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Reference: C.N.107.2001.TREATIES-1 (Depositary Notification)

AGREEMENT CONCERNING THE ADOPTION OF UNIFORM TECHNICAL
PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS
WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND
THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS
GRANTED ON THE BASIS OF THESE PRESCRIPTIONS.
GENEVA, 20 MARCH 1958

REGULATION NO. 14. UNIFORM PROVISIONS CONCERNING THE
APPROVAL OF VEHICLES WITH REGARD TO SAFETY-BELT ANCHORAGES

PROPOSAL OF AMENDMENTS TO REGULATION

On 27 February 2001, the Secretary-General received from the Administrative Committee of the above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to the above Regulation.

..... A copy, in the English and French languages, of the document containing the text of the proposed amendments is transmitted herewith (doc. TRANS/WP.29/745).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement which read as follows:

"2. An amendment to a Regulation will be considered to be adopted unless, within a period of six months from its notification by the Secretary-General, more than one-third of the Contracting Parties applying the Regulation at the time of notification have informed the Secretary-General of their disagreement with the amendment. If, after this period, the Secretary-General has not received declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation, the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the unamended Regulation will be regarded as an alternative to the amended Regulation and will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force. In this case the obligations of the Contracting Parties applying the Regulation shall be the same as set out in paragraph 1.

3. Should a new Contracting Party accede to this Agreement between the time of the notification of the amendment to a Regulation by the Secretary-General and its entry into force, the

Attention: Treaty Services of Ministries of Foreign Affairs and of international organizations concerned.

Regulation in question shall not enter into force for that Contracting Party until two months after it has formally accepted the amendment or two months after the lapse of a period of six months since the communication to that Party by the Secretary-General of the proposed amendment."

8 March 2001

A handwritten signature in black ink, appearing to be the initials 'JW' or similar, written in a cursive style.



**Economic and Social
Council**

Distr.

GENERAL

TRANS/WP.29/745 */
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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

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

DRAFT SUPPLEMENT 2 TO THE 05 SERIES OF AMENDMENTS
TO REGULATION No. 14

(Safety-belt anchorages)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its sixteenth session, following the recommendation by WP.29 at its one-hundred-and-twenty-second session. It is based on document TRANS/WP.29/1999/38, as amended (TRANS/WP.29/743, para. 146).

*/ Reissued for technical reasons.

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Paragraph 5.4.2.5., amend to read :

"5.4.2.5. The distance between the two vertical planes parallel to the median longitudinal plane of the vehicle and each passing through a different one of the two effective lower belt anchorages L1 and L2 of the same safety-belt shall not be less than 350 mm. In the case of central rear seating positions of vehicles of category M1 and N1 the above-mentioned distance shall not be less than 240 mm 3/. The median longitudinal plane of the seat shall pass between points L1 and L2 and shall be at least 120 mm from these points.

3/ This requirement shall apply to rear bench-type seats only."

Paragraph 6.4.4.2., amend to read :

"6.4.4.2. The loads indicated in paragraphs 6.4.1., 6.4.2. and 6.4.3. above shall be supplemented by a force equal to 20 times the mass of the complete seat. The inertia load shall be applied to the seat or to the relevant parts of the seat corresponding to the physical effect of the mass of the seat in question to the seat anchorages. The determination of the additional applied load or loads and the load distribution shall be made by the manufacturer and agreed by the Technical Service.

In the case of vehicles of categories M2 and N2 this force shall be equal to 10 times the mass of the complete seat; for vehicles of categories M3 and N3 it shall be equal to 6.6 times the mass of the complete seat."

Annex 3, Location of effective belt anchorages, Figure 1, lower drawing, replace the dimension "350 mm" by "350 mm / 240 mm for the central rear seating positions of M₁ and N₁ categories of vehicles".