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### Economic Commission for Europe

#### Inland Transport Committee

#### World Forum for Harmonization of Vehicle Regulations

##### 169<sup>th</sup> session

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Item 4.6.3 of the provisional agenda

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

### **Proposal for Supplement 7 to the 07 series of amendments to Regulation No. 14 (Safety-belt, ISOFIX and i-Size anchorage)**

#### **Submitted by the Working Party on Passive Safety \***

The text reproduced below was adopted by the Working Party on Passive Safety (GRSP) at its fifty-eighth session (ECE/TRANS/WP.29/GRSP/58, para. 43). It is based on ECE/TRANS/WP.29/GRSP/2015/25, as amended by Annex V to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration.

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\* 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.

## **Supplement 7 to the 07 series of amendments to Regulation No. 14 (Safety-belt, ISOFIX and i-Size anchorages)**

*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 M<sub>2</sub> and M<sub>3</sub> 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."

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