

Proposal for supplement 2 to the 09 series of amendments to UN Regulation No. 14 (Safety-belt anchorages)

The text reproduced below was prepared by the expert from Germany on behalf of the TF GRSP AVRS, to enable the application of the regulation to vehicles equipped with an ADS [feature type 2]. The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Insert a new paragraph 0., to read:

“0. Introduction

0.1. For supplement 2 to the 09 series of amendments:

0.1.1. The Regulation is amended to account for vehicles of category X.

0.1.2. The Regulation was originally drafted for vehicles with driver and manual driving controls. It is the intention of this new amendment to keep the spirit of the regulation and to extend its application to vehicles without driver and without manual driving controls in the vehicle. In the absence of driver/manual driving controls in the vehicle, provisions related to them shall not be taken into account if not already covered by this amendment.

0.1.3. In case of vehicles with an ADS where those vehicles are also equipped with a manual driving mode operating at a speed of more than 6 km/h it is expected that in the manual driving mode the technical requirements can be applied as they would for a conventional vehicle. In a mode where an ADS feature is active the relevant ADS requirements have to be fulfilled.”

Paragraph 1., amend to read:

“1. Scope

This Regulation applies to: ~~∀~~vehicles of categories M and N¹ with regard to their anchorages for safety-belts intended for adult occupants of forward-facing or rearward-facing or side-facing seats;

This regulation does not apply to vehicles of category Y.”

Footnote 1, amend to read:

^{“1} As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.~~78~~, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>”

Paragraph 2.6.1., amend to read:

“2.6.1. "A front passenger seat" means any seat where the "foremost H-point" of the seat in question is in or in front of the vertical transverse plane through the driver's R-point. For vehicles of category X, the "R" point of the most forward passenger seat shall be taken instead of the R-point of the driver's seat.”

Paragraph 5.1.6., amend to read:

“5.1.6. S is the distance in millimetres of the effective upper belt anchorages from a reference plane P parallel to the longitudinal median plane of the vehicle as defined as follows: below.

For vehicles other than category X, the procedure set out in paragraphs 5.1.6.1. to 5.1.6.3. shall be used, as applicable.

For vehicles of category X, the procedure set out in paragraph 5.1.6.2.3 shall be used for all seats.

5.1.6.1. ...”

Paragraph 5.1.6.2., amend to read:

“5.1.6.2. In the absence of a well-defined position:

5.1.6.2.1. The plane P for the driver's seat **(if any)** is a vertical plane parallel to the median longitudinal plane of the vehicle which passes through the centre of the steering-wheel in the plane of the steering-wheel rim when the steering-wheel, if adjustable, is in its central position.

5.1.6.2.2. The plane P for the front outboard passenger shall be symmetrical with that of the driver **(if any).**”

Paragraph 5.3.5.4., amend to read:

“5.3.5.4. Paragraphs 5.3.5.1. to 5.3.5.3. shall not apply ~~to a driver's seat~~ **in the case of an occupant having a steering assembly in front.**”

II. Justification

See paragraph 0. in the proposal.
