

**Proposal for:  
Supplement 10 to the 07 Series of Amendments,  
Supplement 02 to the 08 Series of Amendments and  
Supplement 03 to the 09 Series of Amendments  
of UN Regulation No. 14 (Safety-belt anchorages)**

This proposal is based on informal document GRSP-74-19 and the corresponding document GRSP/2023/28 and further amends the proposal originally introduced by OICA. Amendments to the text of UN Regulation 14 are indicated in bold or strike-through. Amendments to the text of GRSP/2023/28 are indicated in blue (according to GRSP-74-19).

During the last sessions of GRSP several CPs raised concerns and it was concluded to conduct a Workshop on this issue. The Workshop was held on 25th to 26th April at BAST and experts of Germany, the Netherlands, Sweden, Austria, OICA and CLEPA contributed. Further modifications to GRSP-74-19 are indicated in green.

**Kommentiert [AP1]:** Can we incorporate the modifications of GRSP-74-19 (blue) to the new proposal to avoid two different colours?

## I. Proposal

Paragraph 1., amend to read:

“1. Scope

This Regulation applies to:

Vehicles of categories M and N<sup>1</sup> with regard to their anchorages for safety-belts intended for adult occupants of forward-facing or rearward-facing or side-facing seats **in a normal upright position; safety belt anchorages for extended use positions may be approved under this Regulation; usage of these extended use positions while driving is not covered under this Regulation until other related safety Regulations (UN R16, R17, R21, R25, R29, R80, R94, R95, [R129], R135, R137, R145, [R170], where applicable) are permitting this.**”

**Kommentiert [AP2]:** „upright“ is not used within UN R14

Paragraph 2.2., amend to read:

“2.2. “*Vehicle type*” means a category of power-driven vehicles, which do not differ in such essential respects as the dimensions, lines and materials of components of the vehicle structure or seat structure to which the safety-belts anchorages **are attached.**”

~~Paragraph 5.1.1., amend to read:~~

~~“5.1.1. The H point is a reference point as defined in paragraph 2.3 of Annex 4 of this Regulation, which must be determined in accordance with the procedure set out in that Annex.”~~

**Kommentiert [AP3]:** Already covered by NL proposal

~~Paragraph 5.1.1.2., amend to read:~~

~~“5.1.1.2. The R point is the seating reference point defined in paragraph 2.4 of Annex 4 of this Regulation.”~~

**Kommentiert [AP4R3]:** Seems 5.1.2. is **not** covered by GRSP/2024/07

~~Paragraph 5.1.2., amend to read:~~

~~"5.1.2. The three dimensional reference system is defined in Appendix 2 of Annex 4 of this Regulation."~~

[Paragraph 3.2.3., amend to read:

"3.2.3. A technical description of the belt anchorages and the usage of alternative anchorage locations according to paragraph 5.6., if applicable;"]

Insert new paragraphs 5.1.7. to 5.1.7.4., to read:

"5.1.7. Additional definitions for extended use positions:

5.1.7.1. The  $H_R$ -point is a reference point corresponding to the  $H_R$ -point referred to in paragraph 5.6.1.2 of this Regulation and shall be determined for all extended use positions.

5.1.7.2. The  $T_R$ -line is a reference line corresponding to the  $T_R$ -line referred to in paragraph 5.6.1.2 of this Regulation and shall be determined for all extended use positions.

5.1.7.3. The  $E_R$ -plane is a reference plane corresponding to the  $E_R$ -plane referred to in paragraph 5.6.2.1 of this Regulation and shall be determined for all extended use positions.

5.1.7.4. The angles  $\alpha_{1R}$  and  $\alpha_{2R}$  are respectively the angles between the plane  $E_R$  corresponding to the  $E_R$ -plane referred to in paragraph 5.6.2.1 of this Regulation, and planes perpendicular to the ~~center~~ centre vertical longitudinal plane of the seat and passing through the  $H_R$ -point and the points  $L_1$  and  $L_2$ .

If the seat is adjustable, this requirement shall be fulfilled also for the  $H_R$ -points of all extended use positions, as indicated by the vehicle manufacturer."

Insert new paragraph 5.6. to 5.6.5., to read:

"5.6. Alternative locations of seat belt anchorages for ~~seats which can be used in~~ extended use positions ~~defined by the vehicle manufacturer~~

The manufacturer may define extended use positions for the seats outside their normal use positions, if the following requirements are met:

5.6.1. General requirements

5.6.1.1. The belt anchorages for any one belt may be located either wholly in the vehicle structure or in the seat structure or any other part of the vehicle or dispersed between these locations.

5.6.1.2. For ~~positions outside their normal~~ extended use positions, the  $H_R$ -point, the torso line  $T_R$  and the torso angle  $\varepsilon_{TR}$  are results from the displacement of the seat cushion and / or the backrest and / or other upholsteries that may influence the position of the three dimensional ~~H-point~~ H-point machine. For the determination of the alternative locations of seat belt anchorages, the  $H_R$  point, the torso line  $T_R$  and the torso angle  $\varepsilon_{TR}$  are used.

5.6.1.3. The belt anchorages shall be located inside the following areas, if the seat is adjusted to the ~~additional positions of use~~ extended use position.

5.6.2. Location of the effective lower belt anchorage (see Figure 3 of Annex 3)

5.6.2.1. The reference plane  $E_R$  is a plane, which is perpendicular to the longitudinal ~~center~~ centre plane of the seat and varies by ~~the angle  $\lambda_{ER}$ , which is either~~

- a) the amount of the change in inclination of the seat cushion  $\lambda_{ER}$ , or
- b) a third of the amount of the change in inclination of the seatback, if a) is not applicable.

The amount of change in a) and b) is resulting from the adjustment of the seat from the R-point (for normal positions of use) to the H<sub>R</sub>-point (for extended use positions).

The angles  $\alpha_{1R}$  and  $\alpha_{2R}$  are the respective angles between the reference plane E<sub>R</sub> and planes perpendicular to the vertical longitudinal ~~center~~ centre plane of the seat, passing through the H<sub>R</sub>-point and the points L<sub>1</sub> and L<sub>2</sub>.

#### 5.6.2.1.1. Front seats, vehicle category M<sub>1</sub>

In motor vehicles of category M<sub>1</sub> the angle  $\alpha_{1R}$  (other than buckle side) shall be within the range of 30 to 80 degrees and the angle  $\alpha_{2R}$  (buckle side) shall be within the range of 45 to 80 degrees. Both angle requirements shall be valid for extended use positions of the front seats. Where at least one of the angles  $\alpha_{1R}$  and  $\alpha_{2R}$  is constant (e.g. anchorage fixed at the seat) in all extended use positions, its value shall be  $60 \pm 10^\circ$ .

#### 5.6.2.1.2. Rear seats, vehicle category M1

In motor vehicles of category M1 the angles  $\alpha_{1R}$  and  $\alpha_{2R}$  shall be within the range of 30 to 80 degrees for all rear seats. If rear seats are adjustable the above angles shall be valid for all extended use positions.

#### 5.6.2.1.3. Front seats, vehicle categories other than M1

In motor vehicles of categories other than M1 the angles  $\alpha_{1R}$  and  $\alpha_{2R}$  must be between 30 and 80 degrees for all extended use positions of the front seats. Where in the case of front seats of vehicles having a maximum vehicle mass not exceeding 3.5 tonnes at least one of the angles  $\alpha_{1R}$  and  $\alpha_{2R}$  is constant in all extended use positions, its value shall be  $60 \pm 10^\circ$  (e.g. anchorage fixed at the seat).

#### 5.6.2.1.4. Rear seats and special front or rear seats, vehicle categories other than M1

In vehicles of categories other than M<sub>1</sub>, in the case of

- a) Bench seats and
- b) Other rear seats,

angles  $\alpha_{1R}$  and  $\alpha_{2R}$  may be between  $20^\circ$  and  $80^\circ$  in any extended use position. Where in the case of front seats of vehicles having a maximum vehicle mass not exceeding 3.5 tonnes at least one of the angles  $\alpha_{1R}$  and  $\alpha_{2R}$  is constant in all ~~normal~~ extended positions of use, its value shall be  $60 \pm 10^\circ$  (e.g. anchorage fixed at the seat).

In the case of seats, other than front seats, of vehicles in categories M<sub>2</sub> and M<sub>3</sub>, the angles  $\alpha_{1R}$  and  $\alpha_{2R}$  shall be between 45 and 90 degrees for all extended use positions.

#### 5.6.2.1.5. ~~If the effective lower safety-belt anchorages L<sub>1</sub> and L<sub>2</sub> are not affected by the displacement of the seat cushion from the R-point for normal use positions to the H<sub>R</sub>-point for extended use positions, the angles $\alpha_{1R}$ and $\alpha_{2R}$ shall be referenced to a horizontal plane and not to the E<sub>R</sub>-plane.~~

If there is a displacement of the seat cushion from the R-point for normal use positions to the H<sub>R</sub>-point for extended use positions and the effective lower safety-belt anchorages L<sub>1</sub> and L<sub>2</sub> are not affected by this displacement, the angles  $\alpha_{1R}$  and  $\alpha_{2R}$  shall be referenced to a horizontal plane and not to the E<sub>R</sub>-plane.

5.6.2.2. The distance between the two vertical planes parallel to the ~~center~~ **centre** vertical longitudinal plane of the vehicle and each passing through a different one of the two effective lower belt anchorages  $L_1$  and  $L_2$  of the same safety-belt shall not be less than **350 mm**.

The ~~center~~ **centre** longitudinal plane of the seat shall pass between points  $L_1$  and  $L_2$  and shall be at least 120 mm from these points (see Figure 1 (lower part of the drawing) of Annex 3 of this Regulation).

5.6.3. Location of the effective upper belt anchorages (see Figure 3 of Annex 3)

The position of the effective upper belt anchorage point(s) shall be within the permissible area shown in Figure 3 of Annex 3 to this Regulation starting from the  $H_R$ -point.

Starting from the  $H_R$ -point, the permissible area for the effective upper belt anchorage point(s) is determined with the following segment distances and planes:

$A_{L1}$  A segment of the torso line  $T_R$  measured **along the torso line  $T_R$**  in an upward direction from  $H_R$  and **[563]** mm long and ending ~~in~~ **with the** point  $A_{P1}$ ;

$A_{L2}$  segment distance of **152.4** mm length, measured vertically upwards from the  $A_{P1}$  point and ending ~~in~~ **with the** point  $A_{P2}$

A first plane  $A_{E1}$ , inclined backwards by  $40^\circ$  from the horizontal, is created backwards from point  $A_{P1}$ .

A second plane  $A_{E2}$  is created perpendicular to the longitudinal ~~center~~ **centre** plane of the seat between points  $A_{P1}$  and  $A_{P2}$ .

A third plane  $A_{E3}$ , inclined horizontally by **[80°]** forwards, is created backwards from point  $A_{P2}$ .

The permissible area for the effective upper belt anchorage point(s) is located behind the three planes  $A_{E1}$ ,  $A_{E2}$  and  $A_{E3}$ .

5.6.4. The value of  $S$  **for extended use positions** shall not be less than 140 mm.

5.6.5. If the effective upper belt anchorage point in this additional adjustment position is below the plane set out in paragraph 5.4.3.6 of this Regulation of the normal use position, the manufacturer shall demonstrate to the Technical Service, that the strength of the upper belt anchorage point is ensured.

This verification can be carried out, for example, as follows

(a) Testing according to paragraph 6 and verification by paragraph 7 of this Regulation or

(b) Testing according to Annex 7 of this Regulation.

During the test referred to in sub-paragraph (a) and (b), the effective upper belt anchorage point(s) shall be within a permissible area specified in Figure 4 of Annex 3 of this Regulation. For the purpose of this test, the seats may also be in extended use positions as described in paragraph 6.1.2 of this Regulation.

Based on the  $H_R$ -point, determine the permissible area shown in Figure 4 of Annex 3 to this Regulation for the effective upper belt anchorage point(s) during the test with the following segment sections and planes:

**Kommentiert [AP5]:** Check for alternative value for rear centre seats

- B<sub>L1</sub>** A segment of the torso line T<sub>R</sub> measured along the torso line T<sub>R</sub> in an upward direction from H<sub>R</sub> and 450 mm long, ending with the point B<sub>P1</sub>
- B<sub>L2</sub>** A segment distance of 450 mm length, measured from the H<sub>R</sub>-point perpendicular to the E<sub>R</sub>-plane upwards, ending with in the point B<sub>P2</sub>

A first plane B<sub>E1</sub> is created backwards perpendicular to the torso line T<sub>R</sub> and perpendicular to the longitudinal ~~center~~ centre plane of the seat at point B<sub>P1</sub>.

A second plane B<sub>E2</sub> is created upwards perpendicular to the E<sub>R</sub>-plane and perpendicular to the longitudinal ~~center~~ centre plane of the seat at point B<sub>P2</sub>.

A shell surface B<sub>E3</sub> is created with a radius of 450 mm in the H<sub>R</sub>-point between the points B<sub>P1</sub> and B<sub>P2</sub> perpendicular to the longitudinal ~~center~~ centre plane of the seat.

The effective upper belt anchorage point(s) shall not move below or in front of the planes B<sub>E1</sub> and B<sub>E2</sub> as well as shell surface B<sub>E3</sub> during the test. “

*Paragraph 6.1.2., amend to read:*

- “ 6.1.2. The seats shall be fitted and placed in the position for driving or use chosen by the technical service responsible for conducting approval tests to give the most adverse conditions with respect to the strength of the system. The position of the seats shall be stated in the report. The seat-back shall, if its inclination is adjustable, be locked as specified by the manufacturer or, in the absence of any such specification, in a position corresponding to an effective seat-back angle as close as possible to 25° for vehicles of categories M<sub>1</sub> and N<sub>1</sub> and to 15° for vehicles of all other categories.

~~When using the In case of seat(s) in an extended use position specified in paragraph 5.6 of this Regulation, the seat(s) shall be in the position identified by the Technical Service in consultation with the manufacturer to give the most adverse conditions with respect to the strength of the system. If the inclination of the seat cushion and/or backrest is adjustable, they have to be locked as specified by the manufacturer. The position of the seats shall be indicated in the test report.”~~

*Paragraph 7.1., amend to read:*

- “ 7.1. All the anchorages shall be capable of withstanding the test prescribed in paragraphs 6.3 and 6.4. Permanent deformation, including partial rupture or breakage of any anchorage or surrounding area, shall not constitute failure if the required force is sustained for the specified time. During the test, the minimum spacings for the effective lower belt anchorages specified in paragraph 5.4.2.5. and the requirements of paragraph 5.4.3.6. for effective upper belt anchorages shall be respected.

~~When using the In case of seat(s) in extended use positions specified in paragraph 6.1.2. of this Regulation, all anchorages shall be capable of withstanding the tests prescribed in paragraphs 6.3 and 6.4.~~

~~Permanent deformation, including partial rupture or breakage of any anchorage or surrounding area, shall not constitute failure if the required force is sustained for the specified time. During the test, the minimum spaces specified in paragraph 5.6.2.2 of this Regulation for the lower effective belt anchorages and the requirements of paragraph 5.6.3 for the upper effective belt anchorage shall be respected. “~~

*Paragraph 7.1.1., amend to read:*

- “ 7.1.1. For vehicles of category M1 of a total permissible mass not exceeding 2.5 tonnes, if the upper safety-belt anchorage is attached to the seat structure, the effective upper safety-belt

anchorage shall not be displaced during the test forward of a transverse plane passing through the R point and point C of the seat in question (see Figure 1 of Annex 3 to this Regulation)

For vehicles other than mentioned above, the effective upper safety-belt anchorage shall not be displaced during the test forward of a transverse plane inclined 10° in forward direction and passing through the R point of the seat.

**~~When using the~~ In case of seat(s) in extended use positions specified in paragraph 6.1.2. of this Regulation, the effective upper safety-belt anchorage shall not be displaced during the test forward of plane B<sub>E2</sub> (see Figure 4 of Annex 3 to this Regulation)**

The maximum displacement of the effective upper anchorage point shall be measured during the test.

If the displacement of the effective upper anchorage point exceeds the above-mentioned limitation, the manufacturer shall demonstrate to the satisfaction of the technical service that there is no danger to the occupant. As an example, the test procedure according to UN Regulation No. 94 or a sled test with corresponding pulse may be carried out to demonstrate a sufficient survival space.

***[Insert new Annex 1, paragraph 9, to read:***

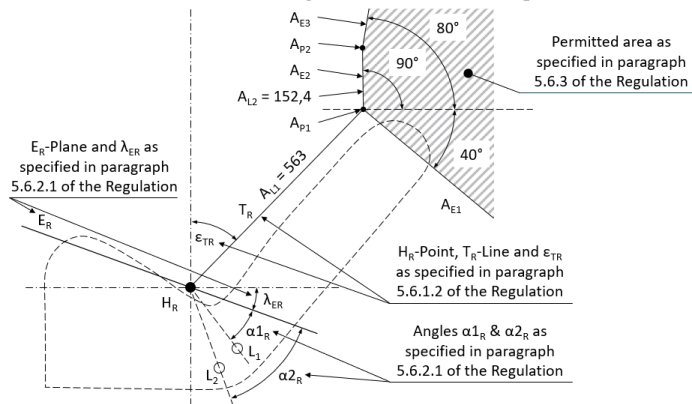
**9. Usage of alternative anchorage positions (yes/no): .....**

*Renumber former paragraphs 9 to 19 accordingly.]*

Insert new Annex 3, Figures 3 and 4, to read:

**Figure 3**

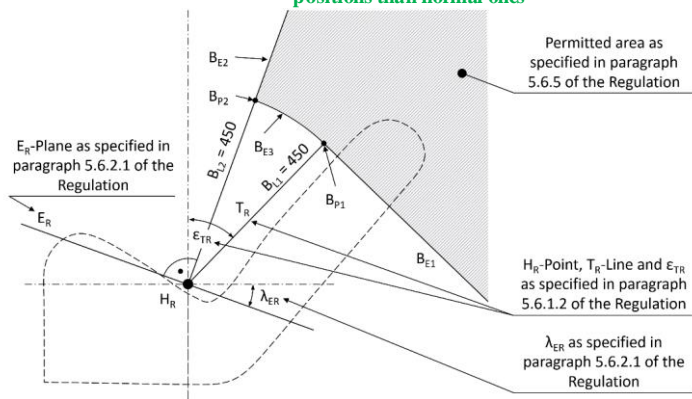
**Areas of location of effective belt anchorages according to paragraph 5.6.2 and 5.6.3 of this Regulation for extended use positions**



All dimensions are in mm”

**Figure 4**

**Permitted area of location for upper effective belt anchorages according to paragraph 5.6.5 of this Regulation for extended use positions other use positions than normal ones**



All dimensions are in mm”

**Kommentiert [AP6]:** Figure needs to be amended at least for 152 mm after the follow-up meeting

Annex 6 - Appendix 1, amend to read:

"Annex 6 - Appendix 1

Location of lower anchorages — Angle requirements only

Seat		$M_1$	Other than $M_1$
Front*, $\Phi$	buckle side ( $\alpha_2, \alpha_{2R}$ )	45° - 80°	30° - 80°
	other than buckle side ( $\alpha_1, \alpha_{1R}$ )	30° - 80°	30° - 80°
	angle constant	50° - 70°	50° - 70°
	bench - buckle side ( $\alpha_2, \alpha_{2R}$ )	45° - 80°	20° - 80°
	bench - other than buckle side ( $\alpha_1, \alpha_{1R}$ )	30° - 80°	20° - 80°
	adjustable seat with seat back angle < 20°	45° - 80° ( $\alpha$ )* 20° - 80° ( $\alpha_1$ )*	20° - 80°
Rear $\neq$ , $\Phi$		30° - 80°	20° - 80° $\Psi$

Notes:

$\neq$  outboard and centre.

\*: if angle is not constant see paragraph 5.4.2.1.

$\Psi$ : 45° - 90° in the case of seats on  $M_2$  and  $M_3$  vehicles.

$\Phi$  : For extended use positions (see paragraph 5.6. of this Regulation) "

Annex 7, Paragraph 1., amend to read:

"1. SCOPE

This annex describes a dynamic sled test that can be performed as an alternative to the safety-belt anchorages static strength test prescribed in paragraphs 6.3 and 6.4 of this Regulation.

This alternative can apply at the request of the ~~car~~ vehicle manufacturer in the case of a group of seats where all the seating positions are equipped with 3-point safety-belts to which thorax load limiter functions are associated and when the group of seats additionally comprises a seating position for which the upper safety-belt anchorage is located on the seat structure.

~~When using the~~ **In case of seat(s) in extended use positions specified in paragraph 6.1.2 of this Regulation, this alternative can apply at the request of the ~~car~~ vehicle manufacturer to a group of seats where all the seating positions are equipped with 3-point safety-belts to which thorax load limiter functions are associated and if the upper belt anchorage(s) for a seat in this row are also located on the seat structure.**"

Annex 7, Paragraph 2.1., amend to read:

"2.1. In the dynamic test prescribed in paragraph 3. of this annex, there shall be no rupture of any anchorage or surrounding area. A programmed rupture necessary for the functioning of the load limiter device is however permitted.

The minimum spacings for the effective lower anchorages specified in paragraph 5.4.2.5 of this Regulation, and the requirements for the effective upper anchorages specified in paragraph 5.4.3.6 of this Regulation and, when applicable, completed by the following paragraph 2.1.1., shall be respected.



**~~When using the~~ In case of seat(s) in extended use positions specified in paragraph 6.1.2 of this Regulation, the minimum spaces specified in paragraph 5.6.2.2 of this Regulation for the lower effective belt anchorages and the requirements of paragraph 5.6.5 for the upper effective belt anchorage shown in Figure 4 to Annex 3 to this Regulation shall be respected.”**

*Annex 7, Paragraph 2.1.1., amend to read:*

"2.1.1. For vehicles of category M<sub>1</sub> of a total permissible mass not exceeding 2,5 tonnes, the upper safety-belt anchorage, if attached to the seat structure, shall not be displaced forward of a transverse plane passing through the R point and point C of the seat in question (see Figure 1 of Annex 3 to this Regulation).

For vehicles other than mentioned above, the upper safety-belt anchorage shall not be displaced forward of a transverse plane inclined 10° in forward direction and passing through the R point of the seat.

**~~When using the~~ In case of seat(s) in extended use positions specified in paragraph 6.1.2 of this Regulation, the upper safety-belt anchorage shall not be displaced during the test forward of plane B<sub>E2</sub> (see Figure 4 of Annex 3 to this Regulation), if the upper safety-belt anchorage is located on the seat structure.”**

## II. Justification

A workshop was organized by Germany and held from 25-26 April. Experts of Germany, the Netherlands, Sweden, Austria, OICA and CLEPA joined and discussed the possible scientific basis for evaluating a possible occupant safety assessment for new extended use positions.

Currently available tools (dummies and Human Body Model) were evaluated regarding their use in extended use positions. For the dummies a dependency to the opening angle (angle between the thighs and the torso) was observed. New dummy modifications e.g., THOR-RS for reclined seating can achieve higher opening angles than current versions. Although this allows the torso to follow the seatback to higher degrees of inclination it could not be clarified during the workshop if an evaluation on injury criteria would still be feasible.

The same is valid for the HBM, which can already follow the seatback to higher degrees of inclination to some extent. But also here it remains unclear, if any influence caused by the changed seating posture to injury criteria could be observed.

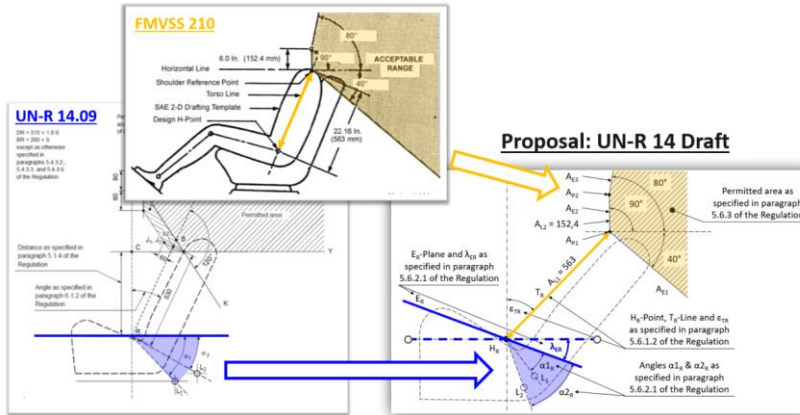
Consequently, the experts concluded to limit the scope of UN Regulation No. 14 to normal upright seating positions and allow the approval of alternative anchorage positions for extended use positions. The usage of extended use positions during driving remains prohibited until further modifications to related Regulations have been made. A reference to the usage of alternative anchorage positions was added to the application for approval and the communication form.

The amendments in paragraphs 2.2., 5.1.1., 5.1.1.2. and 5.1.2. have just an editorial background correcting a missing phrase (2.2.) and the reference to the Annex 4 as the content moved to R.E.3.

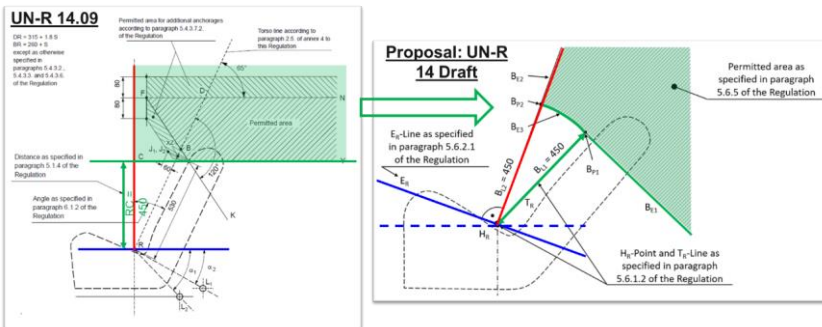
The overall idea and final goal is to enable alternative seating positions (with a higher seatback inclination than today) during driving, see also GRSP-72-25. The intention of the introduced amendment is to allow occupants the use of alternative seating positions only if this will not cause any conflict with the content of other UN Regulations, which possibly need to be amended later as well. Therefore, this proposal is seen as a first step and introduces requirements to the seat-belt anchorages as described in the new proposed paragraphs 5.1.7., 5.6., 6.1.2. and 7.1.

To introduce alternative seating positions into UN Regulation No. 14 provisions for the permitted area for the lower and upper belt-anchorage before the strength test and provisions for the permitted area of the upper belt anchorages during and after the test are needed.

For the permitted area before the test the upper area is based on FMVSS 210 as this would enable sufficient mounting positions even when the seatback has a higher inclination.



For the permitted area during and after the test, a new area must be defined for the upper belt anchorages as otherwise the current provisions regarding the CY-line can very likely not be fulfilled. The idea is to create a permitted area, whose lower boundary is limited to a distance of min. 450 mm around the HR point.



Regarding the location of the effective lower belt anchorages informal document GRSP-73-36 foresees two possible areas. Either the permitted area will rotate with the change of inclination of the cushion, if the effective lower anchorage points are affected, or the permitted area will keep its position as for the normal use position, if the effective lower anchorage points are not affected by the change of inclination of the cushion. It was brought to attention that there could be also designs, which would not have an inclination change of the cushion but would need a rotated permitted area for the lower anchorage points to avoid disadvantages in occupant protection e.g., submarining. Based on a study (Experimental investigation of preferred seating positions and postures in reclined seating

configurations (hal.science) this rotation shall be one third of the change of the seatback, which is alternatively the angle  $\lambda_{ER}$ . Paragraphs 5.6.2.1. and 5.6.2.1.5. were amended accordingly.

Add reference to the Workshop.

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