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(Thirty-fifth session, 3-7 May 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 definition proposed for an effective anchorage. It is based on informal document GRSP-34-19 distributed at the thirty-fourth GRSP session (TRANS/WP.29/GRSP/34, para. 15).

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. when a safety-belt incorporates a rigid part which is attached to a lower belt anchorage, forming a rigid system with only one degree of freedom, 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. If that rigid part supporting the band may rotate around one point, the effective anchorage may be the pivoting point, considering that if the rigid part is substituted by a strap attached to the theoretically effective anchorage, the contact areas between belt and occupant does not change. If contact areas between belt and occupant changes, then paragraph 2.4.1.1. applies."

* * *

B. JUSTIFICATION:

The effective anchorage may not be the same when the buckle is supported by a completely rigid system or a rigid system with one degree of freedom (rotation around one axis) and when the buckle is supported by a semi-rigid cable or by a pivoting rigid free-part.

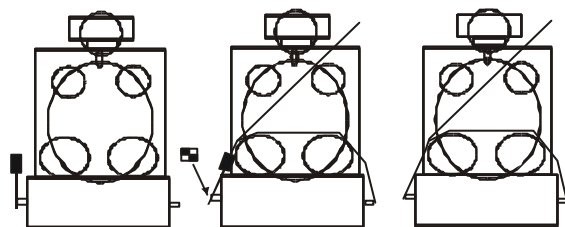


Fig 1: rigid buckle, articulated

Fig 1.1: when we change the rigid buckle by a strap, contact areas between dummy and belt remain unchanged

Proposal: pivoting point should be the effective anchorage

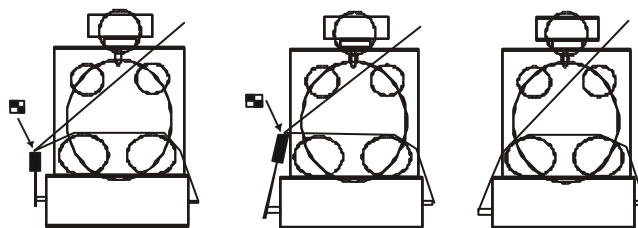


Fig 2: rigid buckle fixed

Fig 3: articulated buckle; but when we change it by a strap, contact areas are changed too; effective anchorage is not the pivoting point.