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INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

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Geneva, 11-14 December 2007

Item 9(a) of the provisional agenda

REGULATION No. 14
(Safety-belt anchorages)

ISOFIX anchorages

Proposal for draft amendments

Submitted by the expert from Japan^{*/}

The text reproduced below was prepared by the expert from Japan to introduce new provisions concerning the time period of the static force application to ISOFIX anchorages. It is based on a document without a symbol (informal document No. GRSP-41-05-Rev.1), distributed during the forty-first session of GRSP (see report ECE/TRANS/WP.29/GRSP/41, para. 28). The modifications to the current text of the Regulation are marked in **bold** characters.

^{*/} In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles with respect to passive safety. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Paragraph 6.6.4.2., amend to read:

"6.6.4.2.Full application of the load shall be achieved **as rapidly as possible, and within a maximum load application time of 30 seconds.** However, the **manufacturer may request the application of the load to be achieved within 2 seconds.** The force shall be maintained for a minimum period of 0.2 s.

All measurement shall.... "

B. JUSTIFICATION

For ISOFIX anchorages, the 8 kN force has to be applied within a period of 2 seconds or less. On the other hand, for safety-belt anchorages, the 1,350 daN needs to be applied within a period of 60 s or less. This means that the force application standards of ISOFIX and safety-belt anchorages are not harmonized. The force application time period for ISOFIX anchorages should be approximately 35 seconds to be harmonized with that provided for safety-belt anchorages.

Since it is sometimes difficult to achieve the force application time of 2 seconds or less for those vehicles with a large displacement, we propose to change the force application time to 30 seconds or less, which is harmonized with the safety-belt anchorage standard.
