

Proposal for Supplement 6 to the 07 series of amendments to Regulation No. 14 (Safety-belt anchorages)

The OICA proposal takes over part of document ECE/TRANS/WP.29/2014/34, as adopted by GRSP in December 2013 and submitted to the June 2014 WP.29 session for approval. Because of a risk of misinterpretation in this proposal, WP.29 however returned the proposal to GRSP for re-consideration.

This proposal supersedes ECE/TRANS/WP.29/2014/34

The modifications to ECE/TRANS/WP.29/2014/34 are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 2.32., amend to read:

"2.32. *"i-Size seating position"* means a seating position, if any defined by the vehicle manufacturer, which is designed to accommodate i-Size child restraint systems and fulfils the requirements defined in this Regulation."

Paragraph 5.3.8.7., amend to read:

"5.3.8.7. ~~Notwithstanding the provision of the paragraph 5.3.8.1.,~~ eConvertible vehicles as defined in ~~Annex 7, paragraph 8.1~~ **paragraph 2.9.1.5.** of the Consolidated Resolution on the Construction of Vehicles (R.E.3)¹ with more than one seat row shall be fitted with at least two ISOFIX low anchorages. In case where an ISOFIX top tether anchorage is provided on such vehicles, it shall comply with the suitable provisions of this Regulation."

Insert new paragraph 5.3.8.8., to read:

"5.3.8.8. ~~Notwithstanding paragraph 5.3.8.1.,~~ if a vehicle is only equipped with one seat position per row, only one ISOFIX position is required in the passenger position. **In case where an ISOFIX top tether anchorage is provided on such vehicles, it shall comply with the suitable provisions of this Regulation.** However where it is not possible to install even the smallest forward-facing ISOFIX fixture (as defined in Regulation No. 16, Appendix 2, of Annex 17) in the passenger seating position then no ISOFIX position shall be required, provided that a ~~"vehicle-specific"~~ child restraint system is ~~available~~ **specified** for that vehicle."

Paragraphs 5.3.8.8. and 5.3.8.9. (former), renumber as paragraphs 5.3.8.9. and 5.3.8.10.

¹ Document ECE/TRANS/WP29/78/Rev.2, para.2.

II. Justification

1. OICA considers that the whole issue of ISOFIX positions is very complex, taking into account the very wide range of possible vehicle types and configurations. OICA has started reviewing this issue in detail, in order to ensure that ISOFIX positions are available in as many vehicles as possible, while at the same time considering the particular difficulties for specific vehicle types. Moreover, OICA wishes to develop a proposal that is as clear as possible and avoids possible misinterpretations.

2. ~~At this stage, however, OICA is not in a position to present a complete proposal but endeavours to do so at the May 2015 GRSP session. Meanwhile, OICA suggests that those parts of document ECE/TRANS/WP.29/2014/34 that were already adopted by GRSP in December 2013 and that do not cause any difficulty are addressed separately.~~

3. Paragraph 2.32. as proposed clarifies the definition of "i-size seating position" and was adopted by GRSP in December 2013. OICA suggests retaining this paragraph unchanged.

4. Paragraph 5.3.8.7.: Correction of the reference to RE3 for the definition of convertibles. The current requirements specified in UN R14 remain unchanged for the time being, pending further discussions in GRSP on the basis of GRSP-56-32.

5. The new paragraph 5.3.8.8. was also adopted by GRSP in December 2013. OICA however suggests some further improvements as follows:

- Deletion of the words "Notwithstanding paragraph 5.3.8.1.", which may create misunderstanding and which are irrelevant in this paragraph.
- Addition of wording specifying that if an ISOFIX top tether anchorage is provided, then it shall comply with the suitable provisions of this Regulation. Such wording is also included in other paragraphs and OICA agrees that such additional requirement is acceptable in the case of "tandem" vehicles as well.
- Slight re-wording of the last sentence, in order to ensure that no confusion is made with "vehicle specific" child restraint systems defined in Regulation No. 44 or Regulation No. 129. The objective of the original proposal was to ensure that a child restraint system would be available for such vehicles, not that it should be of a "vehicle specific" type.
