

Distr.
GENERAL

TRANS/WP.29/GRSP/2002/4
28 February 2002

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Passive Safety (GRSP)
(Thirty first session, 13-17 May 2002
agenda item 1.2.3.)

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

Transmitted by the Expert from Japan

Note: The text reproduced below was prepared by the expert from Japan in order to introduce in Regulation No. 14 safety-belt anchorage requirements for rear seats in N category vehicles. It is based on the text of a document distributed without a symbol (informal document No. 9) during the thirtieth session (TRANS/WP.29/GRSP/30, para. 14)

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

GE.02-20771

A. PROPOSAL

Paragraphs 5.3.5. and 5.3.6., should be deleted.

Paragraph 5.3.7. (former), renumber as paragraph 5.3.5.

Paragraphs 5.3.8. (former) , renumber as paragraph 5.3.6, and amend the reference to paragraphs "5.3.1. to 5.3.5.", to read "5.3.1. to 5.3.4."

Paragraphs 5.3.9. and 5.3.10. (former), renumber as paragraphs 5.3.7. and 5.3.8.

Annex 6,

The table, amend the last row, to read:

"

.....
N1, N2 & N3	3	2	3 or 2 *	2	2

"

The key to symbols, the symbol # and its meaning, should be deleted.

* * *

B. JUSTIFICATION

Since there is no reason to assume that collision impacts are moderated to a greater extent in goods vehicles than in passenger vehicles, safety belts should be equally necessary for these two groups of vehicles. While the current Regulations Nos. 14 and 16 exempt category N vehicles, for example double-cab trucks, from the rear seat safety belt requirement, Japan believes that category N vehicles should be equipped with safety belts in rear seats.

If the rear seat safety-belt requirement is introduced, Regulations Nos. 14 and 16 will become equivalent to Japan's regulation (Safety Regulation Art. 22-3) and to the United States regulation (FMVSS No. 208).

In the case where the rear seats of a goods vehicle are of a folding type, belt anchorages should not be required as it is more appropriate to believe that folding seats are used less frequently. Such exemption of belt anchorages will be equivalent to the above-mentioned Regulations (Regulations No.14, para. 5.3.8. and No.16, para. 8.1.1.).
