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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

Forty-fourth session  
Geneva, 10-12 December 2008  
Item 10(a) of the provisional agenda

REGULATION No. 14  
(Safety-belt anchorages)

ISOFIX anchorages

Proposal for draft Supplement 1 to the 07 series of amendments

Submitted by the expert from Germany \*/

The text reproduced below was prepared by the expert from Germany in order to clarify whether ISOFIX positions are required on vehicle types often referred to as 2+2 seat. It is based on a document without a symbol (informal document No. GRSP-43-10), distributed during the forty-third session of the Working Party on Passive Safety (GRSP) (see report ECE/TRANS/WP.29/GRSP/43, para. 20). The modifications to the existing text of Regulation No. 14 are marked in bold or strikethrough characters.

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

A. PROPOSAL

Paragraph 5.3.8.3., amend to read:

"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. **This does not apply to vehicles which, because of the configuration of the seat assembly, disallow the determination of the "H" point by the installation of the 3-D H machine.**"

B. JUSTIFICATION

The second seat row of some vehicles is not wide or long enough to accommodate child restraint systems. The interior configuration of some sports cars, often referred to as a 2+2-seat, or pickup trucks with extended cabin, often referred to as super cab pickups, have small back seats that are really only suitable for luggage, occasional passengers or small persons. Unless these vehicles are suitable for the installation of child restraint systems, a provision of ISOFIX positions becomes redundant.

In the absence of a definition for this vehicle configuration by the Consolidated Resolution R.E.3 or Special Resolution No.1 (S.R.1), the decision whether ISOFIX positions are required is made up by the feasibility of the installation of the "three-dimensional 'H' point machine (3-D H)" as it is described in footnote 1 of Annex 3 of Regulation No. 17.

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