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(Thirty-sixth session, 7-10 December 2004,
agenda item B.1.1.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 14
(Safety-belt anchorages)

Transmitted by the expert from Spain

Note: The text reproduced below was prepared by the expert from Spain in order to clarify the effective belt anchorage definition. It replaces the document distributed without an official symbol (informal document No. GRSP-35-17) during the thirty-fifth session, and document TRANS/WP.29/GRSP/2004/1 (TRANS/WP.29/GRSP/35, para. 12).

Note: This document is distributed to the Experts on Passive Safety only.

A. PROPOSAL

Paragraph 2.4.1.1., amend to read:

"2.4.1.1. where a safety belt incorporates a rigid part which is attached to a lower belt anchorage and which is ~~either fixed or free to swivel~~, the effective belt anchorage for all positions of seat adjustment is the point where the strap is attached to that rigid part;"

Insert a new paragraph 2.4.1.1.1., to read

"2.4.1.1.1. where a safety belt incorporates a rigid part which is attached to a lower belt anchorage and which is absolutely free to swivel, the effective belt anchorage for all positions of seat adjustment is the rotation point where the rigid part is attached, only if that point provides the same lie as the intended lie of the belt when it is substituted by a strap attached to that rotation point."

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B. JUSTIFICATION

The proposed amendment tries to clarify and to differentiate both facts: when there is a rigid part attached to a lower belt anchorage and it is fixed or it is free to swivel.

When it is fixed, it is considered that there is no doubt; but in the case where it is free to swivel, if the seat belt can be replaced by a strap fixed to the rotation point and both geometries are the same, the effective anchorage should be this rotation point. In this way, the occupants' safety is not in danger, on the contrary, it is improved, and new anchorages' configurations could be taken into account.
