

Proposal for 10 series of amendments to UN Regulation No. 14

Submitted by the expert from Finland

The text reproduced below was prepared by the expert from Finland in order to enhance the safety of the belted passenger seated behind a seat by removing the two of the derogations for two-point belts laid down in paragraphs 5.3.5. to 5.3.5.4. of the UN Regulation 14.

I. Proposal

Paragraphs 5.3.5. to 5.3.5.4., amend to read:

- 5.3.5. In every seating position marked in Annex 6 with symbol $\frac{1}{T}$, three anchorages shall be provided. Two anchorages may be provided if ~~one of~~ the following conditions is fulfilled:
- ~~5.3.5.1. There is a seat or other parts of the vehicle conforming to UN Regulation No. 80, Appendix 1, paragraph 3.5. directly in front, or~~
- 5.3.5.2. No part of the vehicle is in the reference zone, or capable of being in the reference zone when the vehicle is in motion, ~~or.~~
- ~~5.3.5.3. Parts of the vehicle within the said reference zone comply with the energy absorbing requirements set out in UN Regulation No. 80, Appendix 6.~~
- 5.3.5.4. Paragraphs 5.3.5.1. ~~to 5.3.5.3.~~ shall not apply to a driver's seat."

Insert new paragraphs 14.23. to 14.23.5., to read:

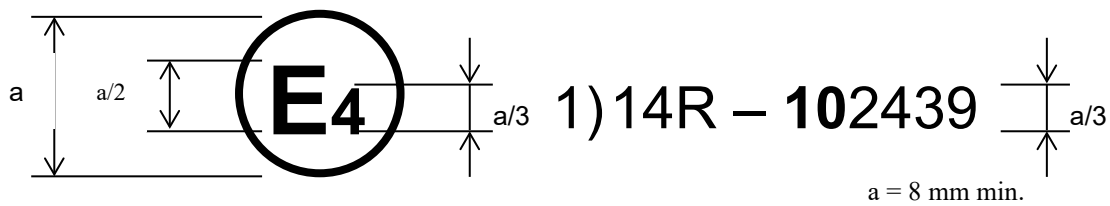
- "14.23. Transitional provisions applicable to 10 series of amendments**
- 14.23.1. As from the official date of entry into force of the 10 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 09 series of amendments.**
- 14.23.2. As from 1 September [2025], Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 1 September [2025].**
- 14.23.3. Until 1 September [2027], Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 1 September [2025].**
- 14.23.4. As from 1 September [2027], Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.**
- 14.23.5. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation.**

- 14.23.6. Notwithstanding paragraph 14.23.4, Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the preceding series of amendments to this Regulation, for the vehicles/vehicle systems which are not affected by the changes introduced by the 10 series of amendments.
- 14.23.7. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation.
- 14.23.8. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation

Annex 2, amend to read:

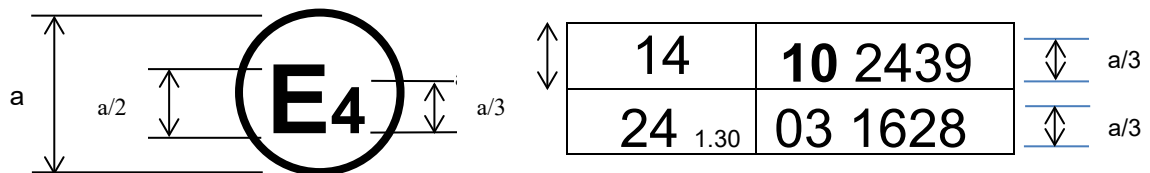
"Arrangements of the approval mark

Model A
(see paragraph 4.4. of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to safety-belt anchorages, been approved in the Netherlands (E 4), pursuant to UN Regulation No. 14, under the number 102439. The first two digits of the approval number indicate that UN Regulation No. 14 already included the 0910 series of amendments when the approval was given.

Model B
(see paragraph 4.5. of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to UN Regulations Nos. 14 and 24*. (In the case of the latter Regulation the corrected absorption co-efficient is 1.30 m⁻¹). The approval numbers indicate that on the dates on which these approvals were granted, UN

Regulation No. 14 included the ~~09~~10 series of amendments and UN Regulation No. 24 was in its 03 series of amendments.

* The second number is given merely as an example."

II. Justification

1. As presented in documents GRSP-71-07, GRSP-70-06 and GRSP-70-07 the two-point belts offer only limited level of safety compared to three-point belts especially in case of frontal collision.
 2. Based on the GRSG-109-03 about one third of the bus collisions in Europe are frontal collisions. Frontal collisions have relatively high Accident Casualty Rates (number of casualties in one accident).
 3. Based on the accident data from the Karkkila accident (presented in GRSP-70-06) the level of safety offered by two-point belts is not sufficient.
 4. Based on the document GRSP-70-07 (Estimate of the cost and impact of three-point seat belts in buses in Finland) equipping the buses with three-point safety belts is a cost effective way to increase safety of the passengers.
 5. Three-point safety belts are widely used in passenger cars and the literature supports the usage of three-point belts also in buses.
-