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

Submitted by the expert from Germany

Note: The text reproduced below was prepared by the expert from Germany on behalf of the Technical Services Group (TSG) on Regulation No. 44 (child restraints) concerning the potential misuse of top tether anchorages for ISOFIX child restraint systems. It refers to a document without a symbol (informal document No. GRSP-39-6), distributed during the thirty-ninth session of GRSP (see report ECE/TRANS/WP.29/GRSP/39, para. 19).

The modifications to the current text of the Regulation are marked in **bold** characters or marked as strikethrough.

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

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A. PROPOSAL

Paragraph 5.2.4.5., amend to read:

"5.2.4.5. ... and unlatching to it. ~~For~~ **Each** ISOFIX top tether anchorage ~~under a cover, the cover~~ shall be identified by ... of Annex 9, **if under a cover the cover shall be identified by the marking above and** shall be removable without the use of tools. **ISOFIX top tether anchorages at a seating position without ISOFIX lower anchorages shall not be marked.**"

B. JUSTIFICATION

Sometimes there are anchorages in the luggage compartment of a vehicle only for the use of luggage fixation and those anchorages have been misused as a top tether anchorage because the top tether anchorage besides was not marked as a top tether anchorage. So general marking of top tether anchorages seems to be necessary and not only the marking of the covered top tether anchorages.

Vehicles for the market of the United States of America but possibly driving on European roads may be equipped on the rear bench with 3 top tether anchorages although only the 2 outboard seating positions are equipped with lower ISOFIX anchorages. If all top tether anchorages are marked as top tether anchorages this may offer the misuse that a top tether from an outboard seating position is fixed at the central top tether anchorage.
