

22 February 2017

Agreement

Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions*

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 13 – Regulation No. 14

Revision 5 - Amendment 4

Supplement 7 to the 07 series of amendments – Date of entry into force: 9 February 2017

Uniform provisions concerning the approval of vehicles with regard to safety-belt anchorages, ISOFIX anchorages systems, ISOFIX top tether anchorages and i-Size seating positions

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2016/35.




UNITED NATIONS

* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

GE.17-01774(E)



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Paragraph 5.4.3.6.1., amend to read:

"5.4.3.6.1. Notwithstanding the requirements of paragraph 5.4.3.6 the effective upper belt anchorage for passenger seats of category M₂ and M₃ vehicles may be adjustable below that specification providing the following requirements are met:

- (a) The safety belt or seat shall be permanently marked to identify the position of the effective upper belt anchorage that is required to satisfy the minimum upper anchorage height position required by paragraph 5.4.3.6. This marking shall clearly indicate to the user when the anchorage is in a position suitable for use by an adult of average stature;
- (b) The effective upper anchorage shall be so designed to permit adjustment of its height by a manual adjusting device that is readily accessible to the wearer when seated and is convenient and easy to use;
- (c) The effective upper anchorage shall be so designed to prevent any unintended upward movement of the anchorage that would reduce the effectiveness of the device during normal use;
- (d) The manufacturer shall include within the vehicle handbook clear guidance on the adjustment of such systems, together with advice on the suitability and limitations for use by occupants of short stature.

However, where the device for adjusting the shoulder height is not directly attached to the vehicle construction or seat construction, but is realized by means of a flexible shoulder adjustment device for height:

- (e) The requirements mentioned in the subparagraphs (a) and (d) above shall still be fulfilled as part of the Regulation No. 14 type approval making use of the restraint system that is to be installed.
- (f) Evidence is needed that the safety-belt together with its flexible shoulder adjustment for height complies with the requirements for restraint systems of Regulation No. 16; the requirements in the subparagraphs (b) and (c) shall be fulfilled under paragraph 8.3. of Regulation No. 16 type approval."
