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⁽¹⁾ Text with EEA relevance

EN

Acts whose titles are printed in light type are those relating to day-to-day management of agricultural matters, and are generally valid for a limited period.

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II

(Non-legislative acts)

REGULATIONS

COMMISSION IMPLEMENTING REGULATION (EU) 2015/1403

of 18 August 2015

withdrawing the acceptance of the undertaking for one exporting producer under Implementing Decision 2013/707/EU confirming the acceptance of an undertaking offered in connection with the anti-dumping and anti-subsidy proceedings concerning imports of crystalline silicon photovoltaic modules and key components (i.e. cells) originating in or consigned from the People's Republic of China for the period of application of definitive measures

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union ('the Treaty'),

Having regard to Council Regulation (EC) No 1225/2009 of 30 November 2009 on protection against dumped imports from countries not members of the European Community ⁽¹⁾ ('the basic anti-dumping Regulation'), and in particular Article 8 thereof,Having regard to Council Regulation (EC) No 597/2009 of 11 June 2009 on protection against subsidised imports from countries not members of the European Community ⁽²⁾ ('the basic anti-subsidy Regulation'), and in particular Article 13 thereof,

Informing the Member States,

Whereas:

A. UNDERTAKING AND OTHER EXISTING MEASURES

- (1) By Regulation (EU) No 513/2013 ⁽³⁾, the European Commission ('the Commission') imposed a provisional anti-dumping duty on imports into the European Union ('the Union') of crystalline silicon photovoltaic modules ('modules') and key components (i.e. cells and wafers) originating in or consigned from the People's Republic of China ('the PRC').
- (2) A group of exporting producers gave a mandate to the China Chamber of Commerce for Import and Export of Machinery and Electronic Products ('CCCME') to submit a price undertaking on their behalf to the Commission, which they did. It is clear from the terms of that price undertaking that it constitutes a bundle of individual price undertakings for each exporting producer, which is, for reasons of practicality of administration, coordinated by the CCCME.

⁽¹⁾ OJ L 343, 22.12.2009, p. 51.⁽²⁾ OJ L 188, 18.7.2009, p. 93.⁽³⁾ OJ L 152, 5.6.2013, p. 5.

- (3) By Decision 2013/423/EU ⁽¹⁾, the Commission accepted that price undertaking with regard to the provisional anti-dumping duty. By Regulation (EU) No 748/2013 ⁽²⁾, the Commission amended Regulation (EU) No 513/2013 to introduce the technical changes necessary due to the acceptance of the undertaking with regard to the provisional anti-dumping duty.
- (4) By Implementing Regulation (EU) No 1238/2013 ⁽³⁾, the Council imposed a definitive anti-dumping duty on imports into the Union of modules and cells originating in or consigned from the PRC ('the products concerned'). By Implementing Regulation (EU) No 1239/2013 ⁽⁴⁾, the Council also imposed a definitive countervailing duty on imports into the Union of the product concerned.
- (5) Following the notification of an amended version of the price undertaking by a group of exporting producers ('the exporting producers') together with the CCCME, the Commission confirmed by Implementing Decision 2013/707/EU ⁽⁵⁾ the acceptance of the price undertaking as amended ('the undertaking') for the period of application of definitive measures. The Annex to this Decision lists the exporting producers for whom the undertaking was accepted, including ZNSHINE PV-TECH CO. LTD together with its related company in the Union jointly covered by the TARIC additional code B923 ('ZNSHINE').
- (6) By Implementing Decision 2014/657/EU ⁽⁶⁾ the Commission accepted a proposal by the group of the exporting producers together with the CCCME for clarifications concerning the implementation of the undertaking for the product concerned covered by the undertaking, that is modules and cells originating in or consigned from the PRC, currently falling within CN codes ex 8541 40 90 (TARIC codes 8541 40 90 21, 8541 40 90 29, 8541 40 90 31 and 8541 40 90 39) produced by the exporting producers ('product covered'). The anti-dumping and countervailing duties referred to in recital (4) above, together with the undertaking, are jointly referred to as 'measures'.
- (7) By Implementing Regulation (EU) 2015/866 ⁽⁷⁾ the Commission withdrew the acceptance of the undertaking for three exporting producers.

B. TERMS OF THE UNDERTAKING

- (8) The exporting producers agreed, inter alia, not to sell the product covered to the first independent customer in the Union below a certain minimum import price ('the MIP') within the associated annual level of imports to the Union ('annual level') laid down in the undertaking. In addition, the exporting producers undertook to ensure that all sales within the annual level are covered by a commercial invoice issued by the respective exporting producer and an export undertaking certificate issued by the CCCME containing the information described in the undertaking.
- (9) The undertaking sets out, in a non-exhaustive list, the breaches of the undertaking. That list includes:
- making misleading declarations regarding the origin of the product concerned,
 - changing the pattern of trade to the Union when there is insufficient due cause or economic justification other than the imposition of the measures.

The exporting producer is liable for the breach of any of its related parties which are defined in the undertaking.

- (10) The undertaking also obliges the exporting producers to provide the Commission on a quarterly basis with detailed information on all their export sales to and resales in the Union ('the quarterly reports'). This implies that the data submitted in these quarterly reports must be complete and correct and the reported transactions fully comply with the terms of the undertaking.

⁽¹⁾ OJ L 209, 3.8.2013, p. 26.

⁽²⁾ OJ L 209, 3.8.2013, p. 1.

⁽³⁾ OJ L 325, 5.12.2013, p. 1.

⁽⁴⁾ OJ L 325, 5.12.2013, p. 66.

⁽⁵⁾ OJ L 325, 5.12.2013, p. 214.

⁽⁶⁾ OJ L 270, 11.9.2014, p. 6.

⁽⁷⁾ OJ L 139, 5.6.2015, p. 30.

- (11) For the purpose of ensuring compliance with the undertaking, the exporting producers also undertook to provide all information considered necessary by the Commission.

C. MONITORING OF THE EXPORTING PRODUCERS

- (12) While monitoring compliance with the undertaking, the Commission verified information submitted by the exporting producers that was relevant to the undertaking. The Commission also requested assistance from the Member States on the basis of Articles 8(9) and 14(7) of the basic anti-dumping Regulation and Articles 13(9) and 24(7) of the basic anti-subsidy Regulation.
- (13) The findings listed in recitals (14) to (17) address the problems identified for ZNSHINE which oblige the Commission to withdraw acceptance of the undertaking for this exporting producer.

D. GROUNDS TO WITHDRAW THE ACCEPTANCE OF THE UNDERTAKING

- (14) Customs authorities in two Member States requested the payment of anti-dumping and countervailing duties for certain number of solar module import transactions. The solar modules were initially declared to be of non-Chinese origin, hence not subject to the measures. However, the customs authorities established that the solar modules were produced by ZNSHINE and were shipped to the Union via a third country.
- (15) Based on information available to the Commission, the companies involved in the above activities were related parties of ZNSHINE. Therefore, ZNSHINE breached the undertaking terms referred to in recital (9).
- (16) The Commission also identified that ZNSHINE provided in its quarterly reports misleading information concerning the date of a significant number of commercial invoices during a substantial period of time. The correct invoice date is essential for establishing whether MIP is respected since it is subject to a periodic adaptation mechanism. Based on the information submitted by ZNSHINE, the Commission established that the commercial invoice presented for customs clearance to the Union in the above cases was issued on a different date than the one used to obtain the export undertaking certificate from the CCCME. There was a considerable time lapse between the dates of the respective invoices. ZNSHINE claimed that the difference between the invoice dates was due to a technical error made by inexperienced personnel. The Commission cannot accept such a justification.
- (17) The Commission analysed the implication of this inconsistency in ZNSHINE's quarterly reports and concluded that ZNSHINE breached the reporting obligation under the undertaking.

E. ASSESSMENT OF PRACTICABILITY OF THE OVERALL UNDERTAKING

- (18) The undertaking stipulates that a breach by an individual exporting producer does not automatically lead to the withdrawal of the acceptance of the undertaking for all exporting producers. In such a case, the Commission shall assess the impact of that particular breach on the practicability of the undertaking with the effect for all exporting producers and the CCCME.
- (19) The Commission has accordingly assessed the impact of the breaches by ZNSHINE on the practicability of the undertaking with the effect for all exporting producers and the CCCME.
- (20) The responsibility for the breaches lies alone with the exporting producer in question; the monitoring has not revealed any systematic breaches by a major number of exporting producers or the CCCME.
- (21) The Commission therefore concludes that the overall functioning of the undertaking is not affected and that there are no grounds for withdrawal of the acceptance of the undertaking for all exporting producers and the CCCME.

F. WRITTEN SUBMISSIONS AND HEARINGS

- (22) Interested parties were granted the opportunity to be heard and to comment pursuant to Article 8(9) of the basic anti-dumping Regulation and Article 13(9) of the basic anti-subsidy Regulation. ZNSHINE and one interested party submitted comments.

(i) *Comments by ZNSHINE*

- (23) ZNSHINE claimed that one of the companies involved in the activities detailed in recitals (14) and (15) is not its related party as it is merely a customer of ZNSHINE in a third country. The available information that the Commission quoted describes ZNSHINE's business relationship with this customer. However, this business relationship is not legally recognised in any way. In addition, ZNSHINE claimed that it cannot control to whom this customer sells the products.
- (24) The Commission rejects these arguments as ZNSHINE did not submit any evidence supporting these claims, for example information on the ownership of their alleged customer which would rebut the available information referred to in recital (15). In addition, even if the company in question is an independent customer, quod non, ZNSHINE failed to take any precaution to prevent the modules being sold to the Union by this customer and thus would breach another clause of the undertaking.
- (25) ZNSHINE also claimed that the Commission did not provide sufficient information on the identity of the Union importer. Therefore, ZNSHINE was not in a position to comment on the factual accuracy. ZNSHINE also claimed that the Union importer cannot be considered its related party, unless ZNSHINE and the Union importer are officers or directors of one another's business. A third party being officer or director of both companies may not alter this condition.
- (26) The Commission rejects this argument. Firstly, the Commission may not disclose the identity of the Union importer due to confidentiality reasons. Secondly, in line with established practice of the Commission ⁽¹⁾, Article 143(1)(a) of Commission Regulation (EEC) No 2454/93 of 2 July 1993 laying down provisions for the implementation of Council Regulation (EEC) No 2913/92 establishing the Community Customs Code ⁽²⁾ (IPCCC), which is the basis for defining related parties in the undertaking, is interpreted as involving also situations where two legal persons have common officers or directors. This is the situation at present. In addition, the situation at stake falls also under Article 143(1)(f) IPCCC. The term 'controlled' used in this provision means that the third person shall be deemed to control another when the former is legally or operationally in a position to exercise restraint or direction over the latter. This interpretation follows from the Text of Interpretative Note to Article 15 of the Agreement on Implementation of Article VII of the General Agreement on Tariffs and Trade 1994 (Customs Valuation Agreement) which is the basis for the definition of related parties in Article 143(1) IPCCC. Given the level of involvement of the common officer or director in the companies at stake it is clear that this person is legally or operationally in a position to exercise restraint or direction over the two companies concerned.
- (27) ZNSHINE also argued that they acted in accordance with the terms of the undertaking when consulting the Commission upon the detection of the reporting errors. These errors were due to inexperience personnel acting in good faith which the Dutch judicial authorities confirmed. In addition, ZNSHINE claimed that the reporting error did not lead to the breach of the MIP.
- (28) The Commission rejects these arguments. Firstly, ZNSHINE cited one sentence from a judgment but failed to provide the entire judgment to the Commission. Secondly, the Commission provided information on the reporting obligations at several occasions, including the period when the reporting error occurred. ZNSHINE did not contact the Commission until the issue was spotted by national customs authorities. Finally, the argument that the reporting error did not lead to the breach of the MIP has no relevance for the assessment concerning the breach of the reporting obligation.

⁽¹⁾ Recitals 14 et seq. of Council Implementing Regulation (EU) No 856/2010 of 27 September 2010 terminating the partial interim review of Regulation (EC) No 661/2008 imposing a definitive anti-dumping duty on imports of ammonium nitrate originating in Russia (OJ L 254, 29.9.2010, p. 5).

⁽²⁾ OJ L 253, 11.10.1993, p. 1.

- (29) Therefore, the Commission upholds the assessment of the breaches of ZNSHINE's undertaking. In fact, ZNSHINE has not contested that the transhipped solar modules were produced by itself.

(ii) Comments by the other interested party

- (30) One interested party requested that for this company the withdrawal should have retroactive effect as the breaches of the undertaking in which ZNSHINE engaged were serious. The interested party further requested that such retroactive withdrawal be applied to future similar cases.
- (31) The interested party has assumed that national customs authorities have been investigating ZNSHINE and have seized significant quantities of falsely declared imports. In addition, in their view, the total amount of duties avoided by the three exporting producers from whom the Commission withdrew the undertaking ⁽¹⁾ and by ZNSHINE amounts to several hundred millions of euros which justifies the retroactive withdrawal.
- (32) The Commission rejects this request as there is no legal basis for such retroactive withdrawal. In addition, the national customs authorities requested the payment of anti-dumping and countervailing duties for the transactions in question; hence retroactive withdrawal is not needed. The Commission also points out that the interested party has made unsubstantiated assumptions in its submission. The Commission also rejects the interested party's argument on the alleged amount of duties avoided as an unjustified allegation.

G. WITHDRAWAL OF THE ACCEPTANCE OF THE UNDERTAKING AND IMPOSITIONS OF DEFINITIVE DUTIES

- (33) Therefore, in accordance with Article 8(7) and (9) of the basic anti-dumping Regulation, Article 13(7) and (9) of the basic anti-subsidy Regulation and also in accordance with the terms of the undertaking, the Commission has concluded that the acceptance of the undertaking for ZNSHINE shall be withdrawn.
- (34) Accordingly, pursuant to Article 8(9) of the basic anti-dumping Regulation and Article 13(9) of the basic anti-subsidy Regulation, the definitive anti-dumping duty imposed by Article 1 of Implementing Regulation (EU) No 1238/2013 and the definitive countervailing duty imposed by Article 1 of Implementing Regulation (EU) No 1239/2013 automatically apply to imports originating in or consigned from the PRC of the product concerned and produced by ZNSHINE (TARIC additional code: B923) as of the day of entry into force of this Regulation.
- (35) For information purposes the table in the Annex to this Regulation lists the exporting producers for whom the acceptance of the undertaking by Implementing Decision 2014/657/EU is not affected,

HAS ADOPTED THIS REGULATION:

Article 1

Acceptance of the undertaking in relation to ZNSHINE PV-TECH CO. LTD together with its related company in the European Union jointly covered by TARIC additional code B923 is hereby withdrawn.

Article 2

This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

⁽¹⁾ OJ L 139, 5.6.2015, p. 30.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 18 August 2015.

For the Commission

The President

Jean-Claude JUNKER

ANNEX

List of companies:

Name of the company	TARIC additional code
Jiangsu Aide Solar Energy Technology Co. Ltd	B798
Alternative Energy (AE) Solar Co. Ltd	B799
Anhui Chaoqun Power Co. Ltd	B800
Anji DaSol Solar Energy Science & Technology Co. Ltd	B802
Anhui Schutten Solar Energy Co. Ltd Quanjiao Jingkun Trade Co. Ltd	B801
Anhui Titan PV Co. Ltd	B803
Xi'an SunOasis (Prime) Company Limited TBEA SOLAR CO. LTD XINJIANG SANG'O SOLAR EQUIPMENT	B804
Changzhou NESL Solartech Co. Ltd	B806
Changzhou Shangyou Lianyi Electronic Co. Ltd	B807
Changzhou Trina Solar Energy Co. Ltd Trina Solar (Changzhou) Science & Technology Co. Ltd Changzhou Youze Technology Co. Ltd Trina Solar Energy (Shanghai) Co. Ltd Yancheng Trina Solar Energy Technology Co. Ltd	B791
CHINALAND SOLAR ENERGY CO. LTD	B808
ChangZhou EGing Photovoltaic Technology Co. Ltd	B811
CIXI CITY RIXING ELECTRONICS CO. LTD ANHUI RINENG ZHONGTIAN SEMICONDUCTOR DEVELOPMENT CO. LTD HUOSHAN KEBO ENERGY & TECHNOLOGY CO. LTD	B812
CNPV Dongying Solar Power Co. Ltd	B813
CSG PVtech Co. Ltd	B814
China Sunergy (Nanjing) Co. Ltd CEEG Nanjing Renewable Energy Co. Ltd CEEG (Shanghai) Solar Science Technology Co. Ltd China Sunergy (Yangzhou) Co. Ltd China Sunergy (Shanghai) Co. Ltd	B809

Name of the company	TARIC additional code
Chint Solar (Zhejiang) Co. Ltd	B810
Delsolar (Wujiang) Ltd	B792
Dongfang Electric (Yixing) MAGI Solar Power Technology Co. Ltd	B816
EOPLLY New Energy Technology Co. Ltd SHANGHAI EBEST SOLAR ENERGY TECHNOLOGY CO. LTD JIANGSU EOPLLY IMPORT & EXPORT CO. LTD	B817
Era Solar Co. Ltd	B818
GD Solar Co. Ltd	B820
Greenway Solar-Tech (Shanghai) Co. Ltd Greenway Solar-Tech (Huaian) Co. Ltd	B821
Konca Solar Cell Co. Ltd Suzhou GCL Photovoltaic Technology Co. Ltd Jiangsu GCL Silicon Material Technology Development Co. Ltd Jiangsu Zhongneng Polysilicon Technology Development Co. Ltd GCL-Poly (Suzhou) Energy Limited GCL-Poly Solar Power System Integration (Taicang) Co. Ltd GCL SOLAR POWER (SUZHOU) LIMITED	B850
Guodian Jintech Solar Energy Co. Ltd	B822
Hangzhou Bluesun New Material Co. Ltd	B824
Hangzhou Zhejiang University Sunny Energy Science and Technology Co. Ltd Zhejiang Jinbest Energy Science and Technology Co. Ltd	B825
Hanwha SolarOne (Qidong) Co. Ltd	B826
Hengdian Group DMEGC Magnetism Co. Ltd	B827
HENGJI PV-TECH ENERGY CO. LTD	B828
Himin Clean Energy Holdings Co. Ltd	B829
Jetion Solar (China) Co. Ltd Junfeng Solar (Jiangsu) Co. Ltd Jetion Solar (Jiangyin) Co. Ltd	B830
Jiangsu Green Power PV Co. Ltd	B831
Jiangsu Hosun Solar Power Co. Ltd	B832
Jiangsu Jiasheng Photovoltaic Technology Co. Ltd	B833

Name of the company	TARIC additional code
Jiangsu Runda PV Co. Ltd	B834
Jiangsu Sainty Photovoltaic Systems Co. Ltd Jiangsu Sainty Machinery Imp. And Exp. Corp. Ltd	B835
Jiangsu Seraphim Solar System Co. Ltd	B836
Jiangsu Shunfeng Photovoltaic Technology Co. Ltd Changzhou Shunfeng Photovoltaic Materials Co. Ltd Jiangsu Shunfeng Photovoltaic Electronic Power Co. Ltd	B837
Jiangsu Sinski PV Co. Ltd	B838
Jiangsu Sunlink PV Technology Co. Ltd	B839
Jiangsu Zhongchao Solar Technology Co. Ltd	B840
Jiangxi Risun Solar Energy Co. Ltd	B841
Jiangxi LDK Solar Hi-Tech Co. Ltd LDK Solar Hi-Tech (Nanchang) Co. Ltd LDK Solar Hi-Tech (Suzhou) Co. Ltd	B793
Jiangyin Hareon Power Co. Ltd Hareon Solar Technology Co. Ltd Taicang Hareon Solar Co. Ltd Hefei Hareon Solar Technology Co. Ltd Jiangyin Xinhui Solar Energy Co. Ltd Altusvia Energy (Taicang) Co. Ltd	B842
Jiangyin Shine Science and Technology Co. Ltd	B843
JingAo Solar Co. Ltd Shanghai JA Solar Technology Co. Ltd JA Solar Technology Yangzhou Co. Ltd Hefei JA Solar Technology Co. Ltd Shanghai JA Solar PV Technology Co. Ltd	B794
Jinko Solar Co. Ltd Jinko Solar Import and Export Co. Ltd ZHEJIANG JINKO SOLAR CO. LTD ZHEJIANG JINKO SOLAR TRADING CO. LTD	B845

Name of the company	TARIC additional code
Jinzhou Yangguang Energy Co. Ltd Jinzhou Huachang Photovoltaic Technology Co. Ltd Jinzhou Jinmao Photovoltaic Technology Co. Ltd Jinzhou Rixin Silicon Materials Co. Ltd Jinzhou Youhua Silicon Materials Co. Ltd	B795
Juli New Energy Co. Ltd	B846
Jumao Photonic (Xiamen) Co. Ltd	B847
King-PV Technology Co. Ltd	B848
Kinve Solar Power Co. Ltd (Maanshan)	B849
Lightway Green New Energy Co. Ltd Lightway Green New Energy(Zhuozhou) Co. Ltd	B851
MOTECH (SUZHOU) RENEWABLE ENERGY CO. LTD	B852
Nanjing Daqo New Energy Co. Ltd	B853
NICE SUN PV CO. LTD LEVO SOLAR TECHNOLOGY CO. LTD	B854
Ningbo Huashun Solar Energy Technology Co. Ltd	B856
Ningbo Jinshi Solar Electrical Science & Technology Co. Ltd	B857
Ningbo Komaes Solar Technology Co. Ltd	B858
Ningbo Osda Solar Co. Ltd	B859
Ningbo Qixin Solar Electrical Appliance Co. Ltd	B860
Ningbo South New Energy Technology Co. Ltd	B861
Ningbo Sunbe Electric Ind Co. Ltd	B862
Ningbo Ulica Solar Science & Technology Co. Ltd	B863
Perfectenergy (Shanghai) Co. Ltd	B864
Perlight Solar Co. Ltd	B865
Phono Solar Technology Co. Ltd Sumec Hardware & Tools Co. Ltd	B866
RISEN ENERGY CO. LTD	B868
SHANDONG LINUO PHOTOVOLTAIC HI-TECH CO. LTD	B869

Name of the company	TARIC additional code
SHANGHAI ALEX SOLAR ENERGY SCIENCE & TECHNOLOGY CO. LTD SHANGHAI ALEX NEW ENERGY CO. LTD	B870
Shanghai BYD Co. Ltd BYD(Shangluo)Industrial Co. Ltd	B871
Shanghai Chaori Solar Energy Science & Technology Co. Ltd Shanghai Chaori International Trading Co. Ltd	B872
Propsolar (Zhejiang) New Energy Technology Co. Ltd Shanghai Propsolar New Energy Co. Ltd	B873
SHANGHAI SHANGHONG ENERGY TECHNOLOGY CO. LTD	B874
SHANGHAI SOLAR ENERGY S&T CO. LTD Shanghai Shenzhou New Energy Development Co. Ltd Lianyungang Shenzhou New Energy Co. Ltd	B875
Shanghai ST Solar Co. Ltd Jiangsu ST Solar Co. Ltd	B876
Shenzhen Sacred Industry Co.Ltd	B878
Shenzhen Topray Solar Co. Ltd Shanxi Topray Solar Co. Ltd Leshan Topray Cell Co. Ltd	B880
Sopray Energy Co. Ltd Shanghai Sopray New Energy Co. Ltd	B881
SUN EARTH SOLAR POWER CO. LTD NINGBO SUN EARTH SOLAR POWER CO. LTD Ningbo Sun Earth Solar Energy Co. Ltd	B882
SUZHOU SHENGLONG PV-TECH CO. LTD	B883
TDG Holding Co. Ltd	B884
Tianwei New Energy Holdings Co. Ltd Tianwei New Energy (Chengdu) PV Module Co. Ltd Tianwei New Energy (Yangzhou) Co. Ltd	B885
Wenzhou Jingri Electrical and Mechanical Co. Ltd	B886
Shanghai Topsolar Green Energy Co. Ltd	B877
Shenzhen Sungold Solar Co. Ltd	B879
Wuhu Zhongfu PV Co. Ltd	B889

Name of the company	TARIC additional code
Wuxi Saijing Solar Co. Ltd	B890
Wuxi Shangpin Solar Energy Science and Technology Co. Ltd	B891
Wuxi Solar Innova PV Co. Ltd	B892
Wuxi Suntech Power Co. Ltd Suntech Power Co. Ltd Wuxi Sunshine Power Co. Ltd Luoyang Suntech Power Co. Ltd Zhenjiang Rietech New Energy Science Technology Co. Ltd Zhenjiang Ren De New Energy Science Technology Co. Ltd	B796
Wuxi Taichang Electronic Co. Ltd Wuxi Machinery & Equipment Import & Export Co. Ltd Wuxi Taichen Machinery & Equipment Co. Ltd	B893
Xi'an Huanghe Photovoltaic Technology Co. Ltd State-run Huanghe Machine-Building Factory Import and Export Corporation Shanghai Huanghe Fengjia Photovoltaic Technology Co. Ltd	B896
Xi'an LONGi Silicon Materials Corp. Wuxi LONGi Silicon Materials Co. Ltd	B897
Years Solar Co. Ltd	B898
Yingli Energy (China) Co. Ltd Baoding Tianwei Yingli New Energy Resources Co. Ltd Hainan Yingli New Energy Resources Co. Ltd Hengshui Yingli New Energy Resources Co. Ltd Tianjin Yingli New Energy Resources Co. Ltd Lixian Yingli New Energy Resources Co. Ltd Baoding Jiasheng Photovoltaic Technology Co. Ltd Beijing Tianneng Yingli New Energy Resources Co. Ltd Yingli Energy (Beijing) Co. Ltd	B797
Yuhuan BLD Solar Technology Co. Ltd Zhejiang BLD Solar Technology Co. Ltd	B899
Yuhuan Sinosola Science & Technology Co.Ltd	B900
Zhangjiagang City SEG PV Co. Ltd	B902
Zhejiang Fengsheng Electrical Co. Ltd	B903
Zhejiang Global Photovoltaic Technology Co. Ltd	B904
Zhejiang Heda Solar Technology Co. Ltd	B905

Name of the company	TARIC additional code
Zhejiang Jiutai New Energy Co. Ltd	B906
Zhejiang Topoint Photovoltaic Co. Ltd	
Zhejiang Kingdom Solar Energy Technic Co. Ltd	B907
Zhejiang Koly Energy Co. Ltd	B908
Zhejiang Mega Solar Energy Co. Ltd	B910
Zhejiang Fortune Photovoltaic Co. Ltd	
Zhejiang Shuqimeng Photovoltaic Technology Co. Ltd	B911
Zhejiang Shinew Photoelectronic Technology Co. Ltd	B912
Zhejiang Sunflower Light Energy Science & Technology Limited Liability Company	B914
Zhejiang Yauchong Light Energy Science & Technology Co. Ltd	
Zhejiang Sunrupu New Energy Co. Ltd	B915
Zhejiang Tianming Solar Technology Co. Ltd	B916
Zhejiang Trunsun Solar Co. Ltd	B917
Zhejiang Beyondsun PV Co. Ltd	
Zhejiang Wanxiang Solar Co. Ltd	B918
WANXIANG IMPORT & EXPORT CO. LTD	
Zhejiang Xiongtai Photovoltaic Technology Co. Ltd	B919
ZHEJIANG YUANZHONG SOLAR CO. LTD	B920
Zhongli Talesun Solar Co. Ltd	B922

COMMISSION IMPLEMENTING REGULATION (EU) 2015/1404**of 18 August 2015****establishing the standard import values for determining the entry price of certain fruit and vegetables**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) No 1308/2013 of the European Parliament and of the Council of 17 December 2013 establishing a common organisation of the markets in agricultural products and repealing Council Regulations (EEC) No 922/72, (EEC) No 234/79, (EC) No 1037/2001 and (EC) No 1234/2007 ⁽¹⁾,

Having regard to Commission Implementing Regulation (EU) No 543/2011 of 7 June 2011 laying down detailed rules for the application of Council Regulation (EC) No 1234/2007 in respect of the fruit and vegetables and processed fruit and vegetables sectors ⁽²⁾, and in particular Article 136(1) thereof,

Whereas:

- (1) Implementing Regulation (EU) No 543/2011 lays down, pursuant to the outcome of the Uruguay Round multilateral trade negotiations, the criteria whereby the Commission fixes the standard values for imports from third countries, in respect of the products and periods stipulated in Annex XVI, Part A thereto.
- (2) The standard import value is calculated each working day, in accordance with Article 136(1) of Implementing Regulation (EU) No 543/2011, taking into account variable daily data. Therefore this Regulation should enter into force on the day of its publication in the *Official Journal of the European Union*,

HAS ADOPTED THIS REGULATION:

Article 1

The standard import values referred to in Article 136 of Implementing Regulation (EU) No 543/2011 are fixed in the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the day of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 18 August 2015.

For the Commission,
On behalf of the President,
Jerzy PLEWA
Director-General for Agriculture and Rural Development

⁽¹⁾ OJ L 347, 20.12.2013, p. 671.

⁽²⁾ OJ L 157, 15.6.2011, p. 1.

ANNEX

Standard import values for determining the entry price of certain fruit and vegetables

(EUR/100 kg)		
CN code	Third country code ⁽¹⁾	Standard import value
0702 00 00	MA	164,5
	MK	51,2
	ZZ	107,9
0709 93 10	TR	126,8
	ZZ	126,8
0805 50 10	AR	131,3
	CL	152,1
	UY	156,6
	ZA	147,7
0806 10 10	ZZ	146,9
	EG	253,2
	IL	390,7
	TR	145,0
	US	339,9
0808 10 80	ZZ	282,2
	AR	83,5
	BR	92,3
	CL	130,2
	NZ	141,5
	US	115,3
	ZA	133,6
	ZZ	116,1
0808 30 90	AR	77,5
	CL	137,6
	NZ	196,6
	TR	133,8
	ZA	106,7
0809 30 10, 0809 30 90	ZZ	130,4
	MK	69,5
	TR	129,6
0809 40 05	ZZ	99,6
	BA	32,3
	IL	99,6
	MK	36,8
	XS	57,7
	ZZ	56,6

⁽¹⁾ Nomenclature of countries laid down by Commission Regulation (EU) No 1106/2012 of 27 November 2012 implementing Regulation (EC) No 471/2009 of the European Parliament and of the Council on Community statistics relating to external trade with non-member countries, as regards the update of the nomenclature of countries and territories (OJ L 328, 28.11.2012, p. 7). Code 'ZZ' stands for 'of other origin'.

DECISIONS

COMMISSION IMPLEMENTING DECISION (EU) 2015/1405

of 18 August 2015

amending the Annex to Implementing Decision 2014/709/EU concerning animal health control measures relating to African swine fever in certain Member States, as regards the entries for Estonia, Latvia and Lithuania

(notified under document C(2015) 5912)

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Council Directive 89/662/EEC of 11 December 1989 concerning veterinary checks in intra-Community trade with a view to the completion of the internal market ⁽¹⁾, and in particular Article 9(4) thereof,

Having regard to Council Directive 90/425/EEC of 26 June 1990 concerning veterinary and zootechnical checks applicable in intra-Community trade in certain live animals and products with a view to the completion of the internal market ⁽²⁾, and in particular Article 10(4) thereof,

Having regard to Council Directive 2002/99/EC of 16 December 2002 laying down the animal health rules governing the production, processing, distribution and introduction of products of animal origin for human consumption ⁽³⁾, and in particular Article 4(3) thereof,

Whereas:

- (1) Commission Implementing Decision 2014/709/EU ⁽⁴⁾ lays down animal health control measures in relation to African swine fever in certain Member States. The Annex to that Decision demarcates and lists certain areas of those Member States differentiated by the level of risk based on the epidemiological situation. That list includes certain areas of Estonia, Italy, Latvia, Lithuania and Poland.
- (2) In August 2015, several outbreaks of African swine fever in domestic pigs were notified by Estonia within the areas listed in the Annex to Implementing Decision 2014/709/EU. One of these outbreaks in domestic pigs occurred in Part III (in proximity of Part I) of that Annex and another outbreak occurred in Part II of that same Annex.
- (3) In August 2015, two outbreaks of African swine fever in domestic pigs were notified by Latvia within the areas listed in the Annex to Implementing Decision 2014/709/EU. These outbreaks occurred in areas listed in Part II of that Annex.
- (4) In August 2015, several outbreaks of African swine fever in domestic pigs were notified by Lithuania within the areas listed in the Annex to Implementing Decision 2014/709/EU. Six of these outbreaks occurred in the areas listed in Part II of that Annex.
- (5) The evolution of the current epidemiological situation in the Union as regards African swine fever should be considered in the assessment of the risk represented by the animal health situation as regards that disease in Estonia, Latvia and Lithuania. In order to focus animal health control measures and to prevent the further spread

⁽¹⁾ OJ L 395, 30.12.1989, p. 13.

⁽²⁾ OJ L 224, 18.8.1990, p. 29.

⁽³⁾ OJ L 18, 23.1.2003, p. 11.

⁽⁴⁾ Commission Implementing Decision 2014/709/EU of 9 October 2014 concerning animal health control measures relating to African swine fever in certain Member States and repealing Implementing Decision 2014/178/EU (OJ L 295, 11.10.2014, p. 63).

of African swine fever, as well as to prevent any unnecessary disturbance to trade within the Union and to avoid unjustified barriers to trade by third countries, the Union list of areas subject to the animal health control measures set out in the Annex to Implementing Decision 2014/709/EU should be amended to take into account the current animal health situation as regards that disease in those Member States.

- (6) Implementing Decision 2014/709/EU should therefore be amended accordingly.
- (7) The measures provided for in this Decision are in accordance with the opinion of the Standing Committee on Plants, Animals, Food and Feed,

HAS ADOPTED THIS DECISION:

Article 1

The Annex to Implementing Decision 2014/709/EU is replaced by the text in the Annex to this Decision.

Article 2

This Decision is addressed to the Member States.

Done at Brussels, 18 August 2015.

For the Commission
Vytenis ANDRIUKAITIS
Member of the Commission

ANNEX

‘ANNEX

PART I

1. Estonia

The following areas in Estonia:

- the linn of Kallaste,
- the linn of Kunda,
- the linn of Mustvee,
- the linn of Pärnu,
- the linn of Rakvere,
- the linn of Tartu,
- the maakond of Harjumaa,
- the maakond of Läänemaa,
- the vald of Alatskivi,
- the vald of Are,
- the vald of Audru,
- the vald of Haaslava,
- the vald of Halinga,
- the vald of Haljala,
- the vald of Kadrina,
- the vald of Kambja,
- the vald of Kasepää,
- the vald of Koonga,
- the vald of Laekvere,
- the vald of Lavassaare,
- the vald of Luunja,
- the vald of Mäksa,
- the vald of Meeksi,
- the vald of Paikuse,
- the vald of Pala,
- the part of the vald of Palamuse located to the East of the Tallinn-Tartu railway,
- the vald of Peipsiääre,
- the vald of Piirissaare,

- the vald of Rägavere,
- the vald of Rakvere,
- the vald of Saare,
- the vald of Sauga,
- the vald of Sindi,
- the vald of Sõmeru,
- the vald of Surju,
- the part of the vald of Tabivere located to the East of the Tallinn-Tartu railway,
- the vald of Tahkuranna,
- the vald of Tapa,
- the part of the vald of Tartu located to the East of the Tallinn-Tartu railway,
- the vald of Tootsi,
- the vald of Tori,
- the vald of Tõstamaa,
- the vald of Vara,
- the vald of Varbla,
- the vald of Vihula,
- the vald of Vinni,
- the vald of Viru-Nigula,
- the vald of Võnnu.

2. Latvia

The following areas in Latvia:

- in the novads of Krimuldas, the pagasts of Krimuldas,
- in the novads of Ogres, the pagasti of Lauberes, Suntažu, Ķeipenes, Taurupes, Ogresgala and Mazozolu,
- in the novads of Priekuļi, the pagasti of Priekuļi and Veselavas,
- the novads of Amatas,
- the novads of Cēsu,
- the novads of Ikšķiles,
- the novads of Inčukalna,
- the novads of Jaunjelgavas,
- the novads of Ķeguma,
- the novads of Lielvārdes,
- the novads of Līgatnes,

- the novads of Mālpils,
- the novads of Neretas,
- the novads of Ropažu,
- the novads of Salas,
- the novads of Sējas,
- the novads of Siguldas,
- the novads of Vecumnieku,
- the novads of Viesītes.

3. Lithuania

The following areas in Lithuania:

- in the rajono savivaldybė of Jurbarkas, the seniūnija of Raudonės, Veliuonos, Seredžiaus and Juodaičių,
- in the rajono savivaldybė of Pakruojis, the seniūnija of Klovainių, Rozalimo and Pakruojo,
- in the rajono savivaldybė of Panevėžys, the seniūnija of Krekenavos, Upytės, Naujamiesčio and Smilgių,
- in the rajono savivaldybė of Raseiniai, the seniūnija of Ariogalos, Ariogalos miestas, Betygalos, Pajūrių and Šiluvos,
- in the rajono savivaldybė of Šakiai, the seniūnija of Plokščių, Kriūkų, Lekėčių, Lukšių, Griškabūdžio, Barzdų, Žvirgždaičių, Sintautų, Kudirkos Naumiesčio, Slavikų, Šakių,
- the rajono savivaldybė of Pasvalys,
- the rajono savivaldybė of Vilkaviškis,
- the rajono savivaldybė of Radviliškis,
- the savivaldybė of Kalvarija,
- the savivaldybė of Kazlų Rūda,
- the savivaldybė of Marijampolė.

4. Poland

The following areas in Poland:

In the województwo podlaskie:

- the gminy of Augustów with the city of Augustów, Nowinka, Sztabin and Bargłów Kościelny in the powiat augustowski,
- the gminy of Choroszcz, Juchnowiec Kościelny, Suraz, Turośń Kościelna, Tykocin, Łapy, Poświętne, Zawady, Dobrzyniewo Duże and part of Zabłudów (the South-West part of the gmina delimited by the line created by road number 19 and prolonged by road number 685) in the powiat białostocki,
- the gminy of Czyże, Hajnówka with the city of Hajnówka, Dubicze Cerkiewne, Kleszczele and Czeremcha in the powiat hajnowski,
- the gminy of Grodzisk, Dziadkowice and Milejczyce in the powiat siemiatycki,

- the gminy of Kobylin-Borzemy, Kulesze Kościelne, Sokoły, Wysokie Mazowieckie with the city of Wysokie Mazowieckie, Nowe Piekuty, Szepietowo, Klukowo and Ciechanowiec in the powiat wysokomazowiecki,
- the gminy of Krasnopol and Puńsk in the powiat sejneński,
- the gminy of Rutka-Tartak, Szypliszki, Suwałki, Raczki in the powiat suwalski,
- the gminy of Rutki in the powiat zambrowski,
- the gminy of Suchowola and Korycin in the powiat sokólski,
- the powiat bielski,
- the powiat M. Białystok,
- the powiat M. Suwałki,
- the powiat moniecki.

PART II

1. Estonia

The following areas in Estonia:

- the linn of Vändra,
- the linn of Viljandi,
- the maakond of IDA-Virumaa,
- the maakond of Põlvamaa,
- the maakond of Raplamaa,
- the part of the vald of Suure-Jaani located to the west of road 49,
- the part of the vald of Tamsalu located to the north-east of the Tallinn-Tartu railway,
- the part of the vald of Viiratsi located to the west of the line defined by the western part of road 92 until the junction to road 155, then road 155 until the junction to road 24156, then road 24156 until it crosses Verilaske river, then the Varilaske river until it reaches the southern border of the vald,
- the vald of Abja,
- the vald of Häädemeeste,
- the vald of Halliste,
- the vald of Karksi,
- the vald of Kõpu,
- the vald of Pärsti,
- the vald of Saarde,
- the vald of Vändra.

2. Latvia

The following areas in Latvia:

- in the novads of Krimuldas, the pagasts of Lēdurgas,
- in the novads of Limbažu, the pagasti of Skultes, Vidridžu, Limbažu and Umurgas,

- in the novads of Ogres, the pagasti of Krapes, Madlienas and Mengeles,
- in the novads of Priekule, the pagasti of Liepas and Mārsnēnu,
- in the novads of Salacgrīvas, the pagasts of Liepupes,
- the novads of Aizkraukles,
- the novads of Aknīstes,
- the novads of Alūksnes,
- the novads of Apes,
- the novads of Baltnavas,
- the novads of Balvi,
- the novads of Cesvaines,
- the novads of Ērgļi,
- the novads of Gulbenes,
- the novads of Ilūkstes,
- the novads of Jaunpiebalgas,
- the novads of Jēkabpils,
- the novads of Kocēnu,
- the novads of Kokneses,
- the novads of Krustpils,
- the novads of Līvānu,
- the novads of Lubānas,
- the novads of Madonas,
- the novads of Pārgaujas,
- the novads of Pļaviņu,
- the novads of Raunas,
- the novads of Rugāju,
- the novads of Skrīveru,
- the novads of Smiltenes,
- the novads of Varakļānu,
- the novads of Vecpiebalgas,
- the novads of Viļakas, the republikas pilsēta of Jēkabpils,
- the republikas pilsēta of Valmiera.

3. Lithuania

The following areas in Lithuania:

- in the rajono savivaldybė of Anykščiai, the seniūnija of Andrioniškis, Anykščiai, Debeikiai, Kavarskas, Kurkliai, Skiemonys, Traupis, Troškūnai, Viešintos and the part of Svėdasai located south to road No 118,
- in the rajono savivaldybė of Jonava the seniūnija of Šilų, Bukonių and, in the Žeimių seniūnija, the kaimas of Biliušiai, Drobiškiai, Normainiai II, Normainėliai, Juškonys, Pauliukai, Mitėniškiai, Zofijauka, Naujokai,
- in the rajono savivaldybė of Kaišiadorys, the seniūnija of Kaišiadorių apylinkės, Kruonio, Nemaitonių, Paparčių, Žaslių, Žiežmarių, Žiežmarių apylinkės and the part of the seniūnija of Rumšiškių located south to the road N. A1,
- in the rajono savivaldybė of Kaunas, the seniūnija of Akademijos, Alšėnų, Babtų, Batniavos, Čekiškės, Domeikavos, Ežerėlio, Garliavos, Garliavos apylinkių, Kačerginės, Kulautuvos, Linksmakalnio, Raudondvario, Ringaudų, Rokų, Samylų, Taurakiemio, Užliedžių, Vilkijos, Vilkijos apylinkių and Zapyškio,
- in the rajono savivaldybė of Kėdainiai, the seniūnija of Josvainių, Pernaravos, Krakių, Dotnuvos, Gudžiūnų, Surviliškio, Vilainių, Truskavos, Šėtos, Kėdainių miesto,
- in the rajono savivaldybė of Kupiškis, the seniūnija of Alizava, Kupiškis, Noriūnai and Subačius,
- in the rajono savivaldybė of Panevėžys the seniūnija of Karsakiškio, Miežiškių, Pajstrio, Panevėžio, Ramygalos, Raguvos, Vadoklių and Velžio,
- in the rajono savivaldybė of Šalčininkai, the seniūnija of Jašiūnų, Turgelių, Akmenynės, Šalčininkų, Gerviškių, Butrimonių, Eišiškių, Poškonių, Dieveniškių
- in the rajono savivaldybė of Varėna, the seniūnija of Kaniavos, Marcinkonių, Merkinės,
- the miesto savivaldybė of Alytus,
- the miesto savivaldybė of Kaišiadorys,
- the miesto savivaldybė of Kaunas,
- the miesto savivaldybė of Panevėžys,
- the miesto savivaldybė of Vilnius,
- the rajono savivaldybė of Alytus,
- the rajono savivaldybė of Biržai,
- the rajono savivaldybė of Druskininkai,
- the rajono savivaldybė of Lazdijai,
- the rajono savivaldybė of Prienai,
- the rajono savivaldybė of Širvintos,
- the rajono savivaldybė of Ukmergė,
- the rajono savivaldybė of Vilnius,
- the savivaldybė of Birštonas,
- the savivaldybė of Elektrėnai.

4. Poland

The following areas in Poland:

In podlaskie województwo:

- the gminy of Czarna Białostocka, Supraśl, Wasilków and part of Zabłudów (the north-east part of the gmina delimited by the line created by road number 19 and prolonged by road number 685) in the powiat białostocki,
- the gminy of Dąbrowa Białostocka, Janów, Nowy Dwór and Sidra in the powiat sokólski,
- the gminy of Giby and Sejny with the city of Sejny in the powiat sejneński,
- the gminy of Lipsk and Płaska in the powiat augustowski,
- the gminy of Narew, Narewka and Białowieża in the powiat hajnowski.

PART III

1. Estonia

The following areas in Estonia:

- the linn of Elva,
- the linn of Jõgeva,
- the linn of Põltsamaa,
- the linn of Võhma,
- the maakond of Järvamaa,
- the maakond of Valgamaa,
- the maakond of Võrumaa,
- the part of the vald of Palamuse located to the west of the Tallinn-Tartu railway,
- the part of the vald of Suure-Jaani located to the east of road 49,
- the part of the vald of Tabivere located to the west of the Tallinn-Tartu railway,
- the part of the vald of Tamsalu located to the south-west of the Tallinn-Tartu railway,
- the part of the vald of Tartu located to the west of the Tallinn-Tartu railway,
- the part of the vald of Viiratsi located to the east of the line defined by the western part of road 92 until the junction to road 155, then road 155 until the junction to road 24156, then road 24156 until it crosses Verilaske river, then the Varilaske river until it reaches the southern border of the vald,
- the vald of Jõgeva,
- the vald of Kolga-Jaani,
- the vald of Konguta,
- the vald of Kõo,
- the vald of Laeva,
- the vald of Nõo,
- the vald of Paistu,
- the vald of Pajusi,

- the vald of Põltsamaa,
- the vald of Puhja,
- the vald of Puurmani,
- the vald of Rakke,
- the vald of Rannu,
- the vald of Rõngu,
- the vald of Saarepeedi,
- the vald of Tähtvere,
- the vald of Tarvastu,
- the vald of Torma,
- the vald of Ülenurme,
- the vald of Väike-Maarja.

2. Latvia

The following areas in Latvia:

- in the novads of Limbažu, the pagasti of Viļķenes, Pāles and Katvaru,
- in the novads of Salacgrīvas, the pagasti of Ainažu and Salacgrīvas,
- the novads of Aglonas,
- the novads of Alojas,
- the novads of Beverīnas,
- the novads of Burtnieku,
- the novads of Ciblas,
- the novads of Dagdas,
- the novads of Daugavpils,
- the novads of Kārsavas,
- the novads of Krāslavas,
- the novads of Ludzas,
- the novads of Mazsalacas,
- the novads of Naukšēnu,
- the novads of Preiļu,
- the novads of Rēzeknes,
- the novads of Riebiņu,
- the novads of Rūjienas,
- the novads of Strenči,
- the novads of Valkas,
- the novads of Vārkavas,
- the novads of Viļānu,
- the novads of Zilupes,

- the republikas pilsēta of Daugavpils,
- the republikas pilsēta of Rēzekne.

3. Lithuania

The following areas in Lithuania:

- in the rajono savivaldybė of Anykščiai, the part of the seniūnija of Svėdasai located north to road No 118,
- in the rajono savivaldybė of Jonava the seniūnija of Upninkų, Ruklos, Dumsių, Užusalių, Kulvos and, in the seniūnija of Žeimiai, the kaimas Akliai, Akmeniai, Barsukinė, Blauzdžiai, Gireliai, Jagėlava, Juljanava, Kuigaliai, Liepkalniai, Martynišķiai, Milašiķiai, Mimaliai, Naujasodis, Normainiai I, Paduobiai, Palankesiai, Pamelnýtėlė, Pėdžiai, Skrynės, Svalkeniai, Terespolis, Varpėnai, Žeimių gst., Žieveliķiai and Žeimių miestelis,
- in the rajono savivaldybė of Kaišiadorys, the seniūnija of Palomenės, Pravieniķių and the part of the seniūnija of Rumšiķių located north of the road N. A1,
- in the rajono savivaldybė of Kaunas, the seniūnija of Vandžiogalos, Lapių, Karmėlavos and Neveronių,
- in the rajono savivaldybė of Kėdainiai, the seniūnija of Pelėdnagių,
- in the rajono savivaldybė of Kupiķkis, the seniūnija of Šimonys and Skapiķkis,
- in the rajono savivaldybė of Šalčininkai, the seniūnija of Baltosios Vokės, Pabarės, Dainavos, Kalesninkų,
- in the rajono savivaldybė of Varėna, the seniūnija of Valkininkų, Jakėnų,, Matuizų, Varėnos, Vydenių,
- the miesto savivaldybė of Jonava,
- the rajono savivaldybė of Ignalina,
- the rajono savivaldybė of Moletai,
- the rajono savivaldybė of Rokiķkis,
- the rajono savivaldybė of Švencionys,
- the rajono savivaldybė of Trakai,
- the rajono savivaldybė of Utena,
- the rajono savivaldybė of Zarasai,
- the savivaldybe of Visaginas.

4. Poland

The following areas in Poland:

In podlaskie województwo:

- the gminy of Gródek and Michałowo in the powiat białostocki,
- the gminy of Krynki, Kuźnica, Sokółka and Szudziałowo in the powiat sokólski.

PART IV

Italy

The following areas in Italy:

all areas of Sardinia.'

ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

Only the original UN/ECE texts have legal effect under international public law. The status and date of entry into force of this Regulation should be checked in the latest version of the UN/ECE status document TRANS/WP.29/343, available at:

<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29docstts.html>

Regulation No 14 of the Economic Commission for Europe of the United Nations (UNECE) — Uniform provisions concerning the approval of vehicles with regard to safety-belt anchorages, ISOFIX anchorages systems, ISOFIX top tether anchorages and i-Size seating positions [2015/1406]

Incorporating all valid text up to:

Supplement 5 to the 07 series of amendments — Date of entry into force: 10 June 2014

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10. Penalties for non-conformity of production
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ANNEXES

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1. SCOPE

This Regulation applies to:

- (a) Vehicles of categories M and N ⁽¹⁾ with regard to their anchorages for safety-belts intended for adult occupants of forward-facing or rearward-facing or side-facing seats;
- (b) Vehicles of category M₁ with regard to their ISOFIX anchorage systems and their ISOFIX top tether anchorages intended for child restraint systems. Other categories of vehicles fitted with ISOFIX anchorages have also to comply with the provisions of this Regulation;
- (c) Vehicles of any category with regard to their i-Size seating positions, if any are defined by the vehicle manufacturer.

2. DEFINITIONS

For the purposes of this Regulation,

- 2.1. 'Approval of a vehicle' means the approval of a vehicle type equipped with anchorages for given types of safety-belts;
- 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 and the ISOFIX anchorages systems and ISOFIX top tether anchorages if any are attached and, if the anchorages strength is tested according to the dynamic test, as well as the vehicle floor strength when tested according to the static test in case of i-Size seating positions, the characteristics of any component of the restraint system, especially the load limiter function, having an influence on the forces applying to the safety-belt anchorages;
- 2.3. 'Belt anchorages' means the parts of the vehicle structure or the seat structure or any other part of the vehicle to which the safety-belt assemblies are to be secured;
- 2.4. 'Effective belt anchorage' means the point used to determine conventionally, as specified in paragraph 5.4, the angle of each part of the safety-belt in relation to the wearer, that is, the point to which a strap would need to be attached to provide the same lie as the intended lie of the belt when worn, and which may or may not be the actual belt anchorage depending on the configuration of the safety-belt hardware at its attachment to the belt anchorage;
 - 2.4.1. For example, in the case
 - 2.4.1.1. Where a strap guide is used on the vehicle structure or on the seat structure, the middle point of the guide at the place where the strap leaves the guide on the belt wearer's side, shall be considered as the effective belt anchorage; and,
 - 2.4.1.2. where the belt runs directly from the wearer to a retractor attached to the vehicle structure or the seat structure without an intervening strap guide, the effective belt anchorage shall be considered as being the intersection of the axis of the reel for storing the strap with the plane passing through the centre line of the strap on the reel;
- 2.5. 'Floor' means the lower part of the vehicle body-work connecting the vehicle side walls. In this context it includes ribs, swages and possibly other reinforcements, even if they are below the floor, such as longitudinal and transverse members;

⁽¹⁾ As defined in the Consolidated resolution on the Construction of vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.2, paragraph 2.

- 2.6. 'Seat' means a structure which may or may not be integral with the vehicle structure complete with trim, intended to seat one adult person. The term covers both an individual seat or part of a bench seat intended to seat one person;
- 2.6.1. '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;
- 2.6.2. 'Forward-facing seat' means a seat which can be used while the vehicle is in motion and which faces towards the front of the vehicle in such a manner that the vertical plane of symmetry of the seat forms an angle of less than $+ 10^{\circ}$ or $- 10^{\circ}$ with the vertical plane of symmetry of the vehicle;
- 2.6.3. 'Rearward-facing seat' means a seat which can be used while the vehicle is in motion and which faces towards the rear of the vehicle in such a manner that the vertical plane of symmetry of the seat forms an angle of less than $+ 10^{\circ}$ or $- 10^{\circ}$ with the vertical plane of symmetry of the vehicle;
- 2.6.4. 'Side-facing seat' means a seat which can be used while the vehicle is in motion and which faces towards the side of the vehicle in such a manner that the vertical plane of symmetry of the seat forms an angle of 90° ($\pm 10^{\circ}$) with the vertical plane of symmetry of the vehicle;
- 2.7. 'Group of seats' means either a bench-type seat, or seats which are separate but side by side (i.e. with the foremost anchorages of one seat in line with or forward of the rearmost anchorages and in line with or behind the foremost anchorages of another seat) and accommodate one or more seated adult person;
- 2.8. 'Bench seat' means a structure complete with trim, intended to seat more than one adult person;
- 2.9. 'Seat type' means a category of seats which do not differ in such essential respects as:
 - 2.9.1. The shape, dimensions and materials of the seat structure,
 - 2.9.2. The types and dimensions of the adjustment systems and all locking systems,
 - 2.9.3. The type and dimensions of the belt anchorages on the seat, of the seat anchorage and of the affected parts of the vehicle structure;
- 2.10. 'Seat anchorage' means the system by which the seat assembly is secured to the vehicle structure, including the affected parts of the vehicle structure;
- 2.11. 'Adjustment system' means the device by which the seat or its parts can be adjusted to a position suited to the morphology of the seated occupant; this device may, in particular, permit of:
 - 2.11.1. Longitudinal displacement;
 - 2.11.2. Vertical displacement;
 - 2.11.3. Angular displacement;
- 2.12. 'Displacement system' means a device enabling the seat or one of its parts to be displaced or rotated without a fixed intermediate position, to permit easy access to the space behind the seat concerned;
- 2.13. 'Locking system' means any device ensuring that the seat and its parts are maintained in any position of use and includes devices to lock both the seat back relative to the seat and the seat relative to the vehicle;
- 2.14. 'Reference zone' means the space between two vertical longitudinal planes, 400 mm apart and symmetrical with respect to the H point, and defined by rotation from vertical to horizontal of the head form apparatus, as described in Regulation No 21, Annex 1. The apparatus shall be positioned as described in that Annex to Regulation No 21 and set to the maximum length of 840 mm;
- 2.15. 'Thorax load limiter function' means any part of the safety-belt and/or the seat and/or the vehicle intended to limit the level of the restraint forces applying to the occupant thorax in case of a collision;

- 2.16. 'ISOFIX' is a system for the connection of child restraint systems to vehicles which has two vehicle rigid anchorages, two corresponding rigid attachments on the child restraint system and a mean to limit the pitch rotation of the child restraint system;
- 2.17. 'ISOFIX position' means a position which allows the installation of:
- (a) Either an universal ISOFIX forward facing child restraint system as defined in Regulation No 44,
 - (b) Or a semi-universal ISOFIX forward facing child restraint system as defined in Regulation No 44,
 - (c) Or a semi-universal ISOFIX rearward facing child restraint system as defined in Regulation No 44,
 - (d) Or a semi-universal ISOFIX lateral facing position child restraint system as defined in Regulation No 44,
 - (e) Or a specific vehicle ISOFIX child restraint system as defined in Regulation No 44.
 - (f) Or an i-Size child restraint system as defined in Regulation No 129,
 - (g) Or a specific vehicle ISOFIX child restraint system as defined in Regulation No 129;
- 2.18. 'ISOFIX low anchorage' means one 6 mm diameter rigid round horizontal bar, extending from vehicle or seat structure to accept and restrain an ISOFIX child restraint system with ISOFIX attachments;
- 2.19. 'ISOFIX anchorages system' means a system made up of two ISOFIX low anchorages which is designed for attaching an ISOFIX child restraint system in conjunction with an anti-rotation device;
- 2.20. 'ISOFIX attachment' means one of the two connections, fulfilling the requirements of Regulation No 44 or Regulation No 129, extending from the ISOFIX child restraint system structure and compatible with an ISOFIX low anchorage;
- 2.21. 'ISOFIX child restraint system' means a child restraint system, fulfilling the requirements of Regulation No 44 or Regulation No 129, which has to be attached to an ISOFIX anchorages system;
- 2.22. 'Static force application device (SFAD)' means a test fixture that engages the vehicle ISOFIX anchorages systems and that is used to verify their strength and the ability of the vehicle or seat structure to limit the rotation in a static test. The test fixture for lower anchorages and top tethers is described in the Figures 1 and 2, Annex 9, as well as an SFAD_{SL} (Support Leg) to assess i-Size seating positions with regard to the vehicle floor strength. An example for such an SFAD_{SL} is given in Figure 3 of Annex 10;
- 2.23. 'Anti-rotation device':
- (a) An anti-rotation device for an ISOFIX universal child restraint system consists of the ISOFIX top-tether.
 - (b) An anti-rotation device for an ISOFIX semi-universal child restraint system consists of either a top tether, the vehicle dashboard or a support leg intended to limit the rotation of the restraint during a frontal impact.
 - (c) An anti-rotation device for an i-Size child restraint system consists of either a top tether or a support leg intended to limit the rotation of the restraint during a frontal impact.
 - (d) For ISOFIX, i-Size, universal and semi-universal, child restraint systems the vehicle seat itself does not constitute an anti-rotation device;
- 2.24. 'ISOFIX top tether anchorage' means a feature, such as a bar, located in a defined zone, designed to accept an ISOFIX top tether strap connector and transfer its restraint force to the vehicle structure;
- 2.25. 'ISOFIX top tether connector' means a device intended to be attached to an ISOFIX top tether anchorage;

- 2.26. 'ISOFIX top tether hook' means an ISOFIX top tether connector typically used to attach an ISOFIX top tether strap to an ISOFIX top tether anchorage as defined in Figure 3 of Annex 9 to this Regulation;
- 2.27. 'ISOFIX top tether strap' means a webbing strap (or equivalent) which extends from the top of an ISOFIX child restraint system to the ISOFIX top tether anchorage, and which is equipped with an adjustment device, a tension-relieving device, and an ISOFIX top tether connector;
- 2.28. 'A guidance device' is intended to help the person installing the ISOFIX child restraint system by physically guiding the ISOFIX attachments on the ISOFIX child restraint into correct alignment with the ISOFIX low anchorages to facilitate engagement;
- 2.29. 'A child restraint fixture' means a fixture according to one out of the eight ISOFIX size classes defined in paragraph 4 of Annex 17 — Appendix 2 of Regulation No 16 and particularly whose dimensions are given from Figure 1 to Figure 7 in the previous mentioned paragraph 4. Those child restraint fixtures (CRF) are used in Regulation No 16, to check what are the ISOFIX child restraint systems size classes which can be accommodated on the vehicle ISOFIX positions. Also one of the CRF, so-called either ISO/F2 (B) or ISO/F2X(B1) which is described in Regulation No 16 (Annex 17, Appendix 2), is used in this Regulation to check the location and the possibility of access to any ISOFIX anchorages system;
- 2.30. 'Support leg foot assessment volume' means the volume, as shown in Figures 1 and 2 of Annex 10 to this Regulation, in which the support leg foot of an i-Size child restraint system defined in Regulation No 129 will rest and therefore the vehicle floor has to intersect;
- 2.31. 'Vehicle floor contact surface' means the area which results from the intersection of the upper surface of the vehicle floor (incl. trim, carpet, foam, etc.) with the support leg foot assessment volume and is designed to withstand the support leg forces of an i-Size child restraint system defined in Regulation No 129;
- 2.32. 'i-Size seating position' means a seating position, if any defined by the vehicle manufacturer, which is designed to accommodate an i-Size child restraint system, as defined in Regulation No 129, and fulfils the requirements defined in this Regulation.
3. APPLICATION FOR APPROVAL
- 3.1. The application for approval of a vehicle type with regard to the belt anchorages, the ISOFIX anchorages systems, the ISOFIX top tether anchorages and i-Size seating positions, if any, shall be submitted by the vehicle manufacturer or by his duly accredited representative.
- 3.2. It shall be accompanied by the under mentioned documents in triplicate and by the following particulars:
- 3.2.1. Drawings of the general vehicle structure on an appropriate scale, showing the positions of the belt anchorages, of the effective belt anchorages (where appropriate), of the ISOFIX anchorages systems, of ISOFIX top tether anchorages if any and in case of i-Size seating positions, the vehicle floor contact surface and detailed drawings of the belt anchorages, of the ISOFIX anchorages systems if any, of the ISOFIX top tether anchorage if any, and of the points to which they are attached and in case of i-Size seating positions, the vehicle floor contact surface;
- 3.2.2. A specification of the materials used which may affect the strength of the belt anchorages, of the ISOFIX anchorages systems and ISOFIX top tether anchorages if any and in case of i-Size seating positions, the vehicle floor contact surface;
- 3.2.3. A technical description of the belt anchorages, of the ISOFIX anchorages systems and ISOFIX top tether anchorages if any;
- 3.2.4. In the case of belt anchorages, of the ISOFIX anchorages systems and of ISOFIX top tether anchorages if any affixed to the seat structure:
- 3.2.4.1. Detailed description of the vehicle type with regard to the design of the seats, of the seat anchorages and of their adjustment and locking systems;

- 3.2.4.2. Drawings, on an appropriate scale and in sufficient detail, of the seats, of their anchorage to the vehicle, and of their adjustment and locking systems.
- 3.2.5. Evidence that the safety-belt or the restraint system used in the anchorages approval test complies with Regulation No 16, in the case where the car manufacturer chooses the alternative dynamic strength test.
- 3.3. At the option of the manufacturer, a vehicle representative of the vehicle type to be approved or the parts of the vehicle considered essential for the belt anchorages test, for the ISOFIX anchorages systems, of ISOFIX top tether anchorages test if any and in case of i-Size seating positions, the vehicle floor contact surface test, by the technical service conducting approval tests shall be submitted to the service.
4. APPROVAL
- 4.1. If the vehicle submitted for approval pursuant to this Regulation meets the relevant requirements of this Regulation, approval of that vehicle type shall be granted.
- 4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 07, corresponding to the 07 series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party may not assign the same number to another vehicle type as defined in paragraph 2.2 above.
- 4.3. Notice of approval or of extension or refusal or withdrawal of approval or production definitely discontinued of a vehicle type pursuant to this Regulation shall be communicated to the Parties to the 1958 Agreement which apply this Regulation by means of a form conforming to the model in Annex 1 to the Regulation.
- 4.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation an international approval mark consisting of:
- 4.4.1. A circle surrounding the letter 'E' followed by the distinguishing number of the country which has granted approval ⁽¹⁾;
- 4.4.2. The number of this Regulation, to the right of the circle prescribed in paragraph 4.4.1.
- 4.4.3. The letter 'e', to the right of the number of this Regulation in the case of type approval according to the dynamic test of Annex 7.
- 4.5. If the vehicle conforms to a vehicle type approved, under one or more other Regulations Annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1 need not be repeated; in such a case the additional numbers and symbols of all the Regulations under which approval has been granted in the country which has granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1.
- 4.6. The approval mark shall be clearly legible and be indelible.
- 4.7. The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer.
- 4.8. Annex 2 to this Regulation gives examples of arrangements of the approval mark.
5. SPECIFICATIONS
- 5.1. Definitions (see Annex 3)
- 5.1.1. The H point is a reference point as defined in paragraph 2.3 of Annex 4 to this Regulation, which must be determined in accordance with the procedure set out in that Annex.
- 5.1.1.1. Point 'H' is a reference point corresponding to H as defined in paragraph 5.1.1 which shall be determined for every normal position in which the seat is used.

⁽¹⁾ The distinguish numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.2/Amend.3.

- 5.1.1.2. The R point is the seating reference point defined in paragraph 2.4 of Annex 4 to this Regulation.
- 5.1.2. The three-dimensional reference system is defined in Appendix 2 of Annex 4 to this Regulation.
- 5.1.3. Points L_1 and L_2 are the lower effective belt anchorages.
- 5.1.4. Point C is a point situated 450 mm vertically above the R point. However, if the distance S as defined in paragraph 5.1.6 is not less than 280 mm and if the alternative formula $BR = 260 \text{ mm} + 0,8 S$ specified in paragraph 5.4.3.3 is chosen by the manufacturer, the vertical distance between C and R shall be 500 mm.
- 5.1.5. The angles α_1 and α_2 are respectively the angles between a horizontal plane and planes perpendicular to the median vertical longitudinal plane of the seat and passing through the R-point and the points L_1 and L_2 .
- If the seat is adjustable, this requirement shall be fulfilled also for the H-points of all normal driving or riding positions, as indicated by the vehicle manufacturer.
- 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 defined as follows:
- 5.1.6.1. If the seating position is well-defined by the shape of the seat, the plane P shall be the median plane of this seat.
- 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 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.
- 5.1.6.2.3. The plane P for the rear outboard seating position shall be that specified by the manufacturer on condition the following limits for distance A between the longitudinal median plane of the vehicle and plane P are respected:
- A Is equal or more than 200 mm if the bench seat has been designed to accommodate two passengers only,
- A Is equal or more than 300 mm if the bench seat has been designed to accommodate more than two passengers.
- 5.2. General specifications
- 5.2.1. Anchorages for safety-belts shall be so designed, made and situated as to:
- 5.2.1.1. Enable the installation of a suitable safety-belt. The belt anchorages of the front outboard positions shall be suitable for safety-belts incorporating a retractor and pulley, taking into consideration in particular the strength characteristics of the belt anchorages, unless the manufacturer supplies the vehicle equipped with other types of safety-belts which incorporate retractors. If the anchorages are suitable only for particular types of safety-belts, these types shall be stated on the form mentioned in paragraph 4.3 above;
- 5.2.1.2. Reduce to a minimum the risk of the belt's slipping when worn correctly;
- 5.2.1.3. Reduce to a minimum the risk of strap damage due to contact with sharp rigid parts of the vehicle or seat structures;
- 5.2.1.4. Enable the vehicle, in normal use, to comply with the provisions of this Regulation;
- 5.2.1.5. For anchorages which take up different positions to allow persons to enter the vehicle and to restrain the occupants, the specifications of this Regulation shall apply to the anchorages in the effective restraint position.

5.2.2. Any ISOFIX anchorages system and any ISOFIX top tether anchorage, installed or intended to be installed, for ISOFIX child restraint systems, as well as the vehicle floor contact surface of any i-Size seating positions, shall be so designed, made and situated as to:

5.2.2.1. Any ISOFIX anchorages system and any top tether anchorage, as well as the vehicle floor contact surface of any i-Size seating positions, shall enable the vehicle, in normal use, to comply with the provisions of this Regulation.

Any ISOFIX anchorages system and ISOFIX top tether anchorage which could be added on any vehicle shall also comply with the provisions of this Regulation. Consequently, such anchorages shall be described on the application document for type approval.

5.2.2.2. ISOFIX anchorages system and ISOFIX top tether anchorage resistance are designed for any ISOFIX child restraint systems of group 0; 0+; 1 as defined in Regulation No 44.

5.2.2.3. An ISOFIX anchorage system, ISOFIX top tether anchorage and vehicle floor contact surface of i-Size seating positions shall be designed for i-Size child restraint system as defined in Regulation No 129.

5.2.3. ISOFIX anchorage systems, design and positioning:

5.2.3.1. Any ISOFIX anchorages system shall be 6 mm $\pm$ 0,1 mm diameter transverse horizontal rigid bar(s) which cover(s) two zones of 25 mm minimum effective length located on the same axis as defined in Figure 4 Annex 9.

5.2.3.2. Any ISOFIX anchorages system installed on a vehicle seating position shall be located not less than 120 mm behind the design H-point as determined in Annex 4 to this Regulation, measured horizontally and up to the centre of the bar.

5.2.3.3. For any ISOFIX anchorages system installed in the vehicle, it shall be possible to attach either the ISOFIX child restraint fixture 'ISO/F2' (B) or 'ISO/F2X' (B1) as defined by the vehicle manufacturer, described in Regulation No 16 (Annex 17, Appendix 2).

i-Size positions shall accommodate ISOFIX child restraint fixtures of size classes 'ISO/F2X' (B1), and 'ISO/R2' (D) together with the support leg installation assessment volume, as defined in Regulation No 16 (Annex 17, Appendix 2).

5.2.3.4. The bottom surface of the ISOFIX child restraint fixture as defined by vehicle manufacturer in paragraph 5.2.3.3, shall have attitude angles within the following limits, angles measured relatively to the vehicle reference planes as defined in Annex 4 — Appendix 2 to this Regulation:

(a) Pitch: 15° $\pm$ 10°,

(b) Roll: 0° $\pm$ 5°,

(c) Yaw: 0° $\pm$ 10°.

For i-Size positions, providing the limits specified in paragraph 5.2.3.4 are not exceeded, it is acceptable for the shortest support-leg length, according to the support-leg foot assessment volume, to result in a pitch angle greater than would otherwise be imposed by the vehicle seat or structure. It shall be possible to install the ISOFIX child restraint fixture under the increased pitch angle.

5.2.3.5. ISOFIX anchorage systems shall be permanently in position or storable. In case of storable anchorages, the requirements relating to ISOFIX anchorages system shall be fulfilled in the deployed position.

5.2.3.6. Each ISOFIX low anchorage bar (when deployed for use) or each permanently installed guidance device shall be visible, without the compression of the seat cushion or seat back, when the bar or the guidance device is viewed, in a vertical longitudinal plane passing through the centre of the bar or of the guidance device, along a line making an upward angle of 30 degrees with a horizontal plane.

As an alternative to the above requirement, the vehicle shall be permanently marked adjacent to each bar or guidance device. This marking shall consist in one of the following, at the choice of the manufacturer.

- 5.2.3.6.1. As a minimum, the symbol of Annex 9, Figure 12 consisting of a circle with a diameter of minimum 13 mm and containing a pictogram, meeting the following conditions:

- (a) The pictogram shall contrast with the background of the circle;
- (b) The pictogram shall be located close to each bar of the system;

- 5.2.3.6.2. The word 'ISOFIX' in capital letters of at least 6 mm height.

- 5.2.3.7. The requirements of paragraph 5.2.3.6 do not apply to the i-Size seating position. i-Size seating positions shall be marked according to paragraph 5.2.5.1.

- 5.2.4. ISOFIX top tether anchorages, design and positioning:

At the request of the car manufacturer, methods described in paragraphs 5.2.4.1 and 5.2.4.2 can be used alternatively.

Method described in paragraph 5.2.4.1 can only be used if the ISOFIX position is located on a vehicle seat.

- 5.2.4.1. Subject to paragraphs 5.2.4.3 and 5.2.4.4, the portion of each ISOFIX top tether anchorage that is designed to bind with an ISOFIX top tether connector shall be located not further than 2 000 mm far from the shoulder reference point and within the shaded zone, as shown in Figures 6 to 10 of Annex 9, of the designated seating position for which it is installed, with the reference of a template described in SAE J 826 (July 1995) and shown in Annex 9, Figure 5, according to the following conditions:

- 5.2.4.1.1. The 'H' point of the template is located at the unique design 'H' point of the full downward and full rearward position of the seat, except that the template is located laterally midway between the two ISOFIX lower anchorages;

- 5.2.4.1.2. The torso line of the template is at the same angle to the transverse vertical plane as the seat back in its most upright position, and

- 5.2.4.1.3. The template is positioned in the vertical longitudinal plane that contains the H-point of the template.

- 5.2.4.2. The ISOFIX top tether anchorage zone may be alternatively located with the aid of the Fixture 'ISO/F2' (B), as defined in Regulation No 16 (Annex 17, Appendix 2, Figure 2), in an ISOFIX position equipped with ISOFIX low anchorages as shown in Figure 11 of Annex 9.

The seating position shall be the seat's rearmost, down most position with the seat back in its nominal position, or as recommended by the vehicle manufacturer.

In the side view, the ISOFIX top tether anchorage shall lie behind the 'ISO/F2' (B) fixture rear face.

The intersection between the 'ISO/F2' (B) fixture rear face and the horizontal line (Annex 9, Figure 11, reference 3) containing the last rigid point of a hardness greater than 50 Shore A at the top of the seat back defines the reference point 4 (Annex 9, Figure 11) on the centreline of the 'ISO/F2' (B) fixture. At this reference point, a maximum angle of 45° above the horizontal line defines the upper limit of the top tether anchorage zone.

In the top view, at the reference point 4 (Annex 9, Figure 11), a maximum angle of 90° extending rearward and laterally and in the rear view, a maximum angle of 40° defines 2 volumes which limit the anchorage zone for the ISOFIX top tether.

The origin of the ISOFIX top tether strap (5) is located at the intersection of the 'ISO/F2' (B) fixture with a plane 550 mm distant above the 'ISO/F2' (B) fixture horizontal face (1) on the 'ISO/F2' (B) fixture centreline (6).

Further, the ISOFIX top tether anchorage shall be more than 200 mm but not more than 2 000 mm from the origin of the ISOFIX top tether strap on the rear face of the 'ISO/F2' (B) fixture, measured along the strap when it is drawn over the seat back to the ISOFIX top tether anchorage.

- 5.2.4.3. The portion of the ISOFIX top tether anchorage in a vehicle that is designed to bind with the ISOFIX top tether connector may be located outside the shaded zones referred to paragraph 5.2.4.1 or 5.2.4.2 if a location within a zone is not appropriate and the vehicle is equipped with a routing device that,
 - 5.2.4.3.1. Ensures that the ISOFIX top tether strap functions as if the portion of the anchorage designed to bind with the ISOFIX top tether anchorage were located within the shaded zone; and,
 - 5.2.4.3.2. Is at least 65 mm behind the torso line, in case of a non-rigid webbing-type routing device or a deployable routing device, or at least 100 mm behind the torso line, in the case of a fixed rigid routing device; and,
 - 5.2.4.3.3. When tested after being installed as it is intended to be used, the device is of sufficient strength to withstand, with the ISOFIX top tether anchorage the load referred to in paragraph 6.6 of this Regulation.
- 5.2.4.4. A tether anchorage may be recessed in the seat back, provided that it is not in the strap wrap-around area at the top of the vehicle seat back.
- 5.2.4.5. The ISOFIX top tether anchorage shall have dimensions to permit the attachment of an ISOFIX top tether hook as specified in Figure 3.

Clearance shall be provided around each ISOFIX top tether anchorage to allow latching and unlatching to it.

All anchorages located rearward of any ISOFIX anchorages system and which could be used to attach an ISOFIX top tether hook or ISOFIX top tether connector shall be designed to prevent misuse by one or more of the following measures:

- (a) Designing all such anchorages in the ISOFIX top tether anchorage zone as ISOFIX top tether anchorages; or
- (b) Marking only the ISOFIX top tether anchorages using one of the symbols, or its mirror image, as set out in Figure 13 of Annex 9; or
- (c) Marking such anchorages not in accordance with (a) or (b) above with a clear indication that these anchorages should not be used in combination with any ISOFIX anchorages system.

For each ISOFIX top tether anchorage under a cover, the cover shall be identified by for example one of the symbols or the mirror image of one of the symbols set out in Figure 13 of Annex 9; the cover shall be removable without the use of tools.

5.2.5. i-Size seating position requirements

Each i-Size seating position, as defined by the vehicle manufacturer, shall conform to the requirements defined in paragraphs 5.2.2 to 5.2.5.3.

5.2.5.1. Markings

Each i-Size seating position shall be permanently marked adjacent to the ISOFIX low anchorages system (bar or guidance device) of the respective seating position.

The minimum marking shall be the symbol of Annex 10, Figure 4 consisting of a square with a minimum size of 13 mm and containing a pictogram and meeting the following conditions:

- (a) The pictogram shall contrast with the background of the square;
- (b) The pictogram shall be located close to each bar of the system.

5.2.5.2. Geometrical requirements for i-Size seating positions connected to i-Size support legs

In addition to the requirements defined in 5.2.3. and 5.2.4. it shall be verified that the upper surface of the vehicle floor (incl. trim, carpet, foam, etc.) intersects with both of the limiting surfaces in the x- and y-directions of the support leg foot assessment volume, as shown in figures 1 and 2 of Annex 10 to this Regulation.

The support leg foot assessment volume is characterised as follows (see also Annex 10, Figures 1 and 2 of this Regulation):

- (a) In width, by the two planes parallel to and 100 mm apart from the median longitudinal plane of the child restraint fixture installed in the respective seating position; and
- (b) In length, by the two planes perpendicular to the plane given by the child restraint fixture bottom surface and perpendicular to the median longitudinal plane of the child restraint fixture, 585 mm and 695 mm apart from the plane passing through the centrelines of the ISOFIX lower anchorages and being perpendicular to the CRF bottom surface; and
- (c) In height, by two planes which are parallel to and 270 mm and 525 mm below the child restraint bottom surface.

The pitch angle used for the geometrical assessment above shall be measured as in paragraph 5.2.3.4.

Compliance with this requirement may be proven by a physical test or computer simulation or representative drawings.

5.2.5.3. Vehicle floor strength requirements for i-Size seating positions

The entire vehicle floor contact surface (see Annex 10, Figures 1 and 2) shall be of sufficient strength to withstand the loads imposed when tested in accordance with paragraph 6.6.4.5.

5.3. Minimum number of belt and ISOFIX anchorages to be provided

5.3.1. Any vehicle in categories M and N (except those vehicles of categories M₂ or M₃ which belong to Classes I or A¹) shall be equipped with safety-belt anchorages which satisfy the requirements of this Regulation.

5.3.1.1. The anchorages of a harness belt system approved as a S-type belt (with or without retractor(s)) according to Regulation No 16 shall comply with the requirements of Regulation No 14, but the additional anchorage or anchorages provided for the fitting of a crotch strap (assembly) are exempted from the strength and location requirements of this Regulation.

5.3.2. The minimum number of safety-belt anchorages for each forward, rearward and side-facing seating position shall be those specified in Annex 6.

5.3.3. However, for outboard seating positions, other than front, of vehicles of category N₁, shown in Annex 6 and marked with the symbol Ø, two lower anchorages are allowed, where there exists a passage between a seat and the nearest side-wall of the vehicle intended to permit access of passengers to other parts of the vehicle.

A space between a seat and the side-wall is considered as a passage if the distance between that side-wall, with all doors closed, and a vertical longitudinal plane passing through the centre line of the seat concerned, measured at the R point position and perpendicularly to the median longitudinal plane of the vehicle is more than 500 mm.

5.3.4. For the front centre seating positions shown in Annex 6 and marked with the symbol *, two lower anchorages shall be considered adequate where the windscreen is located outside the reference zone defined in Annex 1 to Regulation No 21; if located inside the reference zone, three anchorages are required.

As regards belt anchorages, the windscreen is considered as part of the reference zone when it is capable of entering into static contact with the test apparatus according to the method described in Annex 1 to Regulation No 21.

- 5.3.5. In every seating position marked in Annex 6 with symbol $\frac{1}{2}$, three anchorages shall be provided. Two anchorages may be provided if one of the following conditions is fulfilled:
- 5.3.5.1. There is a seat or other parts of the vehicle conforming to Regulation No 80, Appendix 1, paragraph 3.5 directly in front, or
- 5.3.5.2. No part of the vehicle is in the reference zone, or capable of being in the reference zone when the vehicle is in motion, or
- 5.3.5.3. Parts of the vehicle within the said reference zone comply with the energy absorbing requirements set out in Regulation No 80, Appendix 6.
- 5.3.6. For all seats, intended solely for use or seating intended solely for use when the vehicle is stationary as well as for all the seats of any vehicle which are not covered by paragraphs 5.3.1 to 5.3.4, no belt anchorages are required. However, if the vehicle is fitted with anchorages for such seats, these anchorages must comply with the provisions of this Regulation. Any anchorage intended solely for use in conjunction with a disabled person's belt, or any other restraint system according to Regulation No 107, 02 series of amendments, Annex 8, do not need to conform to the requirements of this Regulation.
- 5.3.7. In the case of the upper deck of a double-deck vehicle, the requirements for the centre front seating position shall apply also in the outboard front seating positions.
- 5.3.8. Minimum number of ISOFIX positions to be provided:
- 5.3.8.1. Any vehicle of category M₁ shall be equipped at least with two ISOFIX positions which satisfy the requirements of this Regulation.

At least two of the ISOFIX positions shall be equipped both with an ISOFIX anchorages system and an ISOFIX top tether anchorage.

The type and number of ISOFIX fixtures, defined in Regulation No 16, which can be installed on each ISOFIX position are defined in Regulation No 16.

- 5.3.8.2. Notwithstanding paragraph 5.3.8.1 if a vehicle is only equipped with one seat row, no ISOFIX position is required.
- 5.3.8.3. Notwithstanding paragraph 5.3.8.1 at least one of the two ISOFIX positions systems shall be installed at the second seat row.
- 5.3.8.4. Notwithstanding paragraph 5.3.8.1 vehicles of category M₁ need to have only one ISOFIX position system for vehicles with:
- (a) Not more than two passenger doors and
 - (b) A rear designated seating position for which interference with transmission and/or suspension components prevents the installation of ISOFIX anchorages according to the requirements of paragraph 5.2.3 and
 - (c) Having a Power to mass ratio index (PMR) exceeding 140 according to the definitions within Regulation No 51, and with the definition of the Power Mass Ratio (PMR):

$$PMR = (P_n/m_i) * 1\,000 \text{ kg/kW}$$

where:

P_n : maximum (rated) engine power expressed in kW ⁽¹⁾

m_{ro} : mass of a vehicle in running order expressed in kg

$m_t = m_{ro}$ (for vehicles of category M_1)

and

(d) Having an engine developing a maximum (rated) engine power greater than 200 kW.

Such a vehicle needs to have only one ISOFIX anchorages system and an ISOFIX top tether anchorage at a front passenger designated seating position combined with an airbag deactivation device (if that seating position is fitted with an airbag) and a caution label indicating that there is no ISOFIX position system available at the second seat row.

- 5.3.8.5. If an ISOFIX anchorages system is installed at a front seating position protected with a frontal airbag, a deactivation device for this airbag shall be fitted.
- 5.3.8.6. Notwithstanding paragraph 5.3.8.1 in case of integrated 'built in' child restraint system(s) the number of ISOFIX positions to be provided shall be at least two minus the number of the integrated 'built in' child restraint system(s) of mass groups 0, or 0+, or 1.
- 5.3.8.7. Notwithstanding the provision of the paragraph 5.3.8.1, convertible vehicles as defined in Annex 7, paragraph 8.1 of the Consolidated Resolution on the Construction of Vehicles (R.E.3) ⁽²⁾ with more than one seat row shall be fitted with at least two ISOFIX low anchorages. In case where an ISOFIX top tether anchorage is provided on such vehicles, it shall comply with the suitable provisions of this Regulation.
- 5.3.8.8. Notwithstanding paragraph 5.3.8.1 above, ISOFIX positions are not required in ambulances or hearses as well as vehicles intended for use by the armed services, civil defence, fire services and forces responsible for maintaining public order.
- 5.3.8.9. Notwithstanding the provisions of paragraphs 5.3.8.1 to 5.3.8.4, one or more of the mandatory ISOFIX positions may be replaced by i-Size seating positions.
- 5.3.9. In the case of seats capable of being turned to or placed in other orientations, for use when the vehicle is stationary, the requirements of paragraph 5.3.1 shall apply only to those orientations designated for normal use when the vehicle is travelling on a road, in accordance with this Regulation. A note to this effect shall be included in the information document.
- 5.4. Location of belt anchorages (see Annex 3, Figure 1)
 - 5.4.1. General
 - 5.4.1.1. 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.
 - 5.4.1.2. Any one belt anchorage may be used for attaching the ends of two adjacent safety-belts, provided that the test requirements are met.
 - 5.4.2. Location of the effective lower belt anchorage
 - 5.4.2.1. Front seats, vehicle category M_1

In motor vehicles of category M_1 the angle α_1 (other than buckle side) shall be within the range of 30 to 80 degrees and the angle α_2 (buckle side) shall be within the range of 45 to 80 degrees. Both angle requirements shall be valid for all normal travelling positions of the front seats. Where at least one of the angles α_1 and α_2 is constant (e.g. anchorage fixed at the seat) in all normal positions of use, its value shall be $60 \pm 10^\circ$. In the case of adjustable seats with an adjusting system with a seatback angle of less than 20° (see Annex 3, Figure 1), the angle α_1 may be below the minimum value (30°) stipulated above, provided it is not less than 20° in any normal position of use.

⁽¹⁾ (Rated) engine power means the engine power expressed in kW (ECE) and measured by the ECE method pursuant to Regulation No 85.

⁽²⁾ Document ECE/TRANS/WP.29/78/Rev.2, paragraph 2.

5.4.2.2. Rear seats, vehicle category M₁

In motor vehicles of category M₁ the angles α_1 and α_2 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 normal travelling positions.

5.4.2.3. Front seats, vehicle categories other than M₁

In motor vehicles of categories other than M₁ the angles α_1 and α_2 must be between 30 and 80 degrees for all normal travelling 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 α_1 and α_2 is constant in all normal positions of use, its value shall be $60 \pm 10^\circ$ (e.g. anchorage fixed at the seat).

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

In vehicles of categories other than M₁, in the case of:

- (a) Bench seats,
- (b) Adjustable seats (front and rear) with an adjusting system with a seatback angle of less than 20° (see Annex 3, Figure 1), and
- (c) Other rear seats,

Angles α_1 and α_2 may be between 20° and 80° in any normal position of use. 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 α_1 and α_2 is constant in all normal 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 M₂ and M₃, the angles α_1 and α_2 shall be between 45 and 90 degrees for all normal positions of use.

5.4.2.5. The distance between the two vertical planes parallel to the median vertical 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 side-facing seats the distance between the two vertical planes parallel to the median vertical longitudinal plane of the seat 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 any central seating positions in rear rows of seats of vehicles of category M₁ and N₁, the above-mentioned distance shall be not less than 240 mm, provided that it is not possible to exchange the centre rear seat with any of the other seats of the vehicle. The median longitudinal plane of the seat shall pass between points L₁ and L₂ and shall be at least 120 mm from these points.

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

5.4.3.1. If a strap guide or similar device is used which affects the location of the effective upper belt anchorage, this location shall be determined in a conventional way by considering the position of the anchorage when the longitudinal centre line of the strap passes through a point J₁ defined successively from the R point by the following three segments:

RZ: A segment of the torso line measured in an upward direction from R and 530 mm long;

ZX: A segment perpendicular to the median longitudinal plane of the vehicle, measured from point Z in the direction of the anchorage and 120 mm long;

XJ₁: A segment perpendicular to the plane defined by segments RZ and ZX, measured in a forward direction from point X and 60 mm long.

Point J₂ is determined by symmetry with point J₁ about the longitudinal vertical plane passing through the torso line described in paragraph 5.1.2 of the manikin positioned in the seat in question.

Where a two-door configuration is used to provide access to both the front and rear seats and the upper anchorage is fitted to the 'B' post, the system must be designed so as not to impede access to or egress from the vehicle.

- 5.4.3.2. The effective upper anchorage shall lie below the plane FN, which runs perpendicular to the longitudinal median plane of the seat and makes an angle of 65° with the torso line. The angle may be reduced to 60° in the case of rear seats. The plane FN shall be so placed as to intersect the torso line at a point D such that $DR = 315 \text{ mm} + 1,8 S$. However, when $S \leq 200 \text{ mm}$, then $DR = 675 \text{ mm}$.
- 5.4.3.3. The effective upper belt anchorage shall lie behind a plane FK running perpendicular to the longitudinal median plane of the seat and intersecting the torso line at an angle of 120° at a point B such that $BR = 260 \text{ mm} + S$. Where $S \geq 280 \text{ mm}$, the manufacturer may use $BR = 260 \text{ mm} + 0,8 S$ at his discretion.
- 5.4.3.4. The value of S shall not be less than 140 mm.
- 5.4.3.5. The effective upper belt anchorage shall be situated to the rear of a vertical plane perpendicular to the median longitudinal plane of the vehicle and passing through the R point as shown in Annex 3.
- 5.4.3.6. The effective upper belt anchorage shall be situated above a horizontal plane passing through point C defined in paragraph 5.1.4.
- 5.4.3.6.1. Notwithstanding the requirements of paragraph 5.4.3.6 the effective upper belt anchorage for passenger seats of category M_2 and M_3 vehicles may be adjustable below that specification providing the following requirements are met:
- (a) The safety belt or seat shall be permanently marked to identify the position of the effective upper belt anchorage that is required to satisfy the minimum upper anchorage height position required by paragraph 5.4.3.6. This marking shall clearly indicate to the user when the anchorage is in a position suitable for use by an adult of average stature;
 - (b) The effective upper anchorage shall be so designed to permit adjustment of its height by a manual adjusting device that is readily accessible to the wearer when seated and is convenient and easy to use;
 - (c) The effective upper anchorage shall be so designed to prevent any unintended upward movement of the anchorage that would reduce the effectiveness of the device during normal use;
 - (d) The manufacturer shall include within the vehicle handbook clear guidance on the adjustment of such systems, together with advice on the suitability and limitations for use by occupants of short stature.
- 5.4.3.7. In addition to the upper anchorage specified in paragraph 5.4.3.1 other effective upper anchorages may be provided if one of the following conditions is satisfied:
- 5.4.3.7.1. The additional anchorages comply with the requirements of paragraphs 5.4.3.1 to 5.4.3.6.
- 5.4.3.7.2. The additional anchorages can be used without the aid of tools, comply with the requirements of paragraphs 5.4.3.5 and 5.4.3.6 and are located in one of the areas determined by shifting the area shown in Figure 1 of Annex 3 to this Regulation, 80 mm upwards or downwards in a vertical direction.
- 5.4.3.7.3. The anchorage(s) is/are intended for a harness belt, complies/comply with the requirements laid down in paragraph 5.4.3.6 if it lie(s) behind the transverse plane passing through the reference line and is/are located:
- 5.4.3.7.3.1. In the case of a single anchorage, within the area common to two dihedrals defined by the verticals passing through points J_1 and J_2 as defined in paragraph 5.4.3.1 and whose horizontal sections are shown in Figure 2 of Annex 3 to this Regulation;
- 5.4.3.7.3.2. In the case of two anchorages, within whichever of the above defined dihedrals is suitable, provided that each anchorage is not more than 50 mm distant from the symmetrically-located, mirror-image position of the other anchorage about plane P, as defined in paragraph 5.1.6 of the seat in question.
- 5.5. Dimensions of threaded anchorage holes
- 5.5.1. An anchorage shall have a threaded hole of 7/16 inch (20 UNF 2B).

- 5.5.2. If the vehicle is fitted by the manufacturer with safety-belts which are attached to all anchorages prescribed for the seat in question, these anchorages need not meet the requirement set out in paragraph 5.5.1, provided that they comply with the other provisions of this Regulation. In addition, the requirement set out in paragraph 5.5.1 shall not apply to additional anchorages which meet the requirement set out in paragraph 5.4.3.7.3.
- 5.5.3. It shall be possible to remove the safety-belt without damaging the anchorage.
6. TESTS
- 6.1. General tests for seat belt anchorages
- 6.1.1. Subject to application of the provisions of paragraph 6.2, and at the request of the manufacturer;
- 6.1.1.1. The tests may be carried out either on a vehicle structure or on a completely finished vehicle;
- 6.1.1.2. The tests may be restricted to the anchorages relating to only one seat or one group of seats on the condition that:
- (a) The anchorages concerned have the same structural characteristics as the anchorages relating to the other seats or group of seats; and
 - (b) Where such anchorages are fitted totally or partially on the seat or group of seats, the structural characteristics of the seat or group of seats are the same as those for the other seats or groups of seats.
- 6.1.1.3. Windows and doors may be fitted or not and closed or not;
- 6.1.1.4. Any fitting normally provided and likely to contribute to the rigidity of the vehicle structure may be fitted.
- 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 M₁ and N₁ and to 15° for vehicles of all other categories.
- 6.2. Securing the vehicle for seat belt anchorages tests and for ISOFIX anchorages tests
- 6.2.1. The method used to secure the vehicle during the test shall not be such as to strengthen the seat belt anchorages or the ISOFIX anchorages and their anchorage area or to lessen the normal deformation of the structure.
- 6.2.2. A securing device shall be regarded as satisfactory if it produces no effect on an area extending over the whole width of the structure and if the vehicle or the structure is blocked or fixed in front at a distance of not less than 500 mm from the anchorage to be tested and is held or fixed at the rear not less than 300 mm from that anchorage.
- 6.2.3. It is recommended that the structure should rest on supports arranged approximately in line with the axes of the wheels or, if that is not possible, in line with the points of attachment of the suspension.
- 6.2.4. If a securing method other than that prescribed in paragraphs 6.2.1 to 6.2.3 of this Regulation is used, evidence must be furnished that it is equivalent.
- 6.3. General test requirements for seat belt anchorages
- 6.3.1. All the belt anchorages of the same group of seats shall be tested simultaneously. However, if there is a risk that non-symmetrical loading of the seats and/or anchorages may lead to failures, an additional test may be carried out with non-symmetrical loading.
- 6.3.2. The tractive force shall be applied at an angle of 10 degrees $\pm$ 5° above the horizontal, in a plane parallel to the median longitudinal plane of the vehicle.

A preload of 10 per cent with a tolerance of ± 30 per cent of the target load shall be applied; the load shall be increased to 100 per cent of the relevant target load.

- 6.3.3. Full application of the load shall be achieved as rapidly as possible, and within a maximum load application time of 60 seconds.

However, the manufacturer may request the application of the load to be achieved within 4 seconds.

The belt anchorages must withstand the specified load for not less than 0,2 second.

- 6.3.4. Traction devices to be used in the tests described in paragraph 6.4 below are shown in Annex 5. The devices shown in Annex 5, Figure 1 are placed onto the seat cushion and then, when possible, pushed back into the seat back while the belt strap is pulled tight around it. The device shown in Annex 5, Figure 2 is placed in position, the belt strap is fitted over the device and pulled tight. No preload beyond the minimum necessary for correct positioning of the test device shall be introduced to safety-belt anchorages during this operation.

The traction device of either 254 mm or 406 mm used at each seating position shall be such that its width is as close as possible to the distance between the lower anchorages.

The positioning of the traction device shall avoid any mutual influences during the pull test which adversely affects the load and load distribution.

- 6.3.5. The belt anchorages for seats for which upper belt anchorages are provided shall be tested under the following conditions:

- 6.3.5.1. Front outboard seats:

The belt anchorages shall be submitted to the test prescribed in paragraph 6.4.1 in which the loads are transmitted to them by means of a device reproducing the geometry of a three-point belt equipped with a retractor having a pulley or strap guide at the upper belt anchorage. In addition, if the number of anchorages is more than that prescribed in paragraph 5.3, these anchorages shall be subjected to the test specified in paragraph 6.4.5, in which the loads shall be transmitted to the anchorages by means of a device reproducing the geometry of the type of safety-belt intended to be attached to them.

- 6.3.5.1.1. In the case where the retractor is not attached to the required outboard lower belt anchorage or in the case where the retractor is attached to the upper belt anchorage, the lower belt anchorages shall also be submitted to the test prescribed in paragraph 6.4.3.

- 6.3.5.1.2. In the above case the tests prescribed in paragraphs 6.4.1 and 6.4.3. can be performed on two different structures if the manufacturer so requests.

- 6.3.5.2. Rear outboard seats and all centre seats:

The belt anchorages shall be subjected to the test prescribed in paragraph 6.4.2 in which the loads are transmitted to them by means of a device reproducing the geometry of a three-point safety-belt without a retractor, and to the test prescribed in paragraph 6.4.3, in which the loads are transmitted to the two lower belt anchorages by means of a device reproducing the geometry of a lap belt. The two tests can be performed on two different structures if the manufacturer so requests.

- 6.3.5.3. When a manufacturer supplies his vehicle with safety-belts, the corresponding belt anchorages may, at the request of the manufacturer, be submitted only to a test in which the loads are transmitted to them by means of a device reproducing the geometry of the type of belts to be attached to these anchorages.

- 6.3.6. If no upper belt anchorages are provided for the outboard seats and the centre seats, the lower belt anchorages shall be submitted to the test prescribed in paragraph 6.4.3, in which the loads are transmitted to these anchorages by means of a device reproducing the geometry of a lap belt.

- 6.3.7. If the vehicle is designed to accept other devices which do not enable the straps to be directly attached to belt anchorages without intervening sheaves, etc. or which require belt anchorages supplementary to those

mentioned in paragraph 5.3, the safety-belt or an arrangement of wires, sheaves, etc. representing the equipment of the safety-belt, shall be attached by such a device to the belt anchorages in the vehicle and the belt anchorages shall be subjected to the tests prescribed in paragraph 6.4, as appropriate.

6.3.8. A test method other than those prescribed in paragraph 6.3 may be used, but evidence must be furnished that it is equivalent.

6.4. Particular test requirements for seat belt anchorages

6.4.1. Test in configuration of a three-point belt incorporating a retractor having a pulley or strap guide at the upper belt anchorage

6.4.1.1. A special pulley or guide for the wire or strap appropriate to transmit the load from the traction device, or the pulley or strap guide supplied by the manufacturer shall be fitted to the upper belt anchorage.

6.4.1.2. A test load of $1\,350\text{ daN} \pm 20\text{ daN}$ shall be applied to a traction device (see Annex 5, Figure 2) attached to the belt anchorages of the same belt, by means of a device reproducing the geometry of the upper torso strap of such a safety-belt. In the case of vehicles of categories other than M_1 and N_1 , the test load shall be $675 \pm 20\text{ daN}$, except that for M_3 and N_3 vehicles the test load shall be $450 \pm 20\text{ daN}$.

6.4.1.3. At the same time a tractive force of $1\,350\text{ daN} \pm 20\text{ daN}$ shall be applied to a traction device (see Annex 5, Figure 1) attached to the two lower belt anchorages. In the case of vehicles of categories other than M_1 and N_1 , the test load shall be $675 \pm 20\text{ daN}$, except that for M_3 and N_3 vehicles the test load shall be $450 \pm 20\text{ daN}$.

6.4.2. Test in configuration of a three-point belt without retractor or with a retractor at the upper belt anchorage

6.4.2.1. A test load of $1\,350\text{ daN} \pm 20\text{ daN}$ shall be applied to a traction device (see Annex 5, Figure 2) attached to the upper belt anchorage and to the opposite lower belt anchorage of the same belt using, if supplied by the manufacturer, a retractor fixed at the upper belt anchorage. In the case of vehicles of categories other than M_1 and N_1 , the test load shall be $675 \pm 20\text{ daN}$, except that for M_3 and N_3 vehicles the test load shall be $450 \pm 20\text{ daN}$.

6.4.2.2. At the same time a tractive force of $1\,350\text{ daN} \pm 20\text{ daN}$ shall be applied to a traction device (see Annex 5, Figure 1) attached to the lower belt anchorages. In the case of vehicles of categories other than M_1 and N_1 , the test load shall be $675 \pm 20\text{ daN}$, except that for M_3 and N_3 vehicles the test load shall be $450 \pm 20\text{ daN}$.

6.4.3. Test in configuration of a lap belt

A test load of $2\,225\text{ daN} \pm 20\text{ daN}$ shall be applied to a traction device (see Annex 5, Figure 1) attached to the two lower belt anchorages. In the case of vehicles of categories other than M_1 and N_1 , the test load shall be $1\,110 \pm 20\text{ daN}$, except that for M_3 and N_3 vehicles the test load shall be $740 \pm 20\text{ daN}$.

6.4.4. Test for belt anchorages located wholly within the seat structure or dispersed between the vehicle structure and the seat structure

6.4.4.1. The test specified in paragraphs 6.4.1, 6.4.2 and 6.4.3 above shall be performed, as appropriate, at the same time superimposing for each seat and for each group of seats a force as stated below.

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 in categories M_2 and N_2 , this force must be equal to 10 times the mass of the complete seat; for categories M_3 and N_3 it shall be equal to 6,6 times the mass of the complete seat.

- 6.4.5. Test in configuration of a special-type belt
- 6.4.5.1. A test load of $1\,350 \pm 20$ daN shall be applied to a traction device (see Annex 5, Figure 2) attached to the belt anchorages of such a safety-belt by means of a device reproducing the geometry of the upper torso strap or straps.
- 6.4.5.2. At the same time, a tractive force of $1\,350 \pm 20$ daN shall be applied to a traction device (see Annex 5, Figure 3) attached to the two lower belt anchorages.
- 6.4.5.3. In the case of vehicles of categories other than M_1 and N_1 , this test load shall be 675 ± 20 daN, except that for M_3 and N_3 vehicles the test load shall be 450 ± 20 daN.
- 6.4.6. Test in the case of rearward-facing seats
- 6.4.6.1. The anchorage points shall be tested according to the forces prescribed in paragraph 6.4.1, 6.4.2 or 6.4.3, as appropriate. In each case the test load shall correspond to the load prescribed for M_3 or N_3 vehicles.
- 6.4.6.2. The test load shall be directed forward in relation to the seating position in question, corresponding to the procedure prescribed in paragraph 6.3.
- 6.4.7. Test in the case of side-facing seats
- 6.4.7.1. The anchorage points shall be tested according to the forces prescribed in paragraph 6.4.3 for M_3 vehicles.
- 6.4.7.2. The test load shall be directed forward in relation to the vehicle, corresponding to the procedure prescribed in paragraph 6.3. In the case that side-facing seats are grouped together on a basic structure, the safety-belt anchorage points of each seating position in the group shall be tested separately. In addition the basic structure has to be tested as described in paragraph 6.4.8.
- 6.4.7.3. Traction device adapted for the test of side-facing seats is shown in Annex 5, Figure 1b.
- 6.4.8. Test of the basic structure of side-facing seats
- 6.4.8.1. The basic structure of a side-facing seat or a group of side-facing seats shall be tested according to the forces as prescribed in paragraph 6.4.3 for M_3 vehicles.
- 6.4.8.2. The test load shall be directed forward in relation to the vehicle, corresponding to the procedure prescribed in paragraph 6.3. In the case that side-facing seats are grouped together the basic structure shall be tested simultaneously for each seating position in the group.
- 6.4.8.3. The point of application of the forces prescribed in paragraphs 6.4.3 and 6.4.4 shall be as close as possible to the H-Point and on the line defined by a horizontal plane and a vertical transverse plane through the relevant H-Point of each seating position.
- 6.5. In the case of a group of seats as described in paragraph 1 of Annex 7, the dynamic test of Annex 7 can be performed, at the option of the car manufacturer, as an alternative to the static test prescribed in paragraphs 6.3 and 6.4.
- 6.6. Static test requirements.
- 6.6.1. The strength of the ISOFIX anchorage systems shall be tested applying the forces, as prescribed in paragraph 6.6.4.3, to the static force application device (SFAD) with ISOFIX attachments well engaged.
- In case of ISOFIX top tether anchorage an additional test shall be performed as prescribed in paragraph 6.6.4.4.
- In case of an i-Size seating position, an additional support leg test shall be performed as described in paragraph 6.6.4.5.

All the ISOFIX positions and/or i-Size seating positions of a same seat row, which can be used simultaneously, shall be tested simultaneously.

- 6.6.2. The test may be carried out either on a completely finished vehicle or on sufficient parts of the vehicle so as to be representative of the strength and rigidity of the vehicle structure.

Windows and doors may be fitted or not and closed or not.

Any fitting normally provided and likely to contribute to the vehicle structure may be fitted.

The test may be restricted to the ISOFIX or i-Size position relating to only one seat or group of seats on the condition that:

- (a) The ISOFIX or i-Size position concerned has the same structural characteristics as the ISOFIX or i-Size position relating to the other seats or group of seats and;
- (b) Where such ISOFIX or i-Size positions are fitted totally or partially on the seat or group of seats, the structural characteristics of the seat or group of seats or floor in case of i-Size seating positions are the same as those for the other seats or groups of seats.

- 6.6.3. If the seats and head restraint are adjustable, they shall be tested in the position defined by the technical service within the limited range prescribed by the car manufacturer as provided in Appendix 3 of Annex 17 to Regulation No 16.

- 6.6.4. Forces, directions and excursion limits

- 6.6.4.1. A force of $135 \text{ N} \pm 15 \text{ N}$ shall be applied to the centre of the lower front crossbar of the SFAD in order to adjust the fore-aft position of the SFAD rearward extension to remove any slack or tension between the SFAD and its support.

- 6.6.4.2. Forces shall be applied to the static force application device (SFAD) in forward and oblique directions according to Table 1.

Table 1

Directions of test forces

Forward	$0^\circ \pm 5^\circ$	$8 \text{ kN} \pm 0,25 \text{ kN}$
Oblique	$75^\circ \pm 5^\circ$ (to both sides of straight forward, or if any worst case side, or if both side are symmetric, only one side)	$5 \text{ kN} \pm 0,25 \text{ kN}$

Each of these tests may be performed on different structures if the manufacturer so requests.

Forces in the forward direction shall be applied with an initial force application angle of $10 \pm 5^\circ$ above the horizontal. Oblique forces shall be applied horizontally $0^\circ \pm 5^\circ$. A pre-load force of $500 \text{ N} \pm 25 \text{ N}$ shall be applied at the prescribed loading point X indicated in Figure 2 of Annex 9. 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 measurements shall be made according to ISO 6487 with CFC of 60 Hz or any equivalent method.

- 6.6.4.3. Tests of ISOFIX anchorages system only:

- 6.6.4.3.1. Forward direction force test:

Horizontal longitudinal excursion (after pre-load) of point X of SFAD during application of the $8 \text{ kN} \pm 0,25 \text{ kN}$ force shall be limited to 125 mm and permanent deformation including partial rupture or breakage of any ISOFIX low anchorage or surrounding area shall not constitute failure if the required force is sustained for the specified time.

6.6.4.3.2. Oblique direction force test:

Excursion in the direction of the force (after pre-load) of point X of SFAD during application of the $5 \text{ kN} \pm 0,25 \text{ kN}$ force shall be limited to 125 mm and permanent deformation including partial rupture or breakage of any ISOFIX low anchorage or surrounding area shall not constitute failure if the required force is sustained for the specified time.

6.6.4.4. Test of ISOFIX anchorages systems and ISOFIX top tether anchorage:

A tension pre-load of $50 \text{ N} \pm 5 \text{ N}$ must be applied between the SFAD and the top-tether anchorage. Horizontal excursion (after pre-load) of point X during application of the $8 \text{ kN} \pm 0,25 \text{ kN}$ force shall be limited to 125 mm and permanent deformation including partial rupture or breakage of any ISOFIX low anchorage and top tether anchorage, or surrounding area shall not constitute failure if the required force is sustained for the specified time.

Table 2

Excursions limits

Force direction	Maximum excursion of point X of SFAD
Forward	125 mm longitudinal
Oblique	125 mm force direction

6.6.4.5. Test for i-Size seating positions:

In addition to the tests specified in paragraphs 6.6.4.3 and 6.6.4.4, a test with a modified static force application device, which consists of a SFAD and includes a support leg test probe as defined in Figure 3 of Annex 10, shall be performed. The support leg test device shall be adjusted in length and width to assess the vehicle floor contact surface, as defined in paragraph 5.2.5.2 (see also Figures 1 and 2 of Annex 10 to this Regulation). The height of the support leg test device shall be adjusted in a way that the foot of the support leg test device is in contact with the upper surface of the vehicle floor. In case of incremental height adjustment, the first notch where the foot rests stable on the floor shall be chosen; in case of a non-incremental/continuous adjustment of the support leg test device height, the pitch angle of the SFAD shall be increased by $1,5 \pm 0,5$ degrees due to the height adjustment of the support leg test device.

The horizontal excursion (after pre-load) of point X of the SFAD during application of the $8 \text{ kN} \pm 0,25 \text{ kN}$ force shall be limited to 125 mm and permanent deformation including partial rupture or breakage of any ISOFIX low anchorage and the vehicle floor contact surface, or surrounding area shall not constitute failure if the required force is sustained for the specified time

6.6.5. Additional forces

6.6.5.1. Seat inertia forces

For the installation position where the load is transferred into a vehicle seat assembly, and not directly into the vehicle structure, a test shall be carried out to ensure that the strength of the vehicle seat anchorages to the vehicle structure is sufficient. In this test, a force equal to 20 times the mass of the relevant parts of the seat assembly shall be applied horizontally and longitudinally in a forward direction to the seat or the relevant part of the seat assembly 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.

At the request of the manufacturer, the additional load can be applied at the X point of SFAD during the static tests described above.

If the top tether anchorage is integrated to the vehicle seat, this test shall be performed with the ISOFIX top tether strap.

No breakage shall occur and excursion requirements given in the Table 2 have to be fulfilled.

Note: This test does not have to be performed in case of any anchorage of the vehicle safety-belt system is integrated to the vehicle seat structure, and the vehicle seat is already tested and approved to meet the anchorage load tests required by this Regulation for adult passenger restraint.

7. INSPECTION DURING AND AFTER STATIC TESTS FOR SAFETY-BELT ANCHORAGES

- 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.

- 7.1.1. For vehicles of category M_1 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.

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 Regulation No 94 or a sled test with corresponding pulse may be carried out to demonstrate a sufficient survival space.

- 7.2. In vehicles where such devices are used, the displacement and locking devices enabling the occupants of all seats to leave the vehicle must still be operable by hand after the tractive force was removed.
- 7.3. After testing any damage to the anchorages and structures supporting load during tests shall be noted.
- 7.4. By derogation, the upper anchorages fitted to one or more seats of vehicles of category M_3 and those of category M_2 with a maximum mass exceeding 3,5 tonnes, which meet the requirements of Regulation No 80, need not to comply with the requirements of paragraph 7.1 concerning compliance with paragraph 5.4.3.6.

8. MODIFICATIONS AND EXTENSION OF APPROVAL OF THE VEHICLE TYPE

- 8.1. Every modification of the vehicle type shall be notified to the Type Approval Authority which approved the vehicle type. The Authority may then either:
- 8.1.1. Consider that the modifications made are unlikely to have an appreciable adverse effect and that in any case the vehicle still complies with the requirements; or
- 8.1.2. Require a further test report from the technical service responsible for conducting the tests.
- 8.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3 above to the Parties to the Agreement which apply this Regulation.
- 8.3. The competent authority issuing the extension of approval shall assign a series number for such an extension and inform thereof the other Parties to the 1958 Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.

9. CONFORMITY OF PRODUCTION

The conformity of production procedures shall comply with those set out in the Agreement, Appendix 2 (E/ECE/324-E/ECE/TRANS/505/Rev.2), with the following requirements:

- 9.1. Every vehicle bearing an approval mark as prescribed under this Regulation shall conform to the vehicle type approved with regard to details affecting the characteristics of the safety-belt anchorages and the ISOFIX anchorages system and ISOFIX top tether anchorage.
- 9.2. In order to verify conformity as prescribed in paragraph 9.1 above, a sufficient number of serially-produced vehicles bearing the approval mark required by this Regulation shall be subjected to random checks.
- 9.3. As a general rule the checks as aforesaid shall be confined to the taking of measurements. However, if necessary, the vehicles shall be subjected to some of the tests described in paragraph 6 above, selected by the technical service conducting approval tests.

10. PENALTIES FOR NON-CONFORMITY OF PRODUCTION

- 10.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirement laid down in paragraph 9.1 above is not complied with or if its safety-belt anchorages or the ISOFIX anchorages system and ISOFIX top tether anchorage failed to pass the checks prescribed in paragraph 9 above.
- 10.2. If a Contracting Party to the Agreement which applies this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation, by means of a communication form conforming to the model in Annex 1 to this Regulation.

11. OPERATING INSTRUCTIONS

The national authorities may require the manufacturers of vehicles registered by them to state clearly in the instructions for operating the vehicle

- 11.1. Where the anchorages are; and
- 11.2. For what types of belts the anchorages are intended (see Annex 1, item 5).

12. PRODUCTION DEFINITELY DISCONTINUED

If the holder of the approval completely ceases to manufacture a type of safety-belt anchorages or a type of ISOFIX anchorages system and ISOFIX top tether anchorage approved in accordance with this Regulation, he shall so inform the authority which granted the approval. Upon receiving the relevant communication that authority shall inform thereof the other Contracting Parties to the 1958 Agreement, which apply this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.

13. NAMES AND ADDRESSES OF TECHNICAL SERVICES RESPONSIBLE FOR CONDUCTING APPROVAL TESTS AND OF TYPE APPROVAL AUTHORITIES

The Contracting Parties to the 1958 Agreement applying this Regulation shall communicate to the United Nations secretariat the names and addresses of the Technical Services responsible for conducting approval tests and of the Type Approval Authorities which grant approval and to which forms certifying approval or extension, or refusal or withdrawal of approval, issued in other countries, are to be sent.

14. TRANSITIONAL PROVISIONS

- 14.1. As from the official date of entry into force of the 06 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approvals under this Regulation as amended by the 06 series of amendments.

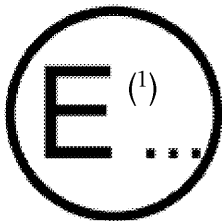
- 14.2. As from 2 years after the enter into force of the 06 series of amendments to this Regulation, Contracting Parties applying this Regulation shall grant ECE type approvals only if the requirements of this Regulation, as amended by the 06 series of amendments, are satisfied.
- 14.3. As from 7 years after the enter into force of the 06 series of amendments to this Regulation, Contracting Parties applying this Regulation may refuse to recognise approvals which were not granted in accordance with the 06 series of amendments to this Regulation. However, existing approvals of the vehicle categories which are not affected by the 06 series of amendments to this Regulation shall remain valid and Contracting Parties applying this Regulation shall continue to accept them.
- 14.4. For vehicles not affected by paragraph 7.1.1 above, approvals granted according to the 04 series of amendments to this Regulation shall remain valid.
- 14.5. For vehicles not affected by Supplement 4 to the 05 series of amendments to this Regulation the existing approvals shall remain valid, if they had been granted in compliance with the 05 series of amendments, up to its Supplement 3.
- 14.6. As from the official date of entry into force of Supplement 5 to the 05 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approvals under this Regulation as modified by Supplement 5 to the 05 series of amendments.
- 14.7. For vehicles not affected by Supplement 5 to the 05 series of amendments to this Regulation the existing approvals shall remain valid, if they had been granted in compliance with the 05 series of amendments, up to its Supplement 3.
- 14.8. As from 20 February 2005 for vehicles of category M₁, Contracting Parties applying this Regulation shall grant approvals only if the requirements of this Regulation, as amended by Supplement 5 to the 05 series of amendments, are satisfied.
- 14.9. As from 20 February 2007 for vehicles of category M₁, Contracting Parties applying this Regulation may refuse to recognise approvals which were not granted in accordance with Supplement 5 to the 05 series of amendments to this Regulation.
- 14.10. As from 16 July 2006 for vehicles of category N, Contracting Parties applying this Regulation shall grant approval only if the vehicle type satisfies the requirements of this Regulation as amended by the Supplement 5 to the 05 series of amendments.
- 14.11. As from 16 July 2008 for vehicles of category N, Contracting Parties applying this Regulation may refuse to recognise approvals not granted in accordance with Supplement 5 to the 05 series of amendments to this Regulation.
- 14.12. As from the official date of entry into force of the 07 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approvals under this Regulation as amended by the 07 series of amendments.
- 14.13. As from 24 months after the date of entry into force of the 07 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the requirements of this Regulation, as amended by the 07 series of amendments, are satisfied.
- 14.14. As from 36 months after the date of entry into force of the 07 series of amendments, Contracting Parties applying this Regulation may refuse to recognise approvals which were not granted in accordance with the 07 series of amendments to this Regulation.
- 14.15. Notwithstanding paragraphs 14.13 and 14.14, approvals of the vehicle categories to the preceding series of amendments to the Regulation which are not affected by the 07 series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.
- 14.16. As long as there are no requirements concerning the compulsory fitting of safety-belt anchorages for folding seats in their national requirements at the time of acceding to this Regulation, Contracting Parties may continue to allow this non-fitment for the purpose of national approval and in this case these bus categories cannot be type approved under this Regulation.

-
- 14.17. As from the official date of entry into force of Supplement 2 to the 07 series of amendments, no Contracting Party applying this Regulation shall refuse to grant type approval under this Regulation as amended by Supplement 2 to the 07 series of amendments.
- 14.18. As from 12 months after the official date of entry into force of Supplement 2 to the 07 series of amendments, Contracting Parties applying this Regulation shall grant type approvals only to those types of vehicle which comply with the requirements of this Regulation as amended by Supplement 2 to the 07 series of amendments.
- 14.19. Contracting Parties applying this Regulation shall not refuse to grant extensions of approvals, even if Supplement 2 to the 07 series of amendments is not fulfilled.
-

ANNEX 1

COMMUNICATION

(Maximum format: A4 (210 × 297 mm))



issued by: Name of administration

.....

.....

.....

- concerning ⁽²⁾
- Approval granted
- Approval extended
- Approval refused
- Approval withdrawn
- Production definitively discontinued

of a vehicle type with regard to safety-belt anchorages and ISOFIX anchorages systems, and ISOFIX top tether anchorages and i-Size seating positions if any pursuant to Regulation No 14

Approval No Extension No

1. Trade name or mark of the power-driven vehicle
2. Type of vehicle
3. Manufacturer's name and address
4. If applicable, name and address of manufacturer's representative
5. Designation of the type of belts and retractors authorised for fitting to the anchorages with which the vehicle is equipped:

		Anchorage on (*)/	
		vehicle structure	seat structure
Front	Right-hand seat	{ lower anchorages upper anchorage	{ outboard inboard
	Middle seat	{ lower anchorages upper anchorage	{ right left
	Left-hand seat	{ lower anchorages upper anchorage	{ outboard inboard
Rear	Right-hand seat	{ lower anchorages upper anchorage	{ outboard inboard
	Middle seat	{ lower anchorages upper anchorage	{ right left
	Left-hand seat	{ lower anchorages upper anchorage	{ outboard inboard

(*) Insert in the actual position the following letter(s):
'A' for a three-point belt,
'B' for lap belts,
'S' for special-type belts; in this case the type shall be stated under 'Remarks',
'Ar', 'Br' or 'Sr' for belts with retractors,
'Ae', 'Be' or 'Se' for belts with an energy absorption device,
'Are', 'Bre' or 'Sre' for belts with retractors and energy-absorption devices on at least one anchorage.

- Remarks:
6. Description of seats ⁽³⁾
7. Utilises ISOFIX exemption permitted by paragraph 5.3.8.8 of this Regulation: Yes/No ⁽²⁾
8. Description of the adjustment, displacement and locking systems either of the seat or of its parts ⁽³⁾:
9. Description of seat anchorage ⁽³⁾:
10. Description of particular type of safety-belt required in the case of an anchorage located in the seat structure or incorporating an energy-dissipating device:
11. Vehicle submitted for approval on:
12. Technical Service responsible for conducting approval tests:
13. Date of report issued by that Service:
14. Number of report issued by that Service:
15. Approval granted/extended/refused/withdrawn ⁽²⁾
16. Position of approval mark on vehicle:
17. Place:
18. Date:
19. Signature:
20. The following documents, filed with the administration service which has granted approval and available on request are annexed to this communication:
- Drawings, diagrams and plans of the belt anchorages, ISOFIX anchorages systems, of the top tether anchorages if any, vehicle floor contact surface of i-Size seating positions if any, and of the vehicle structure;
- photographs of the belt anchorages, of the ISOFIX anchorages systems, of the top tether if any, vehicle floor contact surface of i-Size seating positions if any, and of the vehicle structure;
- drawings, diagrams and plans of the seats, of their anchorage on the vehicle, of the adjustment and displacement systems of the seats and of their parts and of their locking devices ⁽³⁾;
- photographs of the seats, of their anchorage, of the adjustment and displacement systems of the seats and of their parts, and of their locking devices ⁽³⁾
-

⁽¹⁾ Distinguishing number of the country which has granted/extended/refused/withdrawn approval (see approval provisions in the Regulation).

⁽²⁾ Strike out what does not apply.

⁽³⁾ Only if the anchorage is affixed on the seat or if the seat supports the belt strap.

ANNEX 2

ARRANGEMENTS OF THE APPROVAL MARK

Model A

(see paragraph 4.4 of this Regulation)

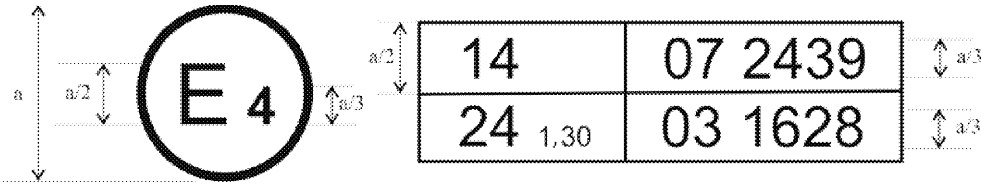


a = 8 mm min

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to safety-belt anchorages, been approved in the Netherlands (E 4), pursuant to Regulation No 14, under the number 072439. The first two digits of the approval number indicate that Regulation No 14 already included the 07 series of amendments when the approval was given.

Model B

(see paragraph 4.5 of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to Regulations Nos 14 and 24 (*). (In the case of the latter Regulation the corrected absorption co-efficient is 1,30 m⁻¹). The approval numbers indicate that on the dates on which these approvals were granted, Regulation No 14 included the 07 series of amendments and Regulation No 24 was in its 03 series of amendments.

(*) The second number is given merely as an example.

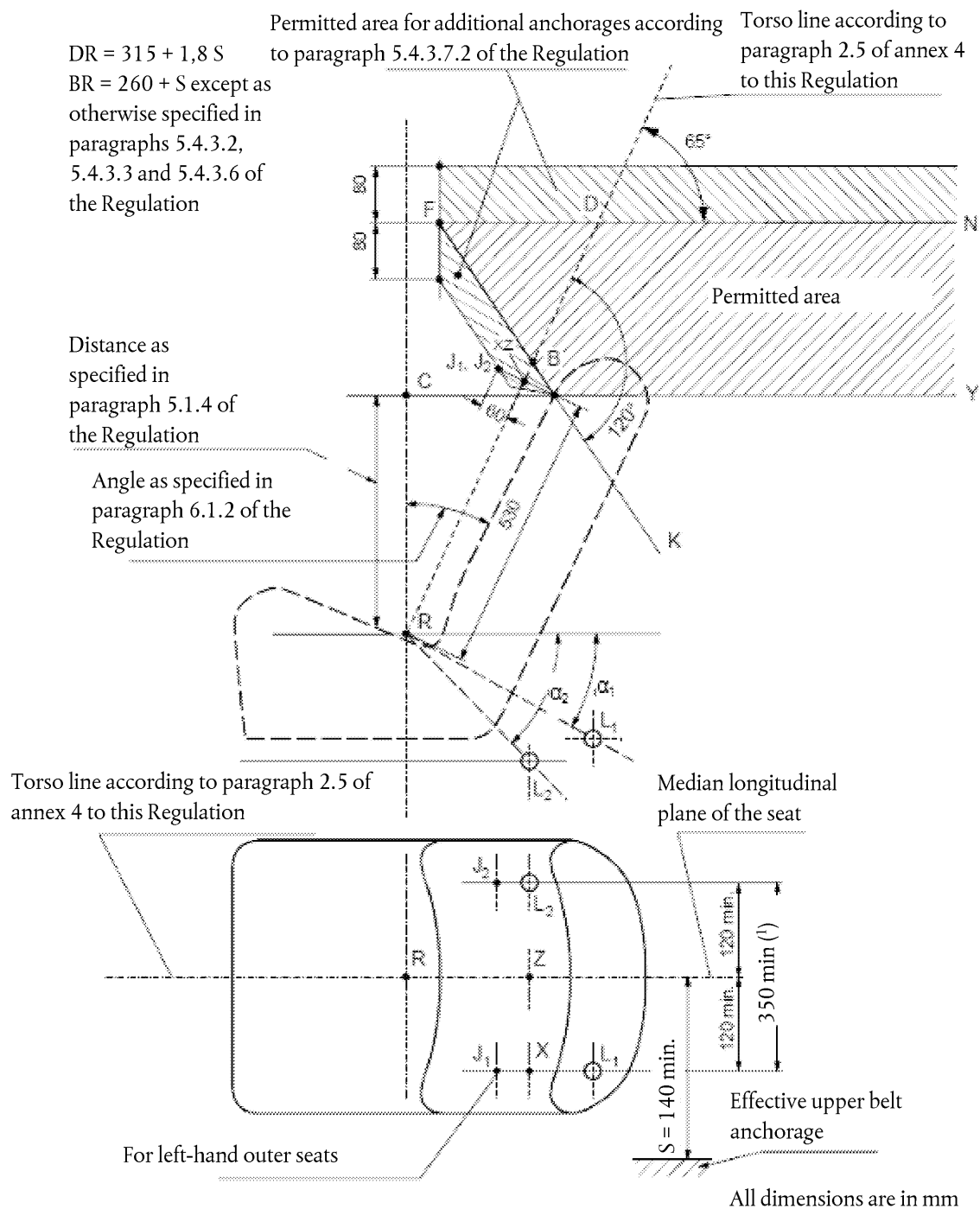
ANNEX 3

LOCATION OF EFFECTIVE BELT ANCHORAGES

Figure 1

Areas of location of effective belt anchorages

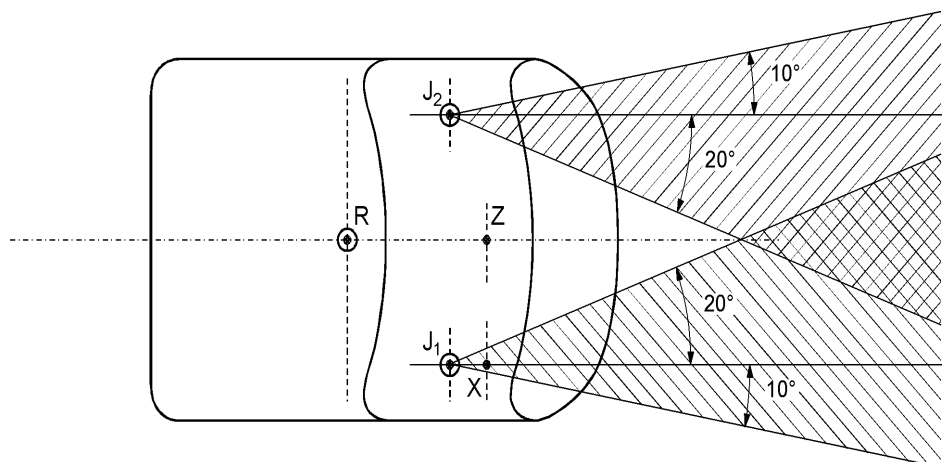
(The drawing shows one example, where the upper anchorage is fixed to the vehicle body side panel)



(¹) 240 mm minimum for the central rear seating positions of M₁ and N₁ categories of vehicles

Figure 2

Effective upper anchorages conforming to paragraph 5.4.3.7.3 of the Regulation



ANNEX 4

PROCEDURE FOR DETERMINING THE 'H' POINT AND THE ACTUAL TORSO ANGLE FOR SEATING POSITIONS IN MOTOR VEHICLES ⁽¹⁾

Appendix 1 — Description of the three dimensional 'H' point machine ⁽¹⁾

Appendix 2 — Three-dimensional reference system ⁽¹⁾

Appendix 3 — Reference data concerning seating positions ⁽¹⁾

⁽¹⁾ The procedure is described in Annex 1 to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document ECE/TRANS/WP.29/78/Rev.3 — www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html)

ANNEX 5

TRACTION DEVICE

Figure 1

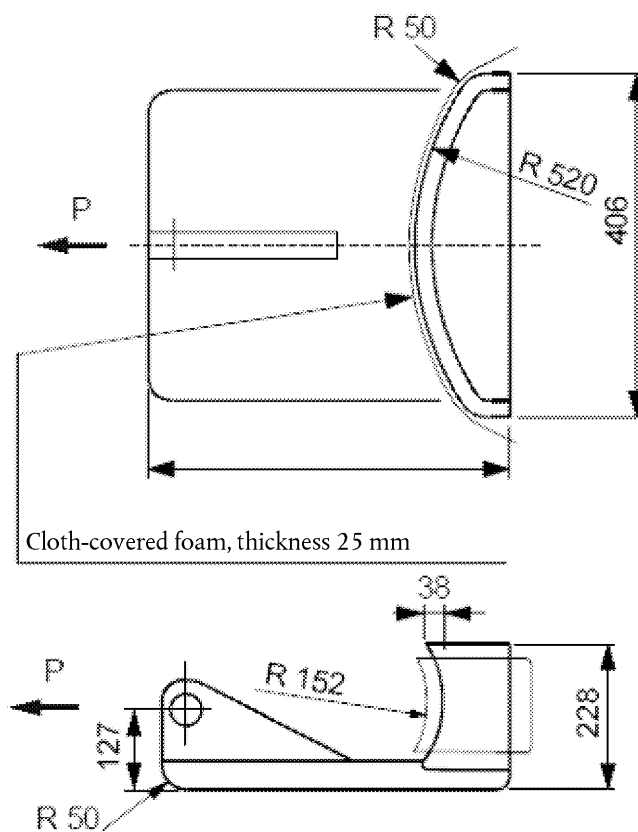
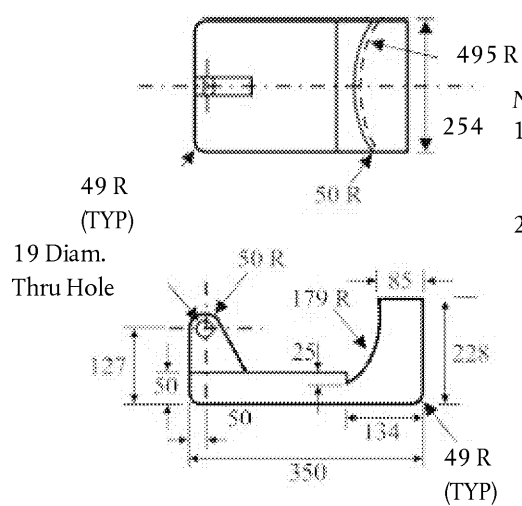


Figure 1a



Notes:

1. Block Covered by 25 Med. Density Canvas Covered Foam Rubber
2. All Dimensions in millimetres (mm)

Figure 1b

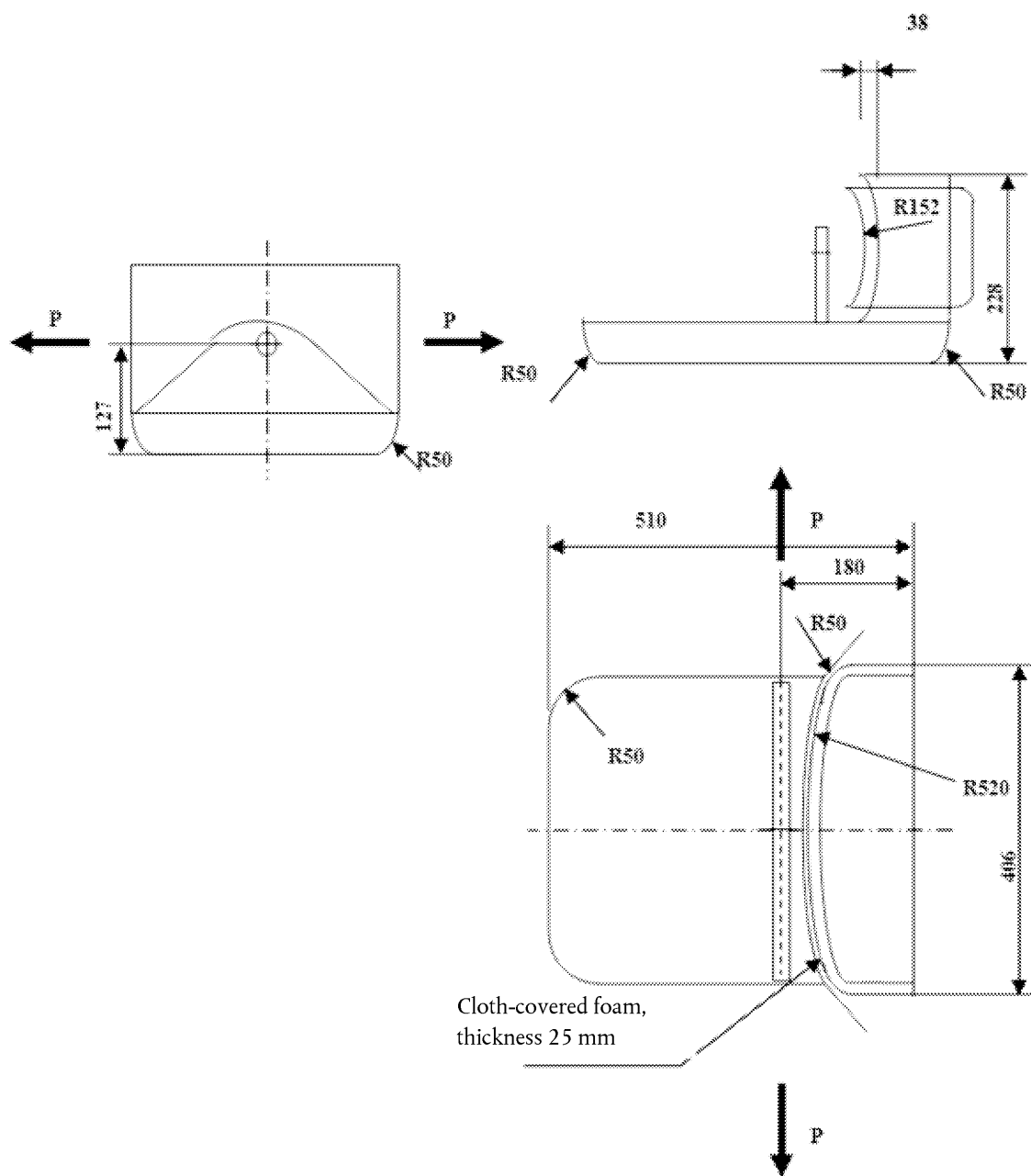
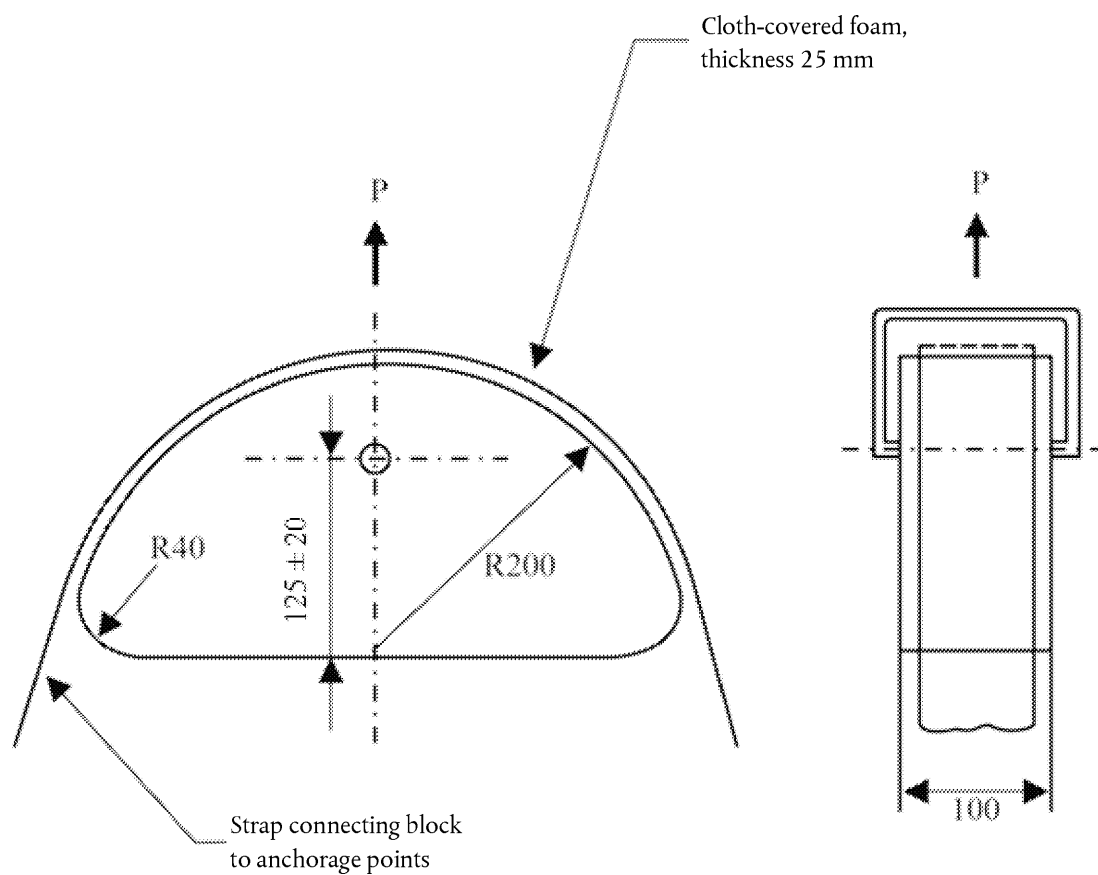


Figure 2

(Dimensions in millimetres)

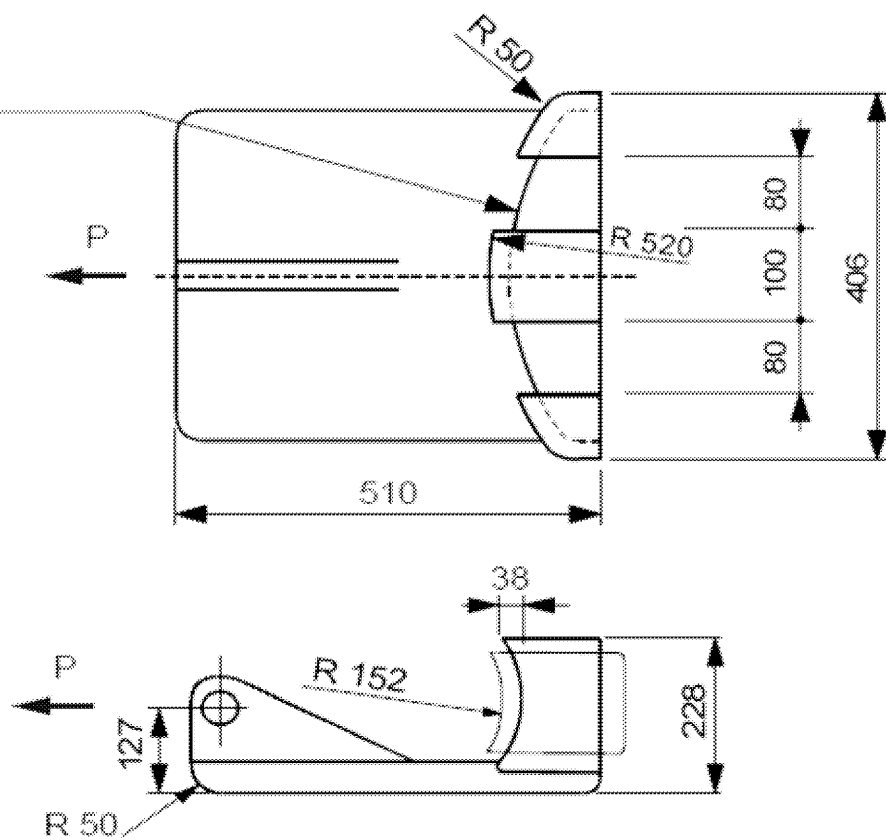


For the fixing of the strap the shoulder belt traction device may be modified by adding of two land edges and/or some bolts to avoid any drop off of the strap during the pull test.

Figure 3

(Dimensions in millimetres)

Cloth-covered foam,
thickness 25 mm



ANNEX 6

MINIMUM NUMBER OF ANCHORAGE POINTS AND LOCATION OF LOWER ANCHORAGES

Vehicle category	Forward facing seating positions				Rearward facing	Side facing
	Outboard		Centre			
	Front	Other	Front	Other		
M ₁	3	3	3	3	2	—
M ₂ ≤ 3,5 tonnes	3	3	3	3	2	—
M ₂ > 3,5 tonnes	3 ⊕	3 or 2 ¶	3 or 2 ¶	3 or 2 ¶	2	—
M ₃	3 ⊕	3 or 2 ¶	3 or 2 ¶	3 or 2 ¶	2	2
N ₁	3	3 or 2 Ø	3 or 2 *	2	2	—
N ₂ & N ₃	3	2	3 or 2 *	2	2	—

Key to symbols:

2: Two lower anchorages, which allow the installation of a safety-belt type B, or of safety-belts types Br, Br3, Br4m or Br4Nm, where required by the Consolidated Resolution on the Construction of Vehicles (R.E.3), Annex 13, Appendix 1.

3: Two lower anchorages and one upper anchorage which allow the installation of a three-point safety-belt type A, or of safety-belts types Ar, Ar4m or Ar4Nm, where required by the Consolidated Resolution on the Construction of Vehicles (R.E.3), Annex 13, Appendix 1.

Ø: Refers to paragraph 5.3.3 (two anchorages permitted if a seat is inboard of a passageway).

*: Refers to paragraph 5.3.4 (two anchorages permitted if the windscreen is outside reference zone).

‡: Refers to paragraph 5.3.5 (two anchorages permitted if nothing is in the reference zone).

⊕: Refers to paragraph 5.3.7 (special provision for the upper deck of a vehicle).

Appendix 1

Location of lower anchorages — Angle requirements only

Seat		M ₁	Other than M ₁
Front *	buckle side (α_2)	45°-80°	30°-80°
	other than buckle side (α_1)	30°-80°	30°-80°
	angle constant	50°-70°	50°-70°
	bench — buckle side (α_2)	45°-80°	20°-80°
	bench — other than buckle side (α_1)	30°-80°	20°-80°
	adjustable seat with seat back angle < 20°	45°-80° (α_2) * 20°-80° (α_1) *	20°-80°
Rear ‡		30°-80°	20°-80° Ψ
Folding	No belt anchorage required. If anchorage fitted: see angle requirements Front and Rear.		

Key to symbols:

‡: Outboard and centre.

*: If angle is not constant see paragraph 5.4.2.1.

 Ψ : 45°-90° in the case of seats on M₂ and M₃ vehicles.

ANNEX 7

DYNAMIC TEST AS AN ALTERNATIVE TO THE SAFETY-BELT ANCHORAGES STATIC STRENGTH TEST**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 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.

2. PRESCRIPTIONS

- 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.

- 2.1.1. For vehicles of category M₁ 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.

- 2.2. In vehicles where such devices are used, the displacement and locking devices enabling the occupants of all seats to leave the vehicle must still be operable by hand after the test.
- 2.3. The vehicle owner's manual shall include indications that each safety-belt shall only be replaced by an approved safety-belt for the considered seating position in the vehicle, and shall in particular identify those seating positions which may only be fitted with an appropriate safety-belt equipped with a load limiter.

3. DYNAMIC TEST CONDITIONS**3.1. General conditions**

The general conditions described in paragraph 6.1 of this Regulation apply to the test described in this annex.

3.2. Installation and preparation**3.2.1. Sled**

The sled must be so constructed that no permanent deformation appears after the test. It must be so guided that, during the impact phase, the deviation does not exceed 5° in the vertical plane and 2° in the horizontal plane.

3.2.2. Securing of the vehicle structure

The part of the vehicle structure considered essential for the vehicle rigidity regarding the seat anchorages and the safety-belt anchorages shall be secured on the sled, according to the disposals described in paragraph 6.2 of this Regulation.

3.2.3. Restraint systems

- 3.2.3.1. The restraint systems (the complete seats, the safety-belt assemblies and the load limiter devices) shall be mounted on the vehicle structure according to the series production vehicle specifications.

The vehicle environment facing the tested seat (dashboard, seat, etc., depending on the tested seat) can be mounted on the test sled. If there were a frontal airbag, it has to be deactivated.

- 3.2.3.2. At the request of the car manufacturer and in agreement with the technical service in charge of the tests, some components of the restraint systems other than the complete seats, the safety-belt assemblies and the load limiter devices, may not be mounted on the test sled or may be replaced by components having equivalent or lower stiffness and whose dimensions are comprised in the vehicle interior fittings dimensions, provided that the tested configuration is at least as unfavourable as the series configuration regarding the forces applying to the seat and safety-belt anchorages.

- 3.2.3.3. The seats shall be adjusted as required in paragraph 6.1.2 of this Regulation, in the position for use chosen by the technical service in charge of the tests as the one giving the most adverse conditions regarding the anchorages strength and compatible with the installation of the dummies in the vehicle.

3.2.4. Dummies

A dummy whose dimensions and mass are defined in Annex 8 shall be positioned on each seat and restrained by the safety-belt provided in the vehicle.

No dummy instrumentation is required.

3.3. Test

- 3.3.1. The sled shall be so propelled that, during the test, its speed variation is 50 km/h. The sled deceleration shall be within the corridor specified in Annex 8 to Regulation No 16.

- 3.3.2. If applicable, the activation of additional restraining devices (preloading devices, etc., except airbags) is triggered according to the car manufacturer's indications.

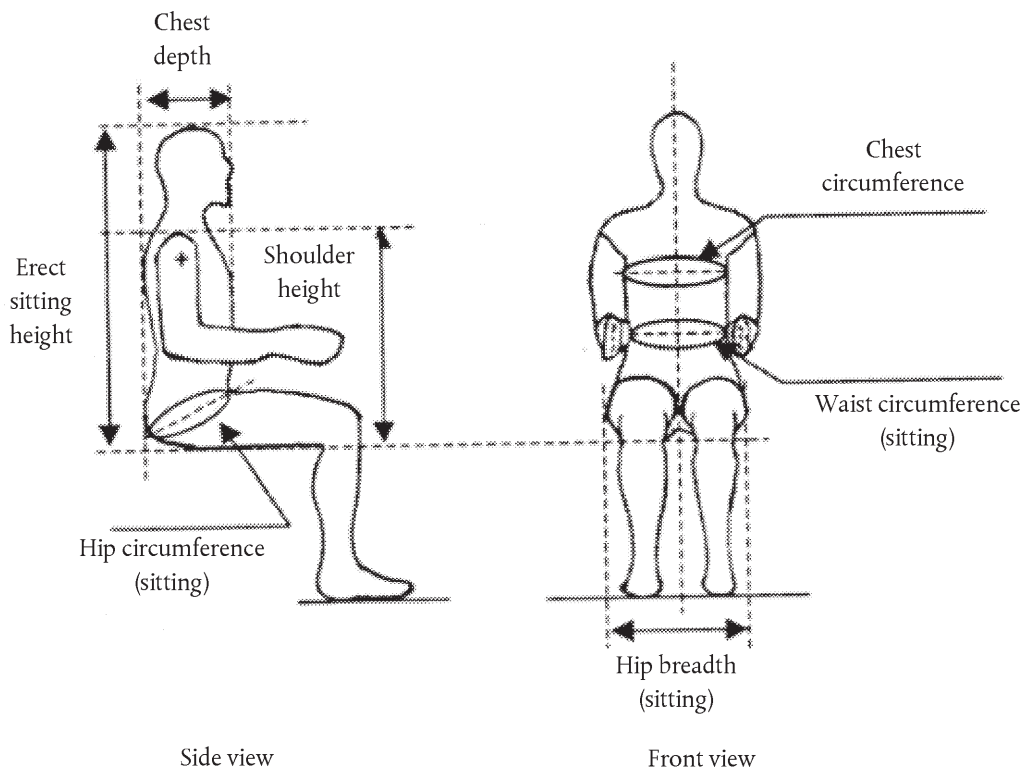
- 3.3.3. It shall be checked that the safety-belt anchorages' displacement does not exceed the limits specified in paragraphs 2.1 and 2.1.1 of this annex.
-

ANNEX 8

DUMMY SPECIFICATIONS (*)

Mass	97,5 ± 5 kg
Erect sitting height	965 mm
Hip breadth (sitting)	415 mm
Hip circumference (sitting)	1 200 mm
Waist circumference (sitting)	1 080 mm
Chest depth	265 mm
Chest circumference	1 130 mm
Shoulder height	680 mm
Tolerance on all length dimensions	± 5 per cent

Remark: A sketch explaining the dimensions is given in the Figure below.



(*) Devices described in the Australian Design Rule (ADR) 4/03 and Federal Motor Vehicle Safety Standard (FMVSS) No 208 are considered equivalent.

ANNEX 9

ISOFIX ANCHORAGES SYSTEMS AND ISOFIX TOP TETHER ANCHORAGES

Figure 1

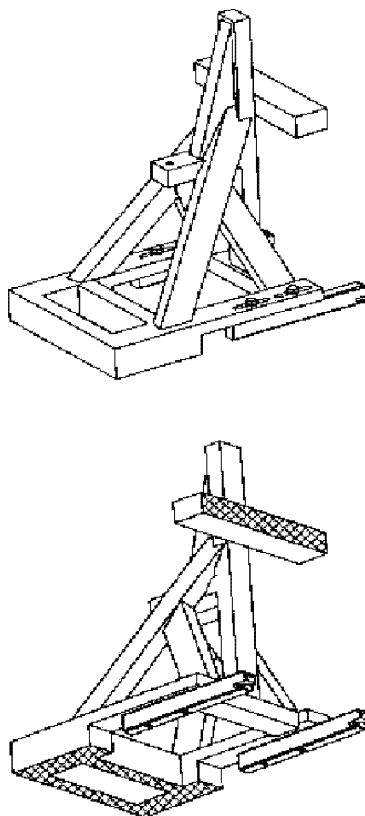
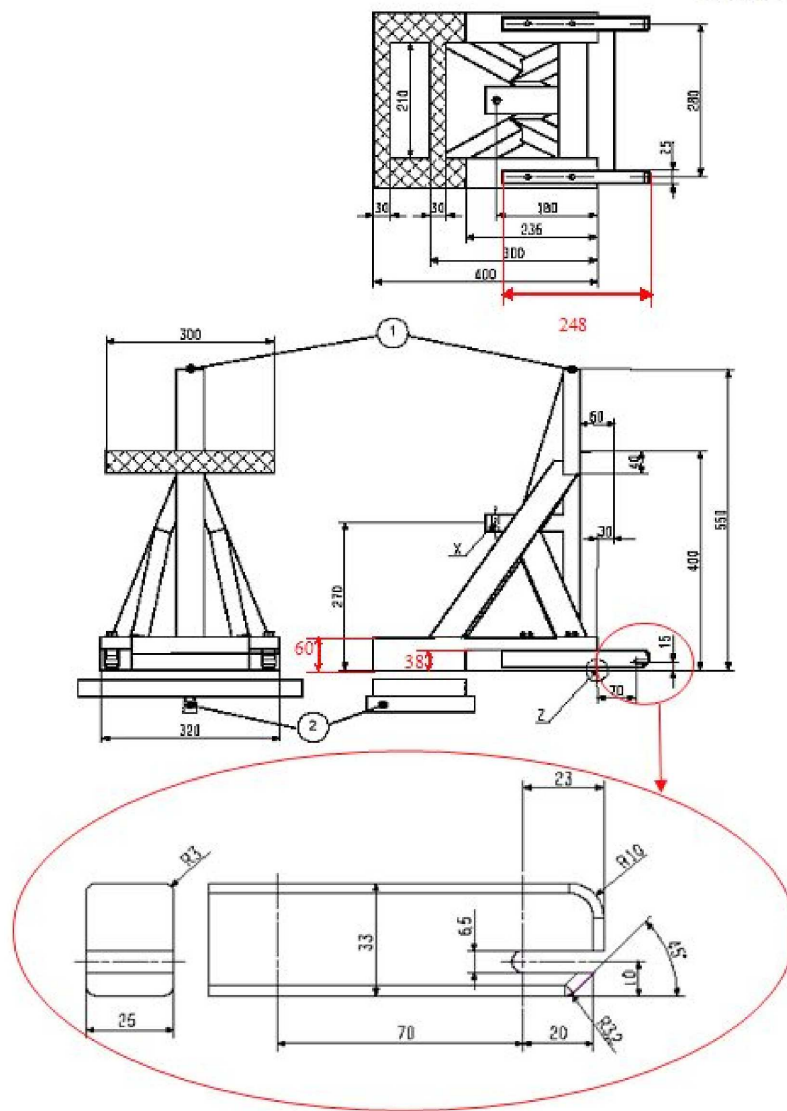
Static force application device (SFAD), isometric views

Figure 2

Static force application device (SFAD), dimensions*(Dimensions in millimetres)*

Key:

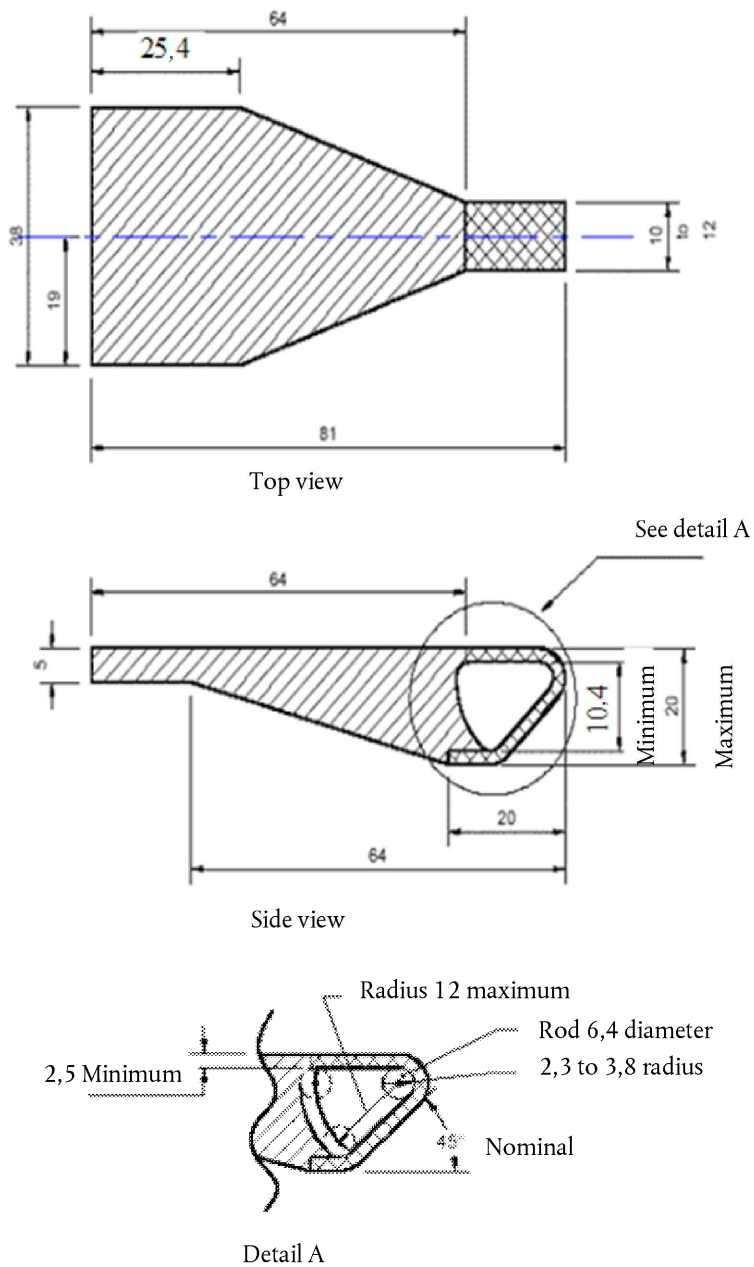
- 1 Top tether attachment point.
- 2 Pivot attachment for stiffness testing as described below.

Stiffness of SFAD: When attached to rigid anchorage bar(s) with the front cross member of the SFAD supported by a rigid bar that is held at the centre by a longitudinal pivot 25 mm below the SFAD base (to allow bending and twisting of the SFAD base) the movement of point X shall not be greater than 2 mm in any direction when forces are applied in accordance with Table 1 of paragraph 6.6.4 of this Regulation. Any deformation of the ISOFIX anchorages system shall be excluded from the measurements.

Figure 3

ISOFIX Top tether connector (hook type) dimensions

(Dimensions in millimetres)

**Legend:**

Surrounding structure (if present)



Area in which the tether strap hook interface profile must be wholly located

Figure 4

Distance between both low anchorage zones

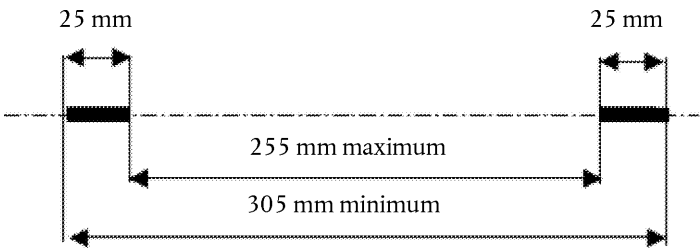
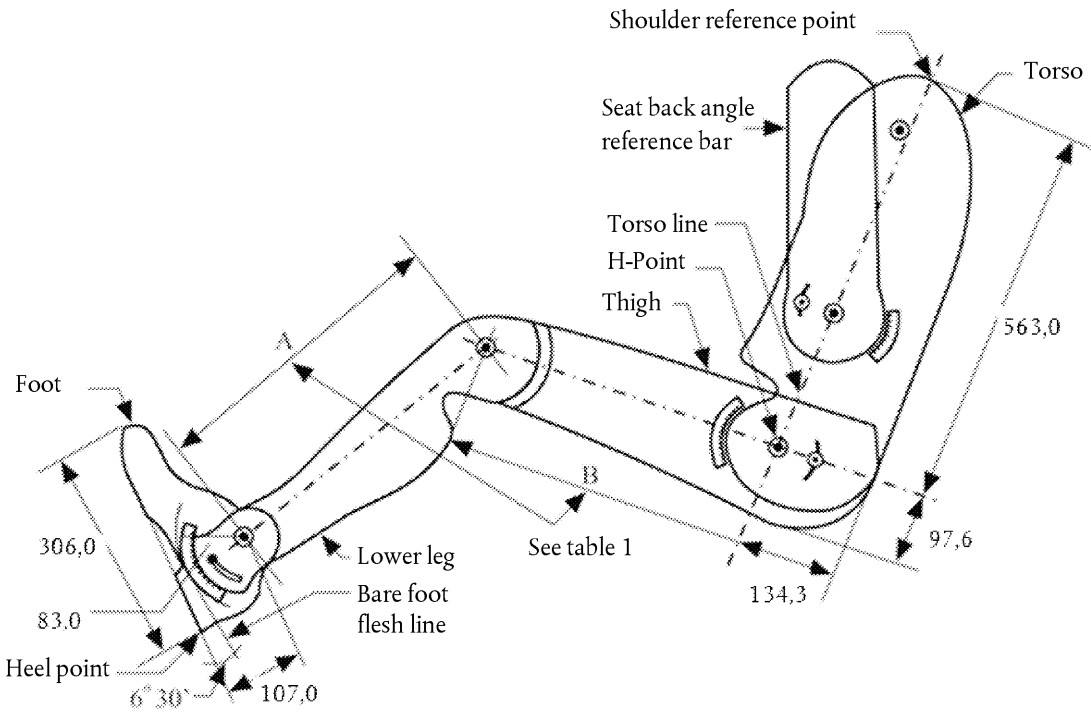


Figure 5

Two dimensions template

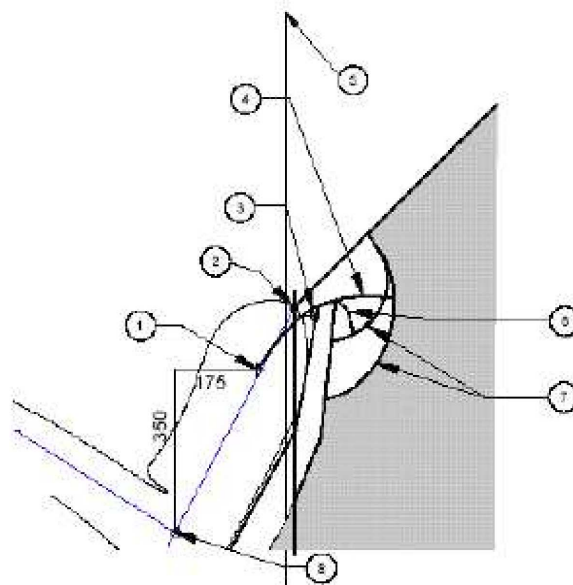
(Dimensions in millimetres)



Notes:

- 1 Portion of top tether anchorage that is designed to bind with the top tether hook to be located within shaded zone
- 2 'R' Point: Shoulder reference point
- 3 'V' Point: V-reference point, 350 mm vertically above and 175 mm horizontally back from H-point
- 4 'W' Point: W-reference point, 50 mm vertically below and 50 mm horizontally back from 'R' point
- 5 'M' Plane: M-reference plane, 1 000 mm horizontally back from 'R' point
- 6 The forward most surfaces of the zone are generated by sweeping the two wraparound lines throughout their extended range in the front part of the zone. The wraparound lines represent the minimum adjusted length of typical top tether straps extending from either the top of the CRS ('W' Point), or lower on the back of the CRS ('V' Point)

Figure 7

ISOFIX Top tether anchorage location, ISOFIX zone — Enlarged side view of wrap-around area*(Dimensions in millimetres)*

Key:

- 1 'V' point
- 2 'R' point
- 3 'W' point
- 4 Strap wrap-around length from 'V' point: 250 mm
- 5 Vertical longitudinal plane
- 6 Strap wrap-around length from 'W' point: 200 mm
- 7 Arcs created by wrap-around lengths
- 8 H-point

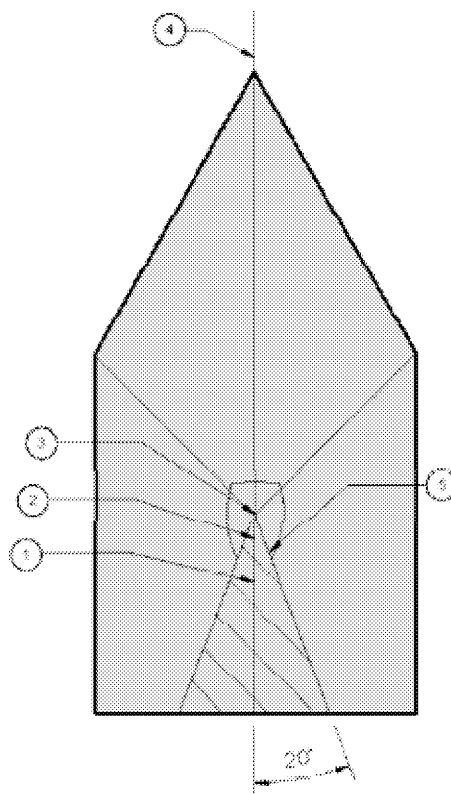
- 3 'R' point
- 4 'W' point
- 5 Vertical longitudinal plane

Notes:

- 1 Portion of top tether anchorage that is designed to bind with the top tether hook to be located within shaded zone
- 2 'R' point: Shoulder reference point
- 3 'V' point: V-reference point, 350 mm vertically above and 175 mm horizontally back from H-point
- 4 'W' point: W-reference point, 50 mm vertically below and 50 mm horizontally back from 'R' point

Figure 9

ISOFIX Top tether anchorage location, ISOFIX zone — Front view

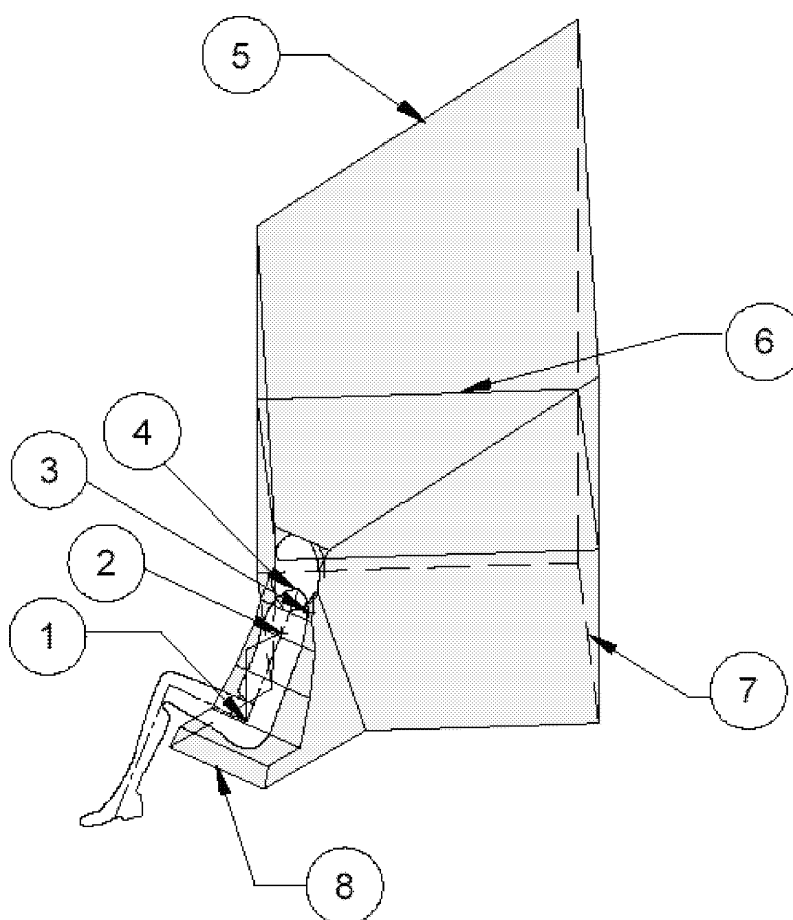


Key:

- 1 'V' point
- 2 'W' point
- 3 'R' point
- 4 Median plane
- 5 Area view along torso reference plane

Notes:

- 1 Portion of top tether anchorage that is designed to bind with the top tether hook to be located within shaded zone
- 2 'R' point: Shoulder reference point
- 3 'V' point: V-reference point, 350 mm vertically above and 175 mm horizontally back from H-point
- 4 'W' point: W-reference point, 50 mm vertically below and 50 mm horizontally back from 'R' point

*Figure 10***ISOFIX Top tether anchorage location, ISOFIX zone — Three-dimensional schematic view***Key:*

- 1 'H' point
- 2 'V' point
- 3 'W' point
- 4 'R' point
- 5 45° plane

- 6 'R' plane cross-section
- 7 Floor pan surface
- 8 Front edge of zone

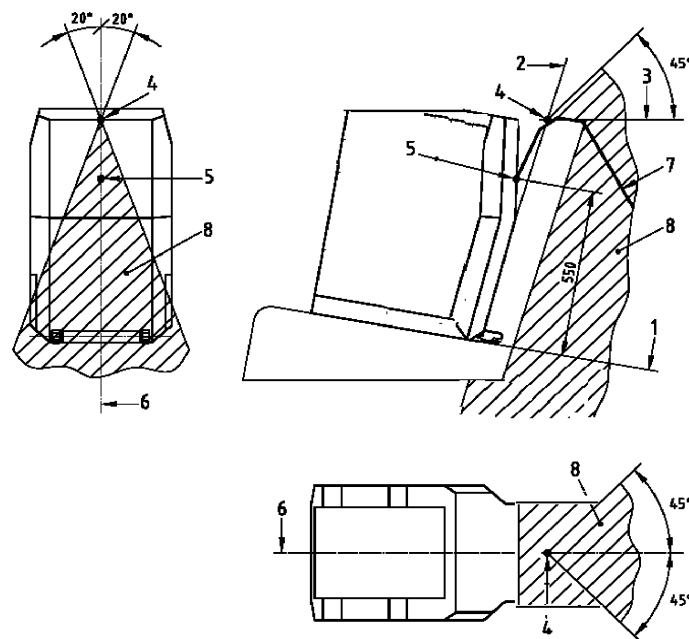
Notes:

- 1 Portion of top tether anchorage that is designed to bind with the top tether hook to be located within shaded zone
- 2 'R' point: Shoulder reference point

Figure 11

Alternative method of locating the top tether anchorage using the 'ISO/F2' (B) fixture, ISOFIX zone — side, top and rear views

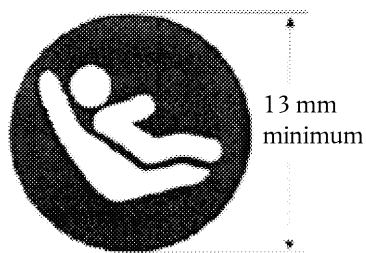
(Dimensions in millimetres)



Key:

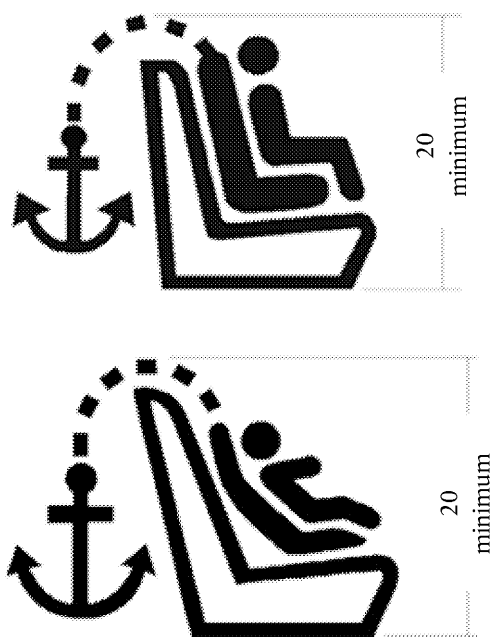
- 1 'ISO/F2' (B) fixture horizontal face
- 2 'ISO/F2' (B) fixture rear face
- 3 Horizontal line tangent to top of seat back (last rigid point of a hardness greater than 50 Shore A)
- 4 Intersection between 2 and 3
- 5 Tether reference point
- 6 'ISO/F2' (B) fixture centreline
- 7 Top tether strap
- 8 Limits of anchorage zone

Figure 12

ISOFIX low anchorage symbol*Notes:*

- 1 Drawing not to scale.
- 2 Symbol may be shown in mirror image.
- 3 Colour of the symbol at choice of manufacturer.

Figure 13

Symbol used to identify the location of a top tether anchorage that is under a cover*Notes:*

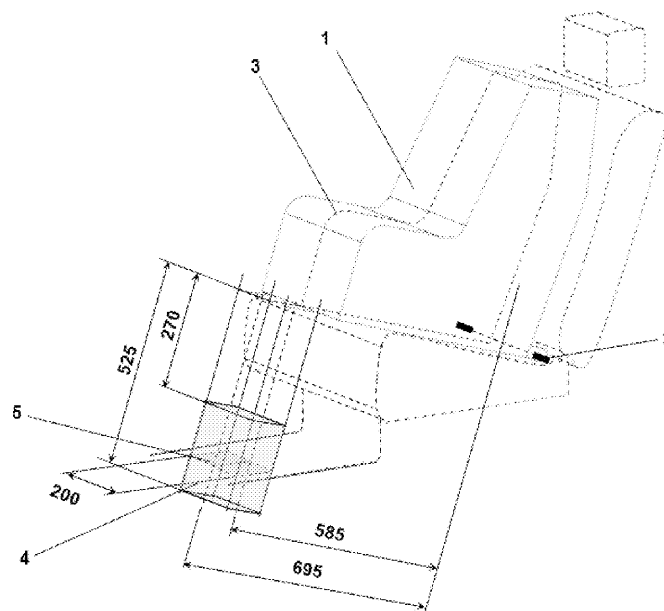
- 1 Dimensions in mm
- 2 Drawing not to scale
- 3 The symbol shall be clearly visible either by means of contrast colours or by adequate relief if it is moulded or embossed.

ANNEX 10

i-SIZE SEATING POSITION

Figure 1

3D view of the support leg foot assessment volume

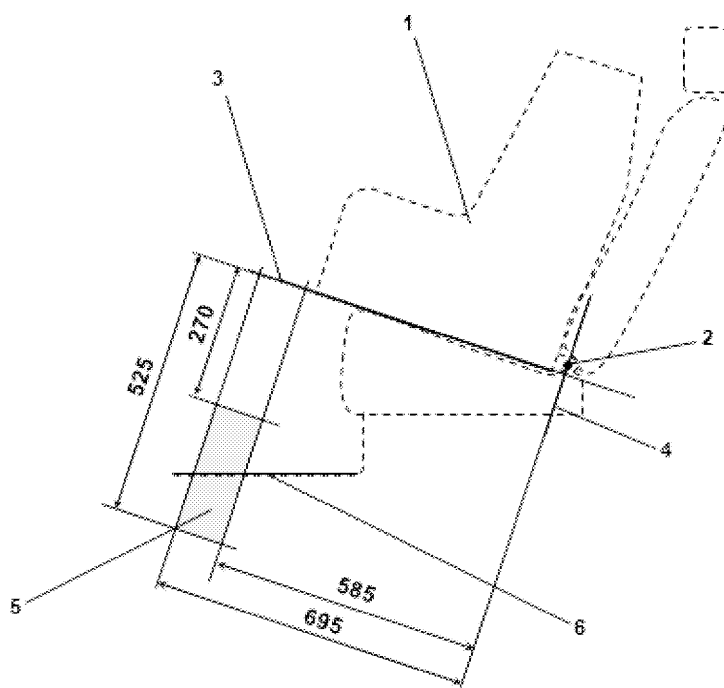


Key:

1. Child Restraint Fixture (CRF).
2. ISOFIX low anchorages bar.
3. Median longitudinal plane of the CRF.
4. Support leg foot assessment volume.
5. Vehicle floor contact surface.

Note: Drawing not to scale.

Figure 2

Side view of the support leg foot assessment volume

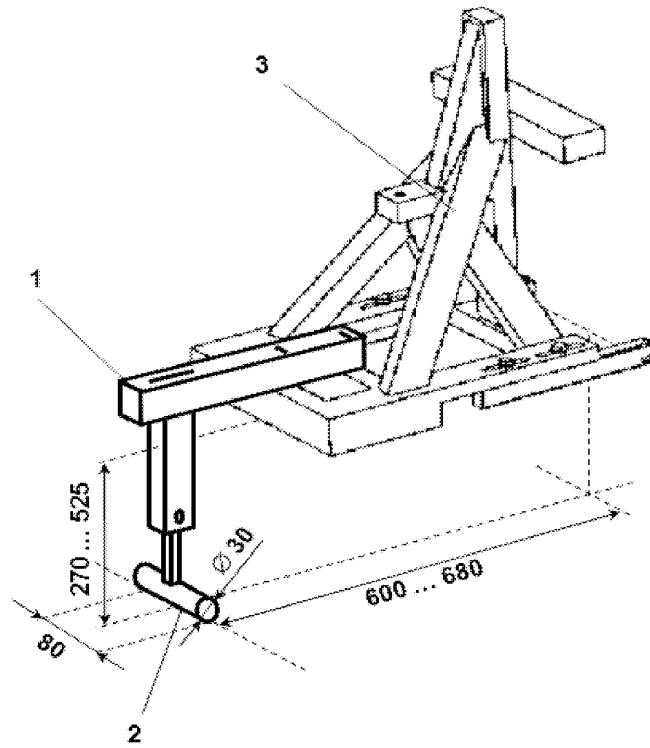
Key:

1. Child Restraint Fixture (CRF).
2. ISOFIX low anchorages bar.
3. Plane formed by the bottom surface of the CRF when installed in the designated seating position.
4. Plane passing through the lower anchorage bar and oriented perpendicular to the median longitudinal plane of the CRF and perpendicular to the plane formed by the bottom surface of the CRF when installed in the designated seating position.
5. Support leg foot assessment volume within which the vehicle floor has to be located. This volume represents the length and height adjustment range of an i-Size child restraint system support leg.
6. Vehicle floor.

Note: Drawing not to scale.

Figure 3

Example for a modified Static force application device with support leg test probe (SFADSL) showing the required adjustment range and dimensions of the support leg foot

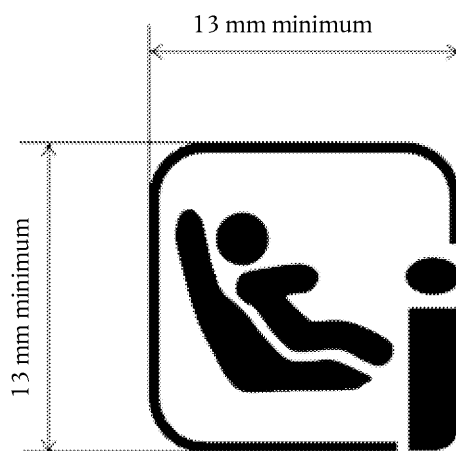


Key:

1. Support leg test device.
2. Support leg foot.
3. SFAD (as defined in Annex 9 to this Regulation).

Notes:

1. Drawing not to scale.
2. The support leg test device shall:
 - (a) Ensure testing within the entire vehicle floor contact surface defined for individual i-Size seating positions;
 - (b) Be rigidly fixed to the SFAD so that the forces applied to the SFAD will directly induce test forces into the vehicle floor, without reduction of the reactive test forces due to damping within or deformation of the support leg test device itself.
3. The support leg foot shall consist of a cylinder, having a width of 80 mm, a diameter of 30 mm and on both side faces rounded edges with a 2,5 mm radius.
4. In case of incremental height adjustment, the distance between the steps for adjustment shall not be more than 20 mm.

*Figure 4***Symbol used to identify an i-Size seating position***Notes:*

1. Drawing not to scale.
 2. Colour of the symbol is the manufacturer's choice.
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