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World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

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Item 10 of the provisional agenda

Regulation No. 14 (Safety-belt anchorages)**Proposal for Supplement 2 to the 07 series of amendments to Regulation No. 14****Submitted by the expert from Germany***

The text reproduced below was prepared by the expert from Germany in co-operation with the expert from the International Organization of Motor Vehicle Manufacturers (OICA) and is aimed at introducing provisions for the correct use of ISOFIX top tether anchorages. It supersedes previous proposals ECE/TRANS/WP.29/GRSP2008/22 and GRSP-45-13. It is based on a document without symbol (GRSP-46-13) distributed during the forty-sixth session of the Working Party on Passive Safety (GRSP). The modifications to the current text of Regulation No. 14 are marked in bold characters.

* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.4), 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.

I. Proposal

Paragraph 5.2.4.5., amend to read:

“5.2.4.5. The ISOFIX top tether anchorage shall have dimensions to permit the attachment of an ISOFIX top tether hook as specified in figure 3.

Clearance shall be provided around each ISOFIX top tether anchorage to allow latching and unlatching to it.

Each ISOFIX top tether anchorage shall be designed to prevent misuse by one or more of the following measures:

- (a) **designing all anchorages (i.e. tie downs) in the top tether zone area as ISOFIX top tether anchorages or**
- (b) **marking all ISOFIX top tether anchorages points using one of the symbols, or its mirror image, as set out in figure 13 of Annex 9 or**
- (c) **marking non-ISOFIX top tether anchorage points, clearly indicating that these anchorages shall not be used as ISOFIX top tether anchorages.**

For each ISOFIX top tether anchorage under a cover, the cover shall be identified by for example one of the symbols or the mirror image of one of the symbols set out in figure 13 of Annex 9; the cover shall be removable without the use of tools.

Other tether anchorages at a seating position without ISOFIX lower anchorages shall not be marked.”

II. Justification

Sometimes, there are anchorages in the luggage compartment of vehicles only for the use of luggage fixation and those anchorages may be confused with ISOFIX top tether anchorages. The above proposal therefore aims at avoiding this risk of potential confusion. It offers maximum flexibility to the manufacturers in their design to reduce the risk of misuse of anchorage points to a minimum. Consequently, manufacturers make sure that all tether anchorages meet the requirements for an ISOFIX top tether anchorage, or could alternatively clearly mark those tether anchorages allowed/not allowed for the use as ISOFIX top tether anchorage.
