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1958 Agreement: Consideration of draft amendments to existing Regulations submitted by GRSP

Proposal for Supplement 8 to the 07 series of amendments to Regulation No. 14 (Safety-belt anchorages)

Submitted by the Working Party on Passive Safety*

The text reproduced below was adopted by the Working Party on Passive Safety (GRSP) at its sixtieth session (ECE/TRANS/WP.29/GRSP/60, para. 13). It is based on ECE/TRANS/WP.29/GRSP/2016/20 not amended. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration at their June 2017 sessions.

* 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.

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Supplement 8 to the 07 series of amendments to Regulation No. 14 (Safety-belt anchorages)

Paragraph 2.17., amend to read

"2.17. "ISOFIX position" means a position which allows the installation of:

...

- (f) Or an i-Size child restraint system of integral class as defined in Regulation No. 129."

Paragraph 2.29., amend to read:

"2.29. "A child restraint fixture" means a fixture according to one of the ISOFIX size envelopes defined in paragraph 4. of Annex 17 – Appendix 2 of Regulation No. 16 and particularly whose dimensions are given from Figure 1 to Figure 78 in the previous mentioned paragraph 4. Those child restraint fixtures (CRF) are used in Regulation No. 16, to check which ISOFIX child restraint systems size envelopes can be accommodated on the vehicle ISOFIX positions. Also one of the CRF, so-called either ISO/F2 or ISO/F2X which is described in Regulation No. 16 (Annex 17, Appendix 2), is used in this Regulation to check the location and the possibility of access to any ISOFIX anchorages system.."

Paragraph 5.2.2.3., amend to read:

"5.2.2.3. An ISOFIX anchorage system, ISOFIX top tether anchorage and vehicle floor contact surface of i-Size seating positions shall be designed for i-Size child restraint system of integral class as defined in Regulation No. 129."

Paragraph 5.2.3.3., amend to read:

"5.2.3.3. For any ISOFIX anchorages system installed in the vehicle, it shall be possible to attach either the ISOFIX child restraint fixture "ISO/F2" or "ISO/F2X" as defined by the vehicle manufacturer, described in Regulation No. 16 (Annex 17, Appendix 2).

i-Size positions shall accommodate ISOFIX child restraint fixtures "ISO/F2X" , and "ISO/R2" together with the support leg installation assessment volume, as defined in Regulation No. 16 (Annex 17, Appendix 2). In addition, i-Size positions shall accommodate the child restraint fixture of class ISO/B2, as defined in Regulation No. 16 (Annex 17, Appendix 5)."

Paragraph 5.2.3.4., amend to read:

"5.2.3.4. ...

For i-Size positions,... It shall be possible to install the ISOFIX child restraint fixture under the increased pitch angle. This paragraph does not apply to child restraint fixtures of size ISO/B2."

Paragraph 5.2.4.2., amend to read:

"5.2.4.2. The ISOFIX top tether anchorage zone may be alternatively located with the aid of the Fixture "ISO/F2", as defined in Regulation No. 16 (Annex 17, Appendix 2, Figure 2), in an ISOFIX position equipped with ISOFIX low anchorages as shown in Figure 11 of Annex 9.

...

In the side view, the ISOFIX top tether anchorage shall lie behind the "ISO/F2" fixture rear face.

The intersection between the "ISO/F2" fixture rear face and the horizontal line (Annex 9, Figure 11, reference 3) containing the last rigid point of a hardness greater than 50 Shore A at the top of the seat back defines the reference point 4 (Annex 9, Figure 11) on the centreline of the "ISO/F2" fixture. At this reference point, a maximum angle of 45° above the horizontal line defines the upper limit of the top tether anchorage zone.

...

The origin of the ISOFIX top tether strap (5) is located at the intersection of the "ISO/F2" fixture with a plane 550 mm distant above the "ISO/F2" fixture horizontal face (1) on the "ISO/F2" fixture centreline (6).

Further, the ISOFIX top tether anchorage shall be more than 200 mm but not more than 2000 mm from the origin of the ISOFIX top tether strap on the rear face of the "ISO/F2" fixture, measured along the strap when it is drawn over the seat back to the ISOFIX top tether anchorage."
