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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**Working Party on Passive Safety**

**Seventy-fourth session**

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Item 5 of the provisional agenda

**UN Regulation No. 14 (Anchorages of safety-belts)**

 Proposal for Supplement 10 to the 07 Series of Amendments, Supplement 2 to the 08 Series of Amendments and Supplement 3 to the 09 Series of Amendments to UN Regulation No. 14 (Anchorages of safety-belts) [[1]](#footnote-2)\*

 Submitted by the expert from International Organization of Motor Vehicle Manufacturers

The text reproduced below was prepared by the expert from International Organization of Motor Vehicle Manufacturers (OICA) aiming at adding alternative anchorage positions to UN Regulation No. 14 to enable extended use positions. It is based on GRSP-73-36 distributed at the seventy-third session of the Working Party on Passive Safety (GRSP). The modifications to the existing text of the UN Regulation No. 14 are marked in bold for new or strikethrough for deleted characters.

 **I. Proposal**

*Paragraph 2.2.,* amend to read:

"2.2. "*Vehicle type*" means a category of power-driven vehicles, which do not differ in such essential respects as the dimensions, lines and materials of components of the vehicle structure or seat structure to which the safety-belts anchorage**s are attached**."

*Paragraph 5.1.1.*,amend to read:

"5.1.1. The H point is a reference point as defined in ~~paragraph 2.3 of~~ Annex 4 of this Regulation, which must be determined in accordance with the procedure set out in that Annex."

*Paragraph 5.1.1.2.*,amend to read:

"5.1.1.2. The R point is the seating reference point defined in ~~paragraph 2.4 of~~ Annex 4 of this Regulation."

*Paragraph 5.1.2.*,amend to read:

"5.1.2. The three-dimensional reference system is defined in ~~Appendix 2 of~~ Annex 4 of this Regulation."

*Insert new paragraph 5.1.7. to 5.1.7.4.,* to read:

"**5.1.7. Additional definitions for extended use positions:**

**5.1.7.1. The HR-point is a reference point corresponding to the HR-point referred to in paragraph 5.6.1.2. of this Regulation and shall be determined for all extended use positions.**

**5.1.7.2. The TR-line is a reference line corresponding to the TR-line referred to in paragraph 5.6.1.2. of this Regulation and shall be determined for all extended use positions.**

**5.1.7.3. The ER-plane is a reference plane corresponding to the ER-plane referred to in paragraph 5.6.2.1. of this Regulation and shall be determined for all extended use positions.**

**5.1.7.4. The angles α1R and α2R are respectively the angles between the plane ER corresponding to the ER-plane referred to in paragraph 5.6.2.1. of this Regulation, and planes perpendicular to the centre vertical longitudinal plane of the seat and passing through the HR-point and the points L1 and L2.
If the seat is adjustable, this requirement shall be fulfilled also for the HR-points of all extended use positions, as indicated by the vehicle manufacturer.**"

*Insert new paragraph 5.6. to 5.6.5.,* to read:

"**5.6. Alternative locations of seat belt anchorages for seats which can be used in extended use positions defined by the vehicle manufacturer.**

**The manufacturer may define extended use positions for the seats outside their normal use positions, if the following requirements are met:**

**5.6.1. General requirements**

**5.6.1.1. The belt anchorages for any one belt may be located either wholly in the vehicle structure or in the seat structure or any other part of the vehicle or dispersed between these locations.5.6.1.2. For positions outside their normal use positions, the HR-point, the torso line TR and the torso angle εTR are results from the displacement of the seat cushion and / or the backrest and / or other upholsteries that may influence the position of the three dimensional H-point machine. For the determination of the alternative locations of seat belt anchorages, the HR-point, the torso line TR and the torso angle εTR are used.**

**5.6.1.3. The belt anchorages shall be located inside the following areas if the seat is adjusted to the additional positions of use.**

**5.6.2. Location of the effective lower belt anchorage (see Figure 3 of Annex 3)**

**5.6.2.1. The reference plane ER is a plane, which is perpendicular to the longitudinal centre plane of the seat and varies by the amount of the change in inclination of the seat cushion λER, resulting from the adjustment of the seat from the R-point (for normal positions of use) to the HR-point (for extended use positions).**

**The angles α1R and α2R are the respective angles between the reference plane ER and planes perpendicular to the vertical longitudinal centre plane of the seat, passing through the HR-point and the points L1 and L2.**

**5.6.2.1.1. Front seats, vehicle category M1**

**In motor vehicles of category M1 the angle α1R (other than buckle side) shall be within the range of 30 to 80 degrees and the angle α2R (buckle side) shall be within the range of 45 to 80 degrees. Both angle requirements shall be valid for extended use positions of the front seats. Where at least one of the angles α1R and α2R is constant (e.g. anchorage fixed at the seat) in all extended use positions, its value shall be 60 ± 10°.**

**5.6.2.1.2. Rear seats, vehicle category M1**

**In motor vehicles of category M1 the angles α1R and α2R shall be within the range of 30 to 80 degrees for all rear seats. If rear seats are adjustable the above angles shall be valid for all extended use positions.**

**5.6.2.1.3. Front seats, vehicle categories other than M1**

**In motor vehicles of categories other than M1 the angles α1R and α2R must be between 30 and 80 degrees for all extended use positions of the front seats. Where in the case of front seats of vehicles having a maximum vehicle mass not exceeding 3.5 tonnes at least one of the angles α1R and α2R is constant in all extended use positions, its value shall be 60 ± 10° (e.g. anchorage fixed at the seat).**

**5.6.2.1.4. Rear seats and special front or rear** **seats, vehicle categories other than M1**

**In vehicles of categories other than M1, in the case of**

**(a) Bench seats and**

**(b) Other rear seats,**

**angles α1R and α2R may be between 20° and 80° in any extended use position. Where in the case of front seats of vehicles having a maximum vehicle mass not exceeding 3.5 tonnes at least one of the angles α1R and α2R is constant in all normal positions of use, its value shall be 60 ± 10° (e.g. anchorage fixed at the seat).**

**In the case of seats, other than front seats, of vehicles in categories M2 and M3, the angles α1R and α2R shall be between 45 and 90 degrees for all extended use positions.**

**5.6.2.1.5. If the effective lower safety-belt anchorages L1 and L2 are not affected by the displacement of the seat cushion from the R-point for normal use positions to the HR-point for extended use positions, the angles α1R and α2R shall be referenced to a horizontal plane and not to the ER-plane.**

**5.6.2.2. The distance between the two vertical planes parallel to the centre 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.**

**The centre longitudinal plane of the seat shall pass between points L1 and L2 and shall be at least 120 mm from these points (see Figure 1 (lower part of the drawing) of Annex 3 of this Regulation).**

**5.6.3. Location of the effective upper belt anchorages (see Figure 3 of Annex 3)**

**The position of the effective upper belt anchorage point(s) shall be within the permissible area shown in Figure 3 of Annex 3 to this Regulation starting from the HR-point.**

**Starting from the HR-point, the permissible area for the effective upper belt anchorage point(s) is determined with the following segment distances and planes:**

**AL1 A segment of the torso line TR measured in an upward direction from HR and 563 mm long and ending in the point AP1;**

**AL2 segment distance of 152.4 mm length, measured vertically upwards from the AP1 point and ending in the point AP2**

**A first plane AE1, inclined backwards by 40° from the horizontal, is created backwards from point AP1.**

**A second plane AE2 is created perpendicular to the longitudinal centre plane of the seat between points AP1 and AP2.**

**A third plane AE3, inclined horizontally by 80° forwards, is created backwards from point AP2.**

**The permissible area for the effective upper belt anchorage point(s) is located behind the three planes AE1, AE2 and AE3.**

**5.6.4. The value of S shall not be less than 140 mm.**

**5.6.5. If the effective upper belt anchorage point in this additional adjustment position is below the plane set out in paragraph 5.4.3.6. of this Regulation of the normal use position, the manufacturer shall demonstrate to the Technical Service, that the strength of the upper belt anchorage point is ensured.**

**This verification can be carried out, for example, as follows:**

**(a) Testing according to paragraph 6 and verification by paragraph 7 of this Regulation; or**

**(b) Testing according to Annex 7 of this Regulation.**

**During the test referred to in sub-paragraph (a) and (b), the effective upper belt anchorage point(s) shall be within a permissible area specified in Figure 4 of Annex 3 of this Regulation. For the purpose of this test, the seats may also be in extended use positions as described in paragraph 6.1.2. of this Regulation.**

**Based on the HR-point, determine the permissible area shown in Figure 4 of Annex 3 to this Regulation for the effective upper belt anchorage point(s) during the test with the following segment sections and planes:**

**BL1 A segment of the torso line TR measured in an upward direction from HR and 450 mm long, ending with the point BP1**

**BL2 A segment distance of 450mm length, measured from the HR-point perpendicular to the ER-plane upwards, ending with the point BP2**

**A first plane BE1 is created backwards perpendicular to the torso line TR and perpendicular to the longitudinal centre plane of the seat at point BP1.**

**A second plane BE2 is created upwards perpendicular to the ER-plane and perpendicular to the longitudinal centre plane of the seat at point BP2.**

**A shell surface BE3 is created with a radius of 450mm in the HR-point between the points BP1 and BP2 perpendicular to the longitudinal centre plane of the seat.**

**The effective upper belt anchorage point(s) shall not move below or in front of the planes BE1 and BE2 as well as shell surface BE3 during the test."**

*Paragraph 6.1.2.*, amend to read:

"6.1.2. The seats shall be fitted and placed in the position for driving or use chosen by the technical service responsible for conducting approval tests to give the most adverse conditions with respect to the strength of the system. The position of the seats shall be stated in the report. The seat-back shall, if its inclination is adjustable, be locked as specified by the manufacturer or, in the absence of any such specification, in a position corresponding to an effective seat-back angle as close as possible to 25° for vehicles of categories M1 and N1 and to 15° for vehicles of all other categories.

**When using the seat(s) in an extended use position specified in paragraph 5.6 of this Regulation, the seat(s) shall be in the position identified by Technical Service in consultation with the manufacturer to give the most adverse conditions with respect to the strength of the system. If the inclination of the seat cushion and/or backrest is adjustable, they have to be locked as specified by the manufacturer. The position of the seats shall be indicated in the test report."**

*Paragraph 7.1.*, amend to read:

"7.1. All the anchorages shall be capable of withstanding the test prescribed in paragraphs 6.3 and 6.4. Permanent deformation, including partial rupture or breakage of any anchorage or surrounding area, shall not constitute failure if the required force is sustained for the specified time. During the test, the minimum spacings for the effective lower belt anchorages specified in paragraph 5.4.2.5. and the requirements of paragraph 5.4.3.6. for effective upper belt anchorages shall be respected.

**When using the seat(s) in extended use positions specified in paragraph 6.1.2. of this Regulation, all anchorages shall be capable of withstanding the tests prescribed in paragraphs 6.3. and 6.4.**

**Permanent deformation, including partial rupture or breakage of any anchorage or surrounding area, shall not constitute failure if the required force is sustained for the specified time. During the test, the minimum spaces specified in paragraph 5.6.2.2. of this Regulation for the lower effective belt anchorages and the requirements of paragraph 5.6.3. for the upper effective belt anchorage shall be respected.**"

*Paragraph 7.1.1.*, amend to read:

"7.1.1. For vehicles of category M1 of a total permissible mass not exceeding 2.5 tonnes, if the upper safety-belt anchorage is attached to the seat structure, the effective upper safety-belt anchorage shall not be displaced during the test forward of a transverse plane passing through the R point and point C of the seat in question (see Figure 1 of Annex 3 to this Regulation)

 For vehicles other than mentioned above, the effective upper safety-belt anchorage shall not be displaced during the test forward of a transverse plane inclined 10° in forward direction and passing through the R point of the seat.

 **When using the seat(s) in extended use positions specified in paragraph 6.1.2. of this Regulation, the effective upper safety-belt anchorage shall not be displaced during the test forward of plane BE2 (see Figure 4 of Annex 3 to this Regulation)**

 The maximum displacement of the effective upper anchorage point shall be measured during the test.

 If the displacement of the effective upper anchorage point exceeds the above-mentioned limitation, the manufacturer shall demonstrate to the satisfaction of the technical service that there is no danger to the occupant. As an example, the test procedure according to UN Regulation No. 94 or a sled test with corresponding pulse may be carried out to demonstrate a sufficient survival space.

*Annex 3, insert new Figures 3 and 4,* to read:

***"***Figure 3

**Areas of location of effective belt anchorages according to paragraph 5.6.2. and 5.6.3. of this Regulation for extended use positions**



Angles α1R as α2R
specified in paragraph
5.6.2.1 of the Regulation

Permitted area as
specified in paragraph
5.6.3 of the Regulation

ER-Plane and λER as
specified in paragraph
5.6.2.1 of the Regulation

HR-Point, TR-Line and εTR as specified in paragraph
5.6.1.2 of the Regulation

**All dimensions are in mm"**

Figure 4

**Permitted area of location for upper effective belt anchorages according to paragraph 5.6.5. of this Regulation for other use positions than normal ones**



Permitted area as
specified in paragraph
5.6.5 of the Regulation

ER-Plane as specified in paragraph 5.6.2.1 of the Regulation

λER as specified in paragraph
5.6.2.1 of the Regulation

HR-Point, TR-Line and εTR as specified in paragraph
5.6.1.2 of the Regulation

**All dimensions are in mm**"

*Annex 6 - Appendix 1,* amend to read:

 "Annex 6 - Appendix 1

 Location of lower anchorages — Angle requirements only

| *Seat* | *M1* | *Other than M1* |
| --- | --- | --- |
| Front\***, Φ**  | buckle side (α2, **α2R**) | 45° - 80° | 30° - 80° |
| other than buckle side (α1**, α1R**) | 30° - 80° | 30° - 80° |
| angle constant | 50° - 70° | 50° - 70° |
| bench - buckle side (α2, **α2R**) | 45° - 80° | 20° - 80° |
| bench - other than buckle side (α1**, α1R**) | 30° - 80° | 20° - 80° |
| adjustable seat with seat back angle < 20°  | 45° - 80° (α2)\*20° - 80°(α1)\* | 20° - 80° |
| Rear ≠**, Φ** |  | 30° - 80° | 20° - 80° Ψ |
| *Notes*:≠: outboard and centre.\*: if angle is not constant see paragraph 5.4.2.1.Ψ: 45° - 90° in the case of seats on M2 and M3 vehicles.**Φ: For extended use positions (see paragraph 5.6. of this Regulation)"** |

*Annex 7, paragraph 1.*, amend to read:

"1. SCOPE

 This annex describes a dynamic sled test that can be performed as an alternative to the safety-belt anchorages static strength test prescribed in paragraphs 6.3. and 6.4. of this Regulation.

 This alternative can apply at the request of the car manufacturer in the case of a group of seats where all the seating positions are equipped with 3-point safety-belts to which thorax load limiter functions are associated and when the group of seats additionally comprises a seating position for which the upper safety-belt anchorage is located on the seat structure.

 **When using the seat(s) in extended use positions specified in paragraph 6.1.2. of this Regulation, this alternative can apply at the request of the car manufacturer to a group of seats where all the seating positions are equipped with 3-point safety-belts to which thorax load limiter functions are associated and if the upper belt anchorage(s) for a seat in this row are also located on the seat structure."**

*Annex 7, Paragraph 2.1.*, amend to read:

"2.1. In the dynamic test prescribed in paragraph 3. of this annex, there shall be no rupture of any anchorage or surrounding area. A programmed rupture necessary for the functioning of the load limiter device is however permitted.

 The minimum spacings for the effective lower anchorages specified in paragraph 5.4.2.5. of this Regulation, and the requirements for the effective upper anchorages specified in paragraph 5.4.3.6. of this Regulation and, when applicable, completed by the following paragraph 2.1.1., shall be respected.

 **When using the seat(s) in extended use positions specified in paragraph 6.1.2 of this Regulation, the minimum spaces specified in paragraph 5.6.2.2. of this Regulation for the lower effective belt anchorages and the requirements of paragraph 5.6.5. for the upper effective belt anchorage shown in Figure 4 to Annex 3 to this Regulation shall be respected."**

*Annex 7, Paragraph 2.1.1.*, amend to read:

"2.1.1. For vehicles of category M1 of a total permissible mass not exceeding 2,5 tonnes, the upper safety-belt anchorage, if attached to the seat structure, shall not be displaced forward of a transverse plane passing through the R point and point C of the seat in question (see Figure 1 of Annex 3 to this Regulation).

 For vehicles other than mentioned above, the upper safety-belt anchorage shall not be displaced forward of a transverse plane inclined 10° in forward direction and passing through the R point of the seat.

 **When using the seat(s) in extended use positions specified in paragraph 6.1.2. of this Regulation, the upper safety-belt anchorage shall not be displaced during the test forward of plane BE2 (see Figure 4 of Annex 3 to this Regulation), if the upper safety-belt anchorage is located on the seat structure.**"

 **II. Justification**

1. The amendments in paragraphs 2.2., 5.1.1., 5.1.1.2. and 5.1.2. have just an editorial background correcting a missing phrase (2.2.) and the reference to the Annex 4 as the content moved to R.E.3.

2. The overall idea and final goal is to enable alternative seating positions (with a higher seatback inclination than today) during driving, see also GRSP-72-25. The intention of the introduced amendment is to allow occupants the use of alternative seating positions only if this will not cause any conflict with the content of other UN Regulations, which possibly need to be amended as well. Therefore, this proposal is seen as a first step and introduces requirements to the seat-belt anchorages as described in the new proposed paragraphs 5.1.7., 5.6., 6.1.2. and 7.1.

3. To introduce alternative seating positions into UN Regulation No. 14 provisions for the permitted area for the lower and upper belt-anchorages before the strength test and provisions for the permitted area of the upper belt anchorages during and after the test are needed.

4. For the permitted area before the test the upper area is based on FMVSS 210 as this would enable sufficient mounting positions even when the seatback has a higher inclination. For the lower anchorage points the permitted angle ranges shall be the same as in current UN Regulation No. 14, but they need to be tilted with the seat cushion (λER), if the lower anchorage points are located on the seat structure.



5. For the permitted area during and after the test, a new area must be defined for the upper belt anchorages as otherwise the current provisions regarding the CY-line can very likely not be fulfilled. The idea is to create a permitted area, whose lower boundary is limited to a distance of min. 450 mm around the HR point.



1. \* In accordance with the programme of work of the Inland Transport Committee for 2023 as outlined in proposed programme budget for 2023 (A/77/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate. [↑](#footnote-ref-2)