the EEVC WG 20 (informal document No. 24) in developing a dynamic rear impact test procedure to mitigate neck injuries. It is expected that the test procedures will be finalized by March 2005. The consideration of this item will be resumed at the next GRSP session.

A.5. Exchange of views on side impact dummy

9. The expert from ISO provided a status report on the WorldSID dummy development. GRSP was informed that the dummy would be available in June 2004. The Chairwoman thanked the expert for that presentation and requested that he provide the secretariat with a copy, in order to make it available on the WP.29 website.

A.6. Exchange of views on crash compatibility

Documentation: Informal documents Nos. 11, 21 and 22 and of annex 1 to this report.

10. The expert from the United States presented the status of their vehicle compatibility programme (informal document No. 11). A representative from the EEVC presented the status of the group's activities in general (informal document No. 22) and gave a more detailed presentation of EEVC WG 15 activities in the field of crash compatibility (informal document No. 21).

11. The Chairwoman thanked the experts for these presentations and requested they provide the secretariat with the copies to be posted on the WP.29 website. EEVC was requested to keep the GRSP informed about its activities. The expert from Japan announced that he would make a presentation at the next session of GRSP.

ELECTION OF OFFICERS

12. Ms. J. Abraham (United States of America) was unanimously re-elected Chairwoman for the year 2004. Ms. Abraham appreciated the confidence of GRSP and thanked the group for her election.

B. 1958 AGREEMENT

B.1. AMENDMENTS TO ECE REGULATIONS

B.1.1. Regulation No. 14 (Safety-belt anchorages)

Documentation: TRANS/WP.29/GRSP/2003/12; informal documents Nos. 3, 15, 19 and 20 of annex 1 to this report.

13. GRSP took note of the invitation from GRSG to participate in its activity regarding the safety requirements for wheelchair users in buses and coaches.

14. GRSP considered document TRANS/WP.29/GRSP/2003/12 and related informal documents Nos. 3 and 15. The proposed amendments to TRANS/WP.29/GRSP/2003/12, adopted in principle by GRSP and subject to further consideration at its next session are reproduced in annex 2 to this report. The experts from France, Germany, and OICA were requested to revise the text of the proposal for the next GRSP session, as necessary.

15. GRSP noted the proposal from the expert from Spain of informal document No. 19. The secretariat was requested to distribute it with an official symbol for consideration at the next GRSP session.

16. GRSP requested the secretariat to correct figure 4 of TRANS/WP.29/931 as indicated in informal document No. 20 regarding the distance between lower anchorages. It was also requested that the tether shaded zones in figures 6 and 7 of TRANS/WP.29/931 be corrected to match figures 3 and 4 of FMVSS No. 225. The expert from the United States of America was requested to verify the corrections proposed in informal document No. 20 and to provide the corrected figures for the next session.

B.1.2. Regulation No. 17 (Strength of seats)

Documentation: TRANS/WP.29/GRSP/2001/20; TRANS/WP.29/GRSP/2003/3/Rev.1; informal document No. 1 of annex 1 to this report.

17. The expert from the Czech Republic withdrew document TRANS/WP.29/GRSP/2001/20.

18. GRSP adopted TRANS/WP.29/GRSP/2003/3/Rev.1, not amended, and requested the secretariat to transmit it to WP.29 and AC.1 for consideration at their March 2004 sessions as draft Corrigendum 2 to the Revision 4 to Regulation No. 17.

19. The expert from Consumer International presented information on the protection of the occupants of a vehicle against displacement of luggage (informal document No. 1). Several experts requested accident statistics to justify the amendment of Regulation No. 17. When this data is presented to the GRSP, the consideration of this item may be resumed.

B.1.3. Regulation No. 21 (Interior fittings)

Documentation: TRANS/WP.29/GRSP/2003/7; informal document No. 14 of annex 1 to this report.

20. Document TRANS/WP.29/GRSP/2003/7 and informal document No. 14 were withdrawn by their author.

B.1.4. Regulation No. 29 (Cabs of commercial vehicles)

21. The expert from the Russian Federation, Chairman of the informal group, informed GRSP that the group could not achieve the expected progress. After the resolution of some administrative problems, the group will continue its activity. He requested all experts who were interested in participating in the informal group to contact him. GRSP agreed to keep this item on its agenda for the next session.

B.1.5. Regulation No. 44 (Child restraints)

Documentation: TRANS/WP.29/GRSP/2001/13; TRANS/WP.29/GRSP/2003/5; TRANS/WP.29/GRSP/2003/13; TRANS/WP.29/GRSP/2003/14; informal documents Nos. 8, 27 and 28 of annex 1 to this report.

22. Following the presentation of informal document No. 28, GRSP considered and adopted in principle informal document No. 8 (superseding TRANS/WP.29/GRSP/2001/13 and incorporating also the proposal of TRANS/WP.29/GRSP/2003/13), with the amendments reproduced below. It was agreed that GRSP would reconsider a consolidated document at its next session.

Proposed amendment to paragraph 7.1.4.1.10.1.2., should be deleted

Paragraph 9., amend to read:

"9. TEST REPORT OF TYPE APPROVAL AND OF PRODUCTION QUALIFICATION

Paragraph 11.2.1.1., amend to read:

"11.2.1.1. [5] child restraint systems must be subjected to the dynamic test described in paragraph 8.1.3. The technical service that conducted the type approval tests shall choose the conditions that produced the maximum horizontal head excursion during the type approval dynamic tests, excluding the conditions described in

paragraph 7.1.4.1.10.1.2. above. All the [5] child restraint systems shall be tested under the same conditions."

Annex 14 (new), footnote 1, amend to read:

"1) this test shall be done at technical service"

23. The expert from Italy referenced his previous statements on this special conformity of production procedure and expressed his wish that the specific requirements introduced in this Regulation would not be generalized to other Regulations.

24. The secretariat was requested to distribute the amended informal document No. 8 with an official symbol for consideration at the next GRSP session.

25. GRSP took note of informal document No. 27 which would also be distributed with an official symbol for consideration at the next GRSP session.

26. GRSP considered TRANS/WP.29/GRSP/2003/5 and TRANS/WP.29/GRSP/2003/14. With regard to the latter, the following amendments were adopted:

Paragraph 8.4.1.1., replace the value of "1000" by "[500]".

Paragraph 8.4.1.2., replace by the corresponding proposal of TRANS/WP.29/GRSP/2003/5, inserting the value of " ± 25 " mm in square brackets.

Paragraphs 8.4.1.3. and 8.4.2., should be deleted.

27. The secretariat was requested to distribute a revised version of the document with an official symbol for consideration at the next GRSP session.

B.1.6. Regulation No. 16 (Safety-belts)

Documentation: Informal document No. 4 of annex 1 to this report.

28. GRSP considered and adopted informal document No. 4 as reproduced in annex 3 of this report. The secretariat was requested to transmit it to WP.29 and AC.1 for consideration at their March 2004 sessions as draft Corrigendum 1 to Supplement 16 to the 04 series of amendments to Regulation No. 16.

B.1.7. Frontal collision of buses and coaches

29. GRSP noted the activity of GRSG in this field, but before entering into the subject it would need more information and, if possible, a presentation on the issue. The expert from Spain was requested to invite the GRSG expert from his country to the next GRSP session in order to present the group's work as it pertains to the issues of passive safety in buses and coaches.

B.2. ISOFIX

Documentation: TRANS/WP.29/GRSP/2003/15, informal document Nos. 26 and 26A of annex 1 to this report.

30. GRSP had a general exchange of views on document TRANS/WP.29/GRSP/2003/15 and informal document No. 26A amending it. The expert from CLEPA volunteered to complete the text with proposals for a definition of "lateral facing" and for requirements concerning carrycots. GRSP agreed to resume consideration of these items at its next session.

B.3. ACCELERATION TEST DEVICES

Documentation: TRANS/WP.29/GRSP/2000/3; TRANS/WP.29/GRSP/2000/12; TRANS/WP.29/GRSP/2001/2; TRANS/WP.29/GRSP/2002/15; TRANS/WP.29/GRSP/2003/16; informal document No. 7 of annex 1 to this report.

31. GRSP considered informal document No. 7 which superseded TRANS/WP.29/GRSP/2000/3. The proposed Δv of 50 + 0/-2 km/h and the corridor for the acceleration curve was considered. Some experts insisted that the acceleration curve should follow the average curve, in order to allow comparison between the proposed acceleration tests and the current deceleration tests. GRSP agreed to continue the consideration of this document and requested the secretariat to distribute it with the symbol TRANS/WP.29/GRSP/2000/3/Rev.1, together with TRANS/WP.29/GRSP/2003/16.

32. Regarding TRANS/WP.29/GRSP/2003/12, GRSP noted that only paragraphs 7.7.4 and 7.7.5 were still pending. GRSP requested the expert from Japan to verify if these proposals need to be considered. The consideration of TRANS/WP.29/GRSP/2001/2 and TRANS/WP.29/GRSP/2002/15 will be resumed at the next session, once a decision on the nominal curve of acceleration had been made.

33. The expert from Germany informed GRSP that a study group of technical services was working on the problem of the acceleration device in the context of Regulations Nos. 16 and 44, as well as on that of deceleration braking without rebound. He stated that the study group intended to transmit proposals for the May 2004 session.

B.4. RESTRAINING OF CHILDREN TRAVELLING IN BUSES AND COACHES

Documentation: Informal document No. 8 of the thirty-third GRSP session.

34. The expert from Italy introduced informal document No. 8 concerning child restraints in buses and coaches, including the European Union Directive 2003/20/EC. The secretariat was requested to distribute it with an official symbol (without the text of the EU Directive) for consideration at the next GRSP session.

35. The expert from the United Kingdom informed GRSP about research work carried out in his country focused on exposure data, accident data and the ergonomic aspect of children wearing adult safety belts. The expert from Germany referred to research from his country that shows the wearing of an adult lap belt by children over three years, with or without booster, is effective without causing abdominal penetration. The expert from Sweden informed GRSP that in his country the wearing of

safety belts installed in buses and coaches would be mandatory from 1 January 2004 for children aged 3 years and over.

B.5 OTHER BUSINESS

B.5.1. Consideration of draft Rule No. 2 to be annexed to the 1997 Agreement

Documentation: TRANS/WP.29/2003/16.

36. GRSP experts were requested to consider the proposal and transmit their written comments on it for consideration at the next GRSP session.

B.5.2. Exchange of information on national and international requirements on passive safety

Documentation: Informal documents Nos. 6 and 13 of annex 1 to this report.

37. GRSP took note of informal document No. 6 tabled by the expert from Japan, noting problems linked to the scope of Regulation No. 94, which prevents Japan from applying it. Some GRSP experts stated their preference that, instead of adapting Regulation No. 94, the Japanese national requirements that are contrary to the scope should be amended. The expert from Japan agreed to study the question and to transmit a proposal for a possible solution.

38. GRSP took note of informal document No. 13 transmitted by the expert from the United States of America on fuel system integrity and followed with interest a presentation on the same subject. The expert from the United States of America made another presentation on Child Restraint Systems and side impact protection. The Chairwoman expressed the thanks of the GRSP for the presentations and requested the secretariat to make them available on the WP.29 website. She emphasised the importance of the harmonization of the child dummy similar to that already achieved by the adult WorldSID dummy.

39. The expert from Germany announced its intention to propose requirements for after market seats that protect occupants from displaced luggage.

B.5.3. New draft regulation on partitioning systems

Documentation: Informal document No. 16 of annex 1 to this report.

40. GRSP took note of informal document No. 16 announcing the intention by CLEPA to propose a new draft Regulation on partitioning systems and agreed to include this subject to the agenda of the next session.

TRIBUTE TO Mr. G. STURDZA

41. GRSP learned that Mr. G. STURDZA, expert from AIT, would retire on 31 January 2004. GRSP experts expressed appreciation of Mr. G. STURDZA's high quality participation in the work of GRSP and wished him a long and happy retirement. Mr. G. STURDZA thanked GRSP for its appreciation.

AGENDA FOR THE NEXT SESSION

42. GRSP did not consider the provisional agenda of its thirty-fifth session, scheduled to be held in Geneva from 3 May (14.30 h) to 7 May (12.30 h) 2004. It was agreed that the Chair, jointly with the secretariat would propose a draft agenda 1/.

1/ As part of the secretariat's efforts to reduce expenditure, all the official documents distributed prior to the session by mail or posted to the WP.29 website will not be available in the conference room for distribution to session participants. Delegates are kindly requested to bring their copies of documents to the meeting.

Annex 1

LIST OF INFORMAL DOCUMENTS DISTRIBUTED DURING THE SESSION (GRSP-34-...)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
1.	Consumer International	B.1.2.	E	Proposal for amendment to Regulation No. 17	(a)
2.	Informal group	A.1.	E	Action Plan, Decisions of the fifth meeting	(a)
3.	OICA	B.1.1.	E	Proposed amendments to document TRANS/WP.29/GRSP/2003/12	(a)
4.	Secretariat	B.1.6.	E	Proposal for draft corrigendum to Regulation No. 16	(e)
5.	Secretariat		E	Proposed amendments to the provisional annotated agenda	(a)
6.	Japan	B.5.3.	E	JMLIT's schedule for adoption of ECE Regulations	(a)
7.	Japan	B.3.	E	Proposal for amendment to Regulation No. 44	(b)
8.	France	B.1.5.	E	Proposal for amendment to Regulation No. 44	(b)
9.	United States of America	A.4.	E	Federal Register, Head Restraints	(a)
10.	United States of America	A.4.	E	FMVSS No. 202, Head Restraints	(a)
11.	United States of America	A.6.	E	Initiatives to address Vehicle Compatibility	(a)
12.	United States of America	A.2.	E	Child Restraints Anchorage Systems	(c)
13.	United States of America	B.5.3.	E	Federal Register, Fuel Systems Integrity	(a)
14.	Germany	B.1.3.	E	Comments to document TRANS/WP.29/GRSP/2003/7	(a)
15.	CLEPA	B.1.1.	E	Proposed amendments to document TRANS/WP.29/GRSP/2003/12	(a)

No	Transmitted By	Agenda Item	Language	Title	Follow-Up
16.	CLEPA	B.5.4.	E	Proposal for a new Regulation on Partitioning Systems	(a)
17.	United States of America	A.4.	E	FMVSS no. 202, Head Restraints	(a)
18.	United States of America	A.3.	E	Door Lock and Retention Components	(a), (c)
19.	Spain	B.1.1.	E	Draft amendments to Regulation No. 14	(b)
20.	Czech Republic	B.1.1.	E	Comments to document TRANS/WP.29/931	(c)
21.	EEVC WG 15	A.6.	E	Crash compatibility	(a)
22.	EEVC	A.6.	E	EEVC in general	(a)
23.	EEVC WG 18	A.2.	E	Child occupant safety	(a)
24.	EEVC WG 20	A.6.	E	Rear impact test procedure and neck injuries	(a)
25.	EEVC	A.4.	E	Child occupant safety	(a)
26. 26A	CLEPA	B.2.	E	Draft corrigendum to TRANS/WP.29/GRSP/2003/15	(a)
27.	CLEPA	B.1.5.	E	Draft amendments to Regulation No. 44	(b)
28.	France	B.1.5.	E	Ad-hoc group on Regulation No. 44, Conformity of Production	(a)
29.	ISO	A.5.	E	WorldSID Update	(a)

Notes:

- (a) Consideration completed or superseded
- (b) Continue consideration at the next session with an official symbol
- (c) Continue consideration at the next session as informal document
- (d) Adopted
- (e) To be transmitted for consideration to WP.29/AC.1/AC.3

Annex 2

PROPOSED AMENDMENTS TO REGULATION No. 14 BASED ON
TRANS/WP.29/GRSP/2002/12,
AND INFORMAL DOCUMENTS Nos. 3 AND 15
(see para. 14)

"Paragraph 6.3.2., amend to read:

The tractive force ...

A preload of 10 per cent with a tolerance of ± 30 per cent of the target load shall be applied; the load shall be increased to 100 per cent of the relevant target load."

Paragraph 6.3.3., amend to read:

"6.3.3. Full application of the load shall be achieved as rapidly as possible, and within a maximum load application of [60] seconds.

However, the manufacturer may request the application of the load to be achieved within 4 seconds.

The belt anchorages must withstand the specified load for not less than 0.2 second."

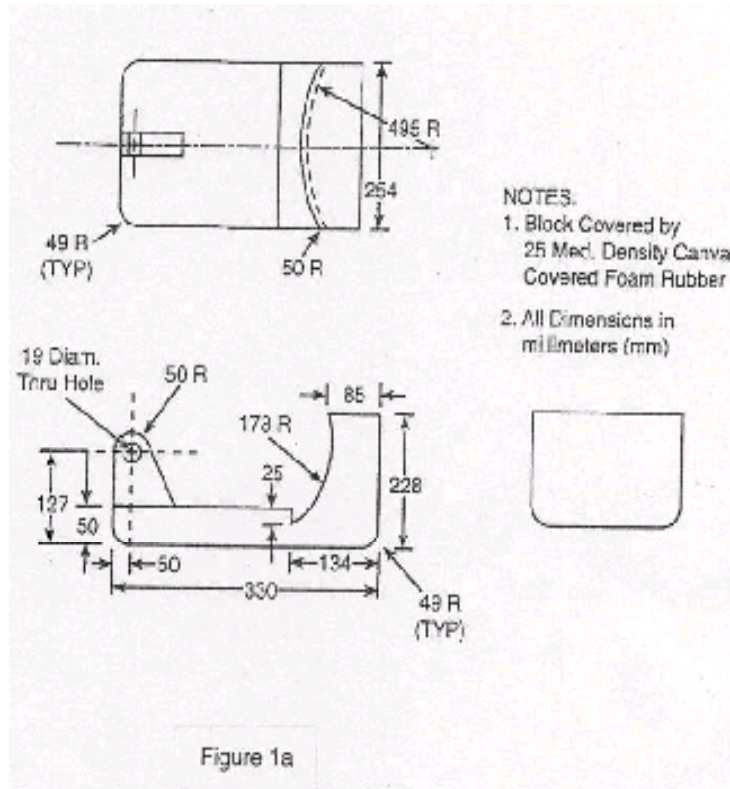
Paragraph 6.3.4., amend to read:

"6.3.4. Traction devices to be used in the tests described in paragraph 6.4. below are shown in annex 5. The devices shown in annex 5, figure 1 are placed onto the seat cushion and then, when possible, pushed back into the seat back while the belt strap is pulled tight around it. The device shown in annex 5 figure 2 is placed in position, the belt strap is fitted over the device and pulled tight. No preload shall be introduced to seat belt anchorages during this operation.

The traction device of either 244 mm or 406 mm used at each seating position shall be such that its width is as close as possible to the distance between the lower anchorages.

The positioning of the traction device shall avoid any mutual influences during the pull test which adversely affects the load and load distribution."

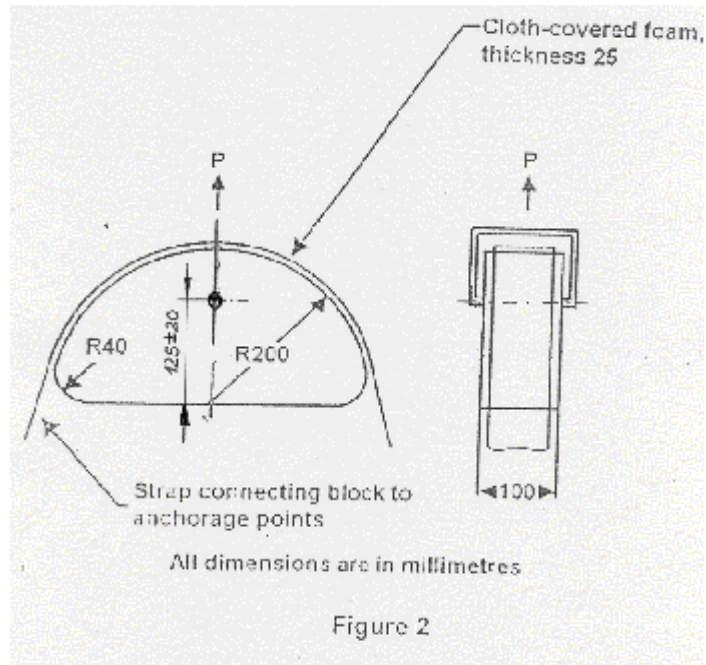
Annex 5, insert a new figure 1a, to read:
"



"

Figure 2, amend to read:

"



For the fixing of the strap the shoulder belt traction device may be modified by adding of two land edges and /or some bolts to avoid any drop off of the strap during the pull test."

Annex 3

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 16

(adopted at the 34th session of GRSP, see para. 28)

Insert a paragraph 8.1.2.1. to read:

"8.1.2.1. However, for outboard seating positions, other than front, of vehicles of the category N₁ shown in annex 16 and marked with the symbol Ø, the installation of a lap belt of type Br4m or Br4Nm is allowed, where there exists a passage between a seat and the nearest side wall of the vehicle intended to permit access of passengers to other parts of the vehicle. A space between a seat and the side wall is considered as a passage, if the distance between that side wall, with all doors closed, and a vertical longitudinal plane passing through the centre line of the seat concerned - measured at the R-point position and perpendicularly to the median longitudinal plane of the vehicle - is more than 500 mm."

Annex 16, replace by (see next page):

"Annex 16
MINIMUM REQUIREMENTS FOR SAFETY-BELTS AND RETRACTORS

Vehicle Category	Forward facing seating positions				Rear facing Seating positions
	Outboard seating positions		Centre seating position		
	Front	Other than front	Front	Other than front	
M1	Ar4m	Ar4m	Ar4m	Ar4m	B, Br3, Br4m
M2 ≤ 3.5 t	Ar4m, Ar4Nm	Ar4m, Ar4Nm	Ar4m, Ar4Nm	Ar4m, Ar4Nm	Br3, Br4m, Br4Nm
M2 > 3.5 t	Br3, Br4m, Br4Nm, or Ar4m or Ar4Nm ●	Br3, Br4m, Br4Nm, or Ar4m or Ar4Nm ●	Br3, Br4m, Br4Nm or Ar4m or Ar4Nm ●	Br3, Br4m, Br4Nm or Ar4m or Ar4Nm ●	Br3, Br4m, Br4Nm
M3	See para. 8.1.7. for conditions when a lap belt is permitted	See para. 8.1.7. for conditions when a lap belt is permitted	See para. 8.1.7. for conditions when a lap belt is permitted	See para. 8.1.7. for conditions when a lap belt is permitted	
N1	Ar4m, Ar4Nm	Ar4m, Ar4Nm, Br4m, Br4Nm Ø	B, Br3, Br4m, Br4Nm or A, Ar4m, Ar4Nm * 1/	B, Br3, Br4m, Br4Nm	B, Br3, Br4m, Br4Nm
		Para. 8.1.2.1. lap belt permitted if seat is inboard of a passageway	Para. 8.1.6. lap belt permitted if the windscreen is not in the reference zone.		
N2	B, Br3, Br4m, Br4Nm or A, Ar4m, Ar4Nm *	B, Br3, Br4m, Br4Nm	B, Br3, Br4m, Br4Nm, or A, Ar4m, Ar4Nm *	B, Br3, Br4m, Br4Nm	B, Br3, Br4m, Br4Nm
N3	Para. 8.1.6. lap belt permitted if the windscreen is outside the reference zone and for the driver's seat.		Para. 8.1.6. lap belt permitted if the windscreen is not in the reference zone.		

A: three-point (lap and diagonal) belt B: 2-point (lap) belt r: retractor m: emergency locking retractor with multiple sensitivity
3: automatically locking retractor 4: emergency locking retractor N: higher response threshold (see Regulation No. 16, paras. 2.14.3. and 2.14.5.)
*: Refers to para. 8.1.6. of this Regulation 2/ Ø: Refers to para. 8.1.2.1. of this Regulation ●: refers to para. 8.1.7. of this Regulation 2/

1/ Erratum to Supplement 12 to the 04 series of amendments, applicable "ab initio."

2/ Erratum to Revision 4, applicable "ab initio."

Note: In all cases all S-type belts may be fitted in place of all possible A or B type belts, provided their anchorages comply with Regulation No. 14. Where a harness belt has been approved as a S-type belt according to this Regulation, using the lap belt strap, the shoulder belt straps and possibly one or more retractors, one or two additional crotch straps including their attachments for their anchorages may be provided by the manufacturer/applicant. These additional anchorages need not meet the requirements of Regulation No. 14 (Erratum to Supplement 14 to the 04 series of amendments, applicable "ab initio.")