ISSN 0378-6978

Official Journal

of the European Communities

L 139

Volume 25

19 May 1982

English edition

Legislation

Contents

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.

The titles of all other Acts are printed in bold type and preceded by an asterisk.

II

(Acts whose publication is not obligatory)

COMMISSION

COMMISSION DECISION

of 2 April 1982

authorizing the concentration between the Usinor, Sacilor and Normandie steel undertakings

(Only the French text is authentic)

(82/317/ECSC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Coal and Steel Community, and in particular Article 66 thereof,

Having regard to Decision No 24-54 of the High Authority of 6 May 1954 laying down in implementation of Article 66 (1) of the Treaty a Regulation on what constitutes control of an undertaking [1],

Having regard to the draft amending Finance Bill for 1981 concerning Usinor and Sacilor, notified to the Commission by letter dated 9 October 1981,

Having regard to the application dated 17 December 1981 from Usinor, Sacilor and Société Métallurgique et Navale Dunkerque Normandie,

I

1. Union Sidérurgique du Nord et de l'Est de la France (Usinor), Paris, a limited liability company with a capital of FF 1 979 million, is an iron and steel-producing undertaking within the meaning of Article 80 of the Treaty;

2. Usinor itself or its holding companies exercise, alone or with others, control within the meaning of Decision No 24-54, over the following steel-producing undertakings:

[1] Official Journal of the ECSC, 11. 5. 1954, p. 345.

Undertaking	Activity	Capital (in FF 1 000)	Usinor shareholding (%)
Société Métallurgique de l'Escaut SA	Steelmaking	56 668	95·50
Société Métallurgique de Bréville SA	Re-rolled products	19 228	99·43
Aciéries et Laminoirs de Paris (ALPA) SA	Steelmaking	80 000	100
Aciérie Electrique d'Isbergues (groupement d'intérêt économique)	Steelmaking	100	63·09
Hauts fourneaux Réunis de Saulnes et Uckange SA	Pig iron	60 000	70·99
SA de Construction et de Galvanisation de Montataire	Galvanized products, slit coils, forming	55 454	99·77
Laminoirs de Strasbourg SA	Cold-rolled products, galvanized products, slit coils, forming	65 000	100
Cie Française des Aciers Spéciaux	Steelmaking	200 000	75
Société des Aciers Spéciaux de la Chiers	Steelmaking	64 540	100
Société Lorraine et Méridionale de Laminage Continu (Solmer) SA	Steelmaking	1 949 000	50

64·6 % of Usinor's shares are held by the holding company Société Financière Usinor-Châtillon. The latter company also holds 25 % of the shares of the tube producer Vallourec, giving it joint control of Vallourec with another undertaking. Vallourec is in a position to control, by itself or together with others, the steel-making undertakings Aciéries d'Anzin and Vincey-Bourget;

The firms controlled by Usinor and Vallourec therefore form, through Société Financière Usinor-Châtillon, a concentration within the meaning of Article 66 (1) and they constitute the Usinor group in the ECSC products sector;

3. Sacilor — Aciéries et Laminoirs de Lorraine, Hayange, a limited liability company with a capital of FF 936 million, is a steel-producing undertaking. Sacilor or its holding companies control, alone or with others, the following iron and steel-producing undertakings:

Undertaking	Activity	Capital (in FF 1 000)	Sacilor holding (%)
Société Lorraine de Laminage Continu (Sollac)	Steelmaking	1 215 000	89·4
Société Nouvelle des Aciéries de Pompey (SNAP)	Special steels	78 000	100
Société des Laminoirs de Villerupt (SLV)	Steelmaking	58 500	60
Ziegler SA	Re-rolled products Galvanized products	24 000	51·1
Trancel SA de Transformation Métallurgique de Saint-Marcel	Re-rolled products	10 000	100
Forges et Aciéries de Dilling	Steelmaking	371 212	33 + 25 (1)
Société Lorraine et Méridionale de Laminage Continu (Solmer) SA	Steelmaking	1 949 000	50

(1) Pending.

The above undertakings therefore constitute a concentration (the Sacilor group);

4. In late 1978, the French Government acquired majority holdings of 64·6 and 76·9 % respectively of the shares of Usinor and Sacilor as part of a rescue and restructuring programme in the steel industry. It assured the Commission that the holdings were of a temporary nature, contingent upon implementation of the restructuring plan, and that each undertaking would be able to run its affairs with complete independence from the Government and from the other undertaking. In view of these assurances, the Commission informed the French Government that it considered that the shareholdings acquired by the French Government did not constitute a concentration between Usinor and Sacilor within the meaning of Article 66 of the ECSC Treaty, but that this view would be taken only so long as the above circumstances obtained and in any event for no longer than required to complete the restructuring.

Under an amending Finance Bill for 1981, adopted by the French National Assembly on 18 November 1981, it is planned to convert Usinor's and Sacilor's debts to the Government into shares, which will bring the direct or indirect State shareholdings in Usinor and Sacilor to 92·6 and 86·7 % respectively and make those holdings permanent. In addition, a coordinating committee is to be set up with appropriate powers, still to be determined, to enable the public authorities to ensure the necessary coordination between the two companies' policies. It follows that the two conditions that were previously imposed, namely the temporary nature of the holdings and preservation of the two groups' independence, are no longer fulfilled and that Usinor and Sacilor must henceforth be regarded as forming a concentration within the meaning of Article 66 (1), as the Usinor/Sacilor group;

5. Société Métallurgique et Navale Dunkerque Normandie (SMNDN), Paris, a limited liability company with a capital of FF 198 million, is an undertaking whose activities include steel production. As part of the restructuring of the French steel industry, it is planned that SMNDN's steelmaking activities be taken over by a company registered under the name of Société Métallurgique de Normandie (Normandie), owned 50 % by Usinor and 50 % by Sacilor. The new company will thus be under the control of the Usinor/Sacilor group, so that the Usinor/Sacilor group and Normandie will form a concentration within the meaning of Article 66 (1), as the USN group;

II

6. In order to assess the effect of the proposed concentration on the steel market, it is necessary to look at the nature and volume of the products manufactured by the undertakings concerned and the effect on the structure of each product market. It is also necessary to consider the current and forecast production capacity of the USN group to obtain an idea of its future development;

7. The firms in question account for around 89 % of French production of finished rolled products. Their output is sold chiefly on the French market, where they face effective competition from steel producers from other Member States and third countries; in 1980, some 36 % of the steel products sold on the French market were imported, 31 % coming from other Community countries. The firms in question also sell a significant proportion of their output outside their principal market area, in other Member States and in third countries; in 1980, 40 % of French steel output was exported, half to other Community countries. The degree of inter-penetration between the national markets in the Community is very high in the steel sector. It is therefore reasonable to take the Community steel market as a single market for the purposes of assessing the effect of the concentration on competition;

8. The table below shows the output of steel products by the Usinor and Sacilor groups and Normandie in 1979 (1):

1979 Production

Product	Usinor	Sacilor	Normandie	Total USN	
	(in 1 000 tonnes)			(in 1 000 tonnes)	Community percentage
Pig iron	10 967	8 557	746	20 270	20·6
Crude steel	11 926	9 781	827	22 534	16·1
Coils (total production)	5 748	4 205	—	9 953	20·3
Finished rolled products	9 150	7 404	647	17 201	16·5
Permanent way material	—	312	—	312	21·1
Sheet-piling	—	146	—	146	17·3
Broad flanged beams	101	172	—	273	11·1
Other heavy sections	358	222	14	594	14·7
Wire rod	941	1 028	454	2 423	20·6
Reinforcing bars	281	236	99	616	6·7
Merchant bars	704	638	80	1 422	11·6
Wide flats	—	30	—	30	5·1
Hot-rolled strip and tube strip	1 148	134	—	1 282	18·1
Plates	1 175	975	—	2 150	17·3
Sheets	2 844	2 482	—	5 326	18·2
Coils (finished products)	1 598	1 029	—	2 627	20·9
End products					
Chromium-coated or chromated sheets	—	100	—	100	41·3
Tinplate and other tinned sheets	145	418	—	563	14·1
Black plate	—	—	—	—	—
Coated sheets	582	237	—	819	13·6
Electrical sheets	102	—	—	102	10·0

9. In terms of *crude steel* production (all qualities), the concentration measures will make USN the leading Community producer with 16·1 % of its total output, followed by nine other groups or companies producing 12·8, 9·8, 9·4, 8·3, 8·2, 5·8, 3·9, 3·4 and 3·1 %. The 10 leading groups will account for 81 % of Community production, with about 200 other producers sharing the remaining 19 %.

(1) The 1980 figures are not used because the picture they give of the respective positions of the main groups was distorted by the long strike at BSC.

10. In *finished rolled products* except for permanent way material and sheet piling, the activities of the Usinor and the Sacilor groups largely overlap. The concentration will therefore strengthen the position of the new group for many types of products. Normandie's activity is confined to long products, which will only marginally strengthen the position of the USN group except of wire rod.

11. For *coils*, USN will be the leading Community producer with 20·3 %, followed by nine makers, accounting for 13·7, 13, 12·9, 11·7, 8·3, 5·3, 4·5, 4·3 and 3·6 % and these will produce 97 % of Community output.

12. In *permanent way material*, with neither Usinor nor Normandie making this category of products, the new USN group will retain Sacilor's previous position as the leading Community producer with 21·1 %, ahead of nine other producers with shares of 16·1, 14, 13·8, 11·8, 11·2, 9·5, 1·2, 0·7 and 0·5 %. In this case these 10 producers account for 100 % of Community output.

13. Sacilor is the only producer of *sheet-piling* in the USN group. USN will rank third in the Community with 17·3 % after two other producers holding 31·6 and 21·2 % and ahead of three further firms with shares of 16·8, 7·4 and 2·1 %, with a number of smaller firms sharing the remaining 3·6 %.

14. As a producer of *broad flanged beams*, USN will rank fourth in the Community with a share of 11·1 %. The top three producers in this sector hold 30·2, 23·2 and 11·7 % and four others 9·3, 7·7, 4·4 and 2·4 %. These eight produce all the Community's output.

15. For *other heavy sections*, USN will rank third with 14·7 % of Community output behind two firms holding 20·9 and 15·1 % and ahead of seven others with 13·8, 6·1, 5·9, 4·6, 4·1, 4 and 2·4 %; the combined output of these 10 accounts for 91 % of Community production.

16. With 20·6 %, USN will be the leading Community producer of wire rod, followed by nine others producing 12·6, 12·3, 10·4, 5·6, 5·1, 3·5, 3, 2·1 and 1·8 %. The 10 leading producers account for some 77 % of Community production, the remaining 23 % being shared between a very large number of other firms, including many mini-mills;

17. For *reinforcing bars*, USN, with 6·7 %, will rank second after one producer with 10·1 % and ahead of eight others with shares of 4·7, 4·6, 4, 3·8, 3·3, 3, 2·5 and 2·5 %. These 10 account for 45 % of total Community output, the remaining 55 % being shared between a very large number of firms, including many mini-mills;

18. For *merchant bars*, USN will be the leading producer in the Community with 11·6 %, the following nine producing 10·1, 10·1, 8·6, 5·9, 5·4, 5·1, 4·6, 4·3 and 4·1 %. The top 10 producers account for some 70 % of Community production of this category of products, the other 30 % being shared between a large number of firms, which include many mini-mills;

19. The only producer of *wide flats* in the USN group is Sacilor, with 5·1 % of Community output. USN ranks sixth in the Community behind five firms holding 24, 23·5, 14·9, 7·6 and 6·8 % and ahead of four others with shares of 3·2, 2·9, 2 and 1·9 %. The 10 leading firms account for 92 % of Community production;

20. USN will retain Usinor's previous position as the leading Community producer of *hot-rolled strip* with 18·1 %, followed by nine producers holding shares of 14·1, 14, 11·7, 8·2, 6·8, 5·3, 4·4, 4·1 and 3·4 %; the 10 leading firms account for 90 % of Community production;

21. With 17·3 % of Community output, USN will be the leading producer of *plates*, followed by nine firms producing 14·4, 12·7, 12·1, 7·1, 6·7, 6, 3·7, 3·5 and 2·6 %; the 10 account for 86 %;

22. With 18·2 %, USN will also be the leading producer of *sheets*, followed by nine firms producing 14, 12·5, 10·8, 8·5, 8·2, 6·2, 3·6, 3·2 and 2·8 %; the output of these 10 totals 88 % of Community production;

23. USN's share of Community production of *end products* will increase, especially for tinplate and coated sheet; chromium-coated and electrical sheet are produced by only one firm in the group;

24. For *chromium-coated or chromated sheets*, USN will retain Sacilor's position as the leading producer with 41·3 % of the total Community production of 242 000 tonnes per year, ahead of the only other two

producers with 30·6 and 28·1 %. This is thus a product that is manufactured by only three producers and is relatively unimportant in quantitative terms;

25. For *coated sheets,* USN, with 13·6 %, will rank fourth after three firms producing 16·7, 16·7 and 16·6 % and ahead of six others producing 8·7, 4·6, 4·2, 3·9, 2·7 and 1·9 %. The top 10 producers account for 90 % of Community output;

26. With 14·1 % of Community production, USN will be the third biggest producer of *tinplate* and other tinned sheets, the two biggest producers having shares of 26 and 19·9 % and seven others with 8·3, 7·3, 6·8, 6·8, 5, 3 and 2·5 %. The top 10 producers account for 99·7 % of Community production;

27. USN, like Usinor before it, will rank fifth for *electrical sheets,* with 10 % of production. The four leading producers hold shares of 18·6, 16·6, 16 and 10·6 % and five others 9·1, 8·7, 6·6, 2 and 1·8 %. These 10 account for the whole of the Community's output of this product;

28. To form a picture of the relative competitive strength of the main Community steel groups, it is necessary to look at the production capacity of their plant as well as at actual production. In this way, chance fluctuations in output can be eliminated and, using the Commission's annual surveys of investment, forecasts of the group's likely development in the coming years can be made. The production capacity of the USN group in 1980 and the estimated capacity for 1984 are shown in the following table:

Relative position of the Usinor/Sacilor/Normandie group based on its maximum possible production (MPP) for 1980 and 1984 (1)

Product	1980			1984		
	MPP		Community position	MPP		Community position
	Million tonnes	Community percentage		Million tonnes	Community percentage	
Pig iron	27·3	19·7	1	24·3	17·9	1
Crude steel	32·3	15·9	1	27·8	14·1	1
Coils (total production)	14·1	19·3	1	14·4	18·8	1
Heavy sections	2·7	14·5	1	2·3	13·5	2
Light sections	2·6	8·6	2	2·5	7·8	2
Wire rod	3·2	16·9	1	3·2	16·2	1
Hot-rolled strip (rolled on specialized mills)	1·2	14·8	2	1·2	18·0	1
Plates and sheets (rolled on specialized mills)	3·4	18·0	1	3·4	18·1	1
Cold-rolled sheets	7·2	16·3	1	7·0	15·5	1

(1) Maximum possible production (MPP) equals the maximum output capable of being achieved from plant taking into account any bottlenecks.

29. Comparison of the USN group's MPP for 1980 and 1984 shows that its overall position in relation to total Community MPP will not be strengthened but for almost all categories of products will decline.

An idea of the relative positions of the major Community steel producers can be gained from the following table showing MPP of the 10 leading producers of crude steel:

Shares of the 10 leading steel-producing groups in total Community MPP of crude steel

Undertaking	MPP as a percentage of Community MPP		
	1979	1980	1984
1 (USN)	17·7	15·9	14·1
2	11·9	11·2	11·0
3	11·8	10·7	10·6
4	11·5	10·6	10·4
5	9·2	8·1	8·1
6	8·5	7·8	6·4
7	6·0	5·5	4·3
8	4·2	3·9	4·0
9	3·9	3·7	3·8
10	3·7	3·5	3·6
Total (1 to 10)	81·4	80·9	76·3
Community total (million tonnes)	203·5	202·5	196·3

30. In spite of the substantial concentration that has taken place in recent years, the shares of the 10 leading Community groups, including that of USN, in the Community's total production capacity for crude steel show a clear downward trend. This trend may be attributed to the considerable growth of mini-mills and to the fact that rationalization and cuts in capacity are easier to carry out in large groups than in the small steel firms which often specialize in a particular product;

31. An analysis of the actual production and MPP of the 10 leading steel producers shows that the USN group, with almost 16 % of Community MPP crude steel in 1980 and in first place for most individual categories of products, will be the leading Community producer, a considerable way ahead of BSC, IRI and Thyssen, each of which has about 11 %. USN's share of the Community's MPP for crude steel will gradually fall to 14 % by 1984, whilst the other groups will retain their respective shares. The aggregate share of the 10 leading Community groups in MPP will remain around the same level: from 76 % in 1980 it will rise to 81 % after the USN concentration but will fall again to 76 % by 1984;

Looking at individual categories of products, USN will occupy a strong relative position for coils and derived products (plates and sheets) and wire rod. These sectors are among those with the most serious overcapacity and thus subject to fierce competition in the Community;

The Community's integrated steel industry will therefore continue to possess an oligopolistic structure, in which a number of firms of roughly equal strength engage in effective competition with one another, and strong pressure from imports will continue;

In these circumstances, having regard to the structure of the market and the position of the undertakings in question on that market, the undertakings concerned will not be in a position to determine prices, control or restrict production or distribution or to hinder effective competition in a substantial part of the market for iron and steel products;

32. Usinor does not have extensive vertical links with firms in the first-stage steel-processing sector. Its subsidiaries in the wire-drawing, cable manufacturing, cold-rolled strip and mechanical engineering sectors can provide it with guaranteed sales of the order of 700 000 tonnes of crude steel equivalent per year. The steel requirements of Vallourec and its subsidiaries, mainly for the production of tubes and drawn sheet products, are approximately 2 million tonnes per year. The Usinor group's own consumption of crude steel is about 15 % of its total MPP;

The degree of vertical integration with first-stage steel processing firms is also low in Sacilor's case. Own consumption of its subsidiaries in the wire-drawing, structural and mechanical engineering and tube sectors is estimated at 800 000 tonnes per year, which represents 6 % of the group's MPP of crude steel;

The proposed measures are therefore unlikely to increase significantly the USN group's level of consumption of its own steel and in any case will certainly not enable its member undertakings to evade the rules of competition laid down by the Treaty by establishing an artificially privileged position involving a substantial advantage in access to supplies or markets;

III

33. To preserve effective competition in a market in which the number of producers is constantly decreasing, the Commission must take care that

those remaining on the market do not establish links with other producers which are liable to prejudice their independence and to restrict the competition between them;

34. The existence of personal links between the management of the undertakings belonging to the new USN group and that of other steel undertakings could be prejudicial to competition in the steel market. The Commission's authorization must therefore be made subject to the condition that USN does not allow personal links to persist or be newly formed between production and distribution undertakings belonging to the USN group and to competing undertakings. However, the Commission should be able to allow exceptions from this ban where special circumstances are adduced warranting such an exception;

35. In view of its size, position on the steel market and diversified product range, new shareholdings (even non-controlling ones), by the USN group in steel-producing or trading firms or in steel-processing firms consuming large quantities of steel could create new restrictions on competition by giving USN an artificially-privileged position involving a substantial advantage in access to supplies or markets. Acquisitions of 10 % or more of the shares of such undertakings or undertakings not falling within Article 80 of the Treaty with steel consumption exceeding 50 000 tonnes a year should therefore be subject to prior authorization so that the Commission can assess their effect on competition;

36. Having regard to the conditions imposed, the Commission finds that the proposed transaction satisfies the tests of Article 66 (2) and may accordingly be authorized,

HAS ADOPTED THIS DECISION:

Article 1

The concentration between the undertakings Usinor SA, Sacilor SA and Société Métallurgique de Normandie is hereby authorized.

Article 2

This authorization is subject to the following conditions:

1. Members of the supervisory and management boards and senior executives of the iron and steel production and distribution undertakings belonging to the Usinor/Sacilor/Normandie group shall not perform similar functions in outsider undertakings of the same type. If special circumstances so justify, the Commission may, in response to a reasoned request, authorize exemptions from this condition.

2. Any future acquisition by the Usinor/Sacilor/Normandie group of 10 % or more of the shares of steel-producing or distributing undertakings, or of steel-processing undertakings with an annual consumption exceeding 50 000 tonnes, shall be subject to prior authorization by the Commission.

Article 3

This Decision is addressed to the French Republic, SA Usinor, Paris, SA Sacilor, Hayange, and Société Métallurgique et Navale de Dunkerque Normandie, Paris.

Done at Brussels, 2 April 1982.

For the Commission
Frans ANDRIESSEN
Member of the Commission

COMMISSION DIRECTIVE

of 2 April 1982

adapting to technical progress Council Directive 76/115/EEC on the approximation of the laws of the Member States relating to anchorages for motor-vehicle safety belts

(82/318/EEC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community,

Having regard to Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers (1), as last amended by Directive 80/1267/EEC (2), and in particular Article 11 thereof,

Having regard to Council Directive 76/115/EEC of 18 December 1975 on the approximation of the laws of the Member States relating to anchorages for motor-vehicle safety belts (3), as last amended by Directive 81/575/EEC (4), and in particular Article 6 thereof,

Whereas, in the interests of road safety, the Council, by Directive 81/575/EEC, extended the scope of Directive 76/115/EEC, which until then had been limited to vehicles of Category M_1 as defined in Annex I to Directive 70/156/EEC, to cover all classes of motor vehicle; whereas this extension of scope had been made possible by the technical progress which had been achieved in the meantime; whereas implementation of this measure will, however, necessitate the alignment of the requirements and tests specified in the Directive with the enlarged scope; whereas experience gained in applying the Directive has revealed a need for certain provisions to be brought more into line with actual test conditions;

Whereas the provisions of this Directive are in accordance with the opinion of the Committee on the Adaptation to Technical Progress of the Directives on the removal of technical barriers to trade in motor vehicles,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Annexes I, II and III to Directive 76/115/EEC are hereby amended in accordance with the Annex to this Directive.

Article 2

1. With effect from 1 October 1982, no Member State may, for motor vehicles of Category M_1, on grounds relating to safety-belt anchorages:

— refuse to grant EEC type-approval, to issue the certificate referred to in the last indent of Article 10 (1) of Directive 70/156/EEC or to grant national type-approval in respect of a type of motor vehicle, or

— prohibit the entry into service of vehicles,

if the safety-belt anchorages in this type of vehicle or in these vehicles comply with the requirements of Directive 76/115/EEC, as amended by this Directive.

2. With effect from 1 October 1983, in respect of motor vehicles of Category M_1, Member States:

— shall no longer issue the certificate referred to in the last indent of Article 10 (1) of Directive 70/156/EEC in respect of a type of motor vehicle in which the safety-belt anchorages do not comply with the requirements of Directive 76/115/EEC, as amended by this Directive,

— may refuse to grant national type-approval in respect of motor-vehicle types in which the safety-belt anchorages do not comply with the requirements of Directive 76/115/EEC, as amended by this Directive.

In the case of certain convertible cars or cars with a removable roof, approved in accordance with

(1) OJ No L 42, 23. 2. 1970, p. 1.
(2) OJ No L 375, 31. 12. 1980, p. 34.
(3) OJ No L 24, 30. 1. 1976, p. 6.
(4) OJ No L 209, 29. 7. 1981, p. 30.

Item 4.3.2 of Annex I to Directive 76/115/EEC in its original version, the abovementioned date shall be replaced by 1 October 1986.

3. With effect from 1 October 1984, Member States may prohibit the entry into service of vehicles of Category M_1 in which the safety-belt anchorages do not comply with the requirements of Directive 76/115/EEC, as amended by this Directive.

This provision shall not apply to certain convertible cars or cars with a removable roof, approved in accordance with Item 4.3.2 of Annex I to Directive 76/115/EEC in its original version.

Article 3

1. With effect from 1 October 1982, no Member State may, on grounds relating to the safety-belt anchorages of vehicles in categories other than M_1:

— refuse to grant EEC type-approval, to issue the certificate referred to in the last indent of Article 10 (1) of Directive 70/156/EEC or to grant national type approval in respect of a type of motor vehicle, or

— prohibit the entry into service of vehicles,

if the safety-belt anchorages of this type of vehicle or of these vehicles comply with the requirements of Directive 76/115/EEC, as amended by this Directive.

2. Notwithstanding paragraph 1 above, no Member State may, on grounds relating to safety-belt anchorages:

— refuse, until 30 September 1986, to grant EEC type-approval, to issue the certificate referred to in the last indent of Article 10 (1) of Directive 70/156/EEC or to grant national type approval in respect of a type of motor vehicle of categories N_2 and N_3,

— prohibit, until 30 September 1987, the entry into service of vehicles of these categories,

if this type of vehicle or these vehicles are not equipped with safety-belt anchorages.

Article 4

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive not later than 30 September 1982. They shall forthwith inform the Commission thereof.

Article 5

This Directive is addressed to the Member States.

Done at Brussels, 2 April 1982.

For the Commission
Karl-Heinz NARJES
Member of the Commission

ANNEX

Amendments to the Annexes to Directive 76/115/EEC

ANNEX I — **DEFINITIONS, APPLICATIONS FOR EEC TYPE-APPROVAL, EEC TYPE-APPROVAL, SPECIFICATIONS, TESTS, CONFORMITY OF PRODUCTION, INSTRUCTIONS**

Item 1.9. The expression '(tip-up)' shall be deleted from the English version.

Item 2.2.1 shall read as follows:

'2.2.1. general arrangement drawings of the vehicle structure on an appropriate scale, showing the location of the belt anchorages, the effective belt anchorages (where applicable), and detailed drawings of the belt anchorages and of the structure to which they are attached.'

Item 4.1.1 shall read as follows:

'4.1.1. H is a reference point as defined in Item 1.1 of Annex III to Directive 77/649/EEC which must be determined in accordance with the procedure set out in that Directive.

4.1.1.1. Point H' is the reference point corresponding to H as defined in Item 4.1.1 and shall be determined for all normal positions in which the seat is used.

4.1.1.2. Point R is the seat reference point defined in Item 1.2 of Annex III to Directive 77/649/EEC.'

Item 4.1.2 shall read as follows:

'4.1.2. The reference line is a straight line as defined in Item 3.4 of Annex III to Directive 77/649/EEC.'

Item 4.1.4 shall read as follows:

'4.1.4. Point C is the point situated 450 mm vertically above point R. However, if the distance S defined in Item 4.1.6 is not less than 280 mm and if the alternative formula BR = 280 mm + 0·8 S specified in Item 4.4.4.3 is chosen by the manufacturer, the vertical distance between C and R shall be 500 mm.'

Item 4.1.5. The expression 'point H' is replaced by the expression 'point H''.

Item 4.1.6.2.1 shall read as follows:

'4.1.6.2.1. 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.'

Item 4.1.6.2.3. The last line shall read:

'A $\geq$ 300 mm, if the bench seat has been designed to accommodate more than two passengers.'

Item 4.3.4. The following shall be added:

'In this case, two lower anchorages shall be sufficient.'

Item 4.4.2.3 shall be deleted.

Item 4.4.3. In the Dutch version, the word 'effectief' shall be added.

Item 4.4.3.1 shall read as follows:

'4.4.3.1. The angles α_1 and α_2 must be between 30° and 80° for all normal positions of use of the seat. Where, in the case of the front seats of motor vehicles of Category M_1, at least one of the angles α_1 and α_2 is constant in all normal positions of use, its value shall be 60° ± 10°.'

Item 4.4.3.2 shall read as follows:

'4.4.3.2. In the case of bench seats in vehicles of categories other than M_1, rear seats and adjustable seats with an adjusting device as described in Item 1.12 with a seat-back angle of less than 20° (see Annex III, Figure 1), angles α_1 and α_2 may be below the minimum value stipulated in Item 4.4.3.1, provided they are not less than 20° in any normal position of use.'

Item 4.4.4.1 shall read as follows:

'4.4.4.1. 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 J_1 defined successively from point R by the following three segments:

RZ, which is a segment of the reference line measured in an upward direction from R and 530 mm long,

ZX, which is 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,

XJ_1, which is 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 J_2 is determined by symmetry with point J_1 about the longitudinal vertical plane passing through the reference line described in Item 4.1.2 of the manikin positioned in the seat under consideration.'

Item 4.4.4.2 shall read as follows:

'4.4.4.2. The effective upper anchorage must lie below the plane FN, which runs perpendicular to the longitudinal median plane of the seat and makes an angle of 65° with the reference line. The angle can be reduced to 60° in the case of rear seats. The plane FN must be positioned as to intersect the reference line at a point D such that DR = 315 mm + 1·8 S. However, when S ≤ 200 mm, DR becomes 675 mm.'

Item 4.4.4.3 shall read as follows:

'4.4.4.3. The effective upper belt anchorage must lie behind a plane FK running perpendicular to the longitudinal median plane of the seat and intersecting the reference line at a point B at an angle of 120° such that BR = 260 mm + S. Where S ≥ 280 mm, the manufacturer may use BR = 260 mm + 0·8 S at his discretion.'

Item 4.4.4.5. 'H' shall be replaced by 'R'.

Item 4.4.4.6 shall read as follows:

'4.4.4.6. The effective upper belt anchorage must be situated above a horizontal plane passing through the point C defined in Item 4.1.4.'

Item 4.4.4.7 shall read as follows:

'4.4.4.7. In addition to the upper anchorage specified in Item 4.3.1, other effective upper anchorages may be provided if one of the following conditions is satisfied:

4.4.4.7.1. The additional anchorages comply with the requirements laid down in Items 4.4.4.1 to 4.4.4.6.

4.4.4.7.2. The additional anchorages can be used without the aid of tools, comply with the requirements laid down in Items 4.4.4.5 and 4.4.4.6 and are located in one of the areas determined by shifting the area described in Annex III, Figure 1, 80 mm upwards or downwards in a vertical direction.

4.4.4.7.3. The anchorage(s) is/are intended for a harness belt, complies/comply with the requirements laid down in Item 4.4.4.6, lie(s) behind the transverse plane passing through the reference line and is/are located:

4.4.4.7.3.1. in the case of a single anchorage, inside the area common to two dihedra defined by the verticals passing through points J_1 and J_2 as defined in Item 4.4.4.1 and whose horizontal sections are defined by Figure 2 in Annex III;

4.4.4.7.3.2. in the case of two anchorages, inside whichever of the above defined dihedra is suitable, provided that each anchorage is not more than 50 mm distant from the symetrically located, mirror-image position of the other anchorage about plane P, defined in Item 4.1.6, of the seat under consideration.'

4.5.1. In the Dutch version '(7,16 duim)' shall be replaced by '(7/16)'.

After Item 4.5.1, the following new items 4.5.2 and 4.5.3 shall be added:

'4.5.2. 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 stipulated in Item 4.5.1, provided that they comply with the other provisions of this Directive. Nor does the requirement set out in Item 4.5.1 apply to additional anchorages which meet the condition specified in Item 4.4.4.7.3.

4.5.3. It must be possible to separate the safety belt and anchorage without causing any damage to the latter.'

Item 5.1.2 shall read as follows:

'5.1.2. The seats shall be fitted and shall be placed in the position for driving or use chosen by the technical service conducting approval tests to give the most adverse conditions with respect to the strength of the system. The position of the seats shall be stated in the report. The seat back shall, if its inclination is adjustable, be locked as specified by the manufacturer or, in the absence of any such specification, in a position corresponding to an effective seat-back angle as close as possible to 25° for vehicles of categories M_1 and N_1 and to 15° for vehicles of all other categories.'

Item 5.3.2. '10° + 5°' shall be replaced by '10 ± 5°'.

Item 5.3.3. In the Dutch version 'kort' shall be replaced by 'snel'.

Item 5.3.5.1. The following shall be added:

'In addition, where more anchorages exist than those prescribed in Item 4.3, these anchorages shall be subjected to the test specified in Item 5.4.5 in which the loads are transmitted to the anchorages by means of a device reproducing the geometry of the type of safety belt intended to be attached to these anchorages.'

Items 5.4.1.2, 5.4.1.3, 5.4.2.1 and 5.4.2.2. The following shall be added:

'In the case of vehicles in categories other than M_1 and N_1, the test load shall be 675 ± 20 daN.'

Item 5.4.3. The following shall be added:

'In the case of vehicles in categories other than M_1 and N_1, the test load shall be 1 110 ± 20 daN.'

Item 5.4.4.2. The following shall be added:

'In the case of vehicles in categories other than M_1 and N_1, this force must be equal to 10 times the weight of the complete seat.'

After Item 5.4.4.2, the following new Item 5.4.5 shall be added:

'5.4.5. *Test in configuration of a special-type belt*

5.4.5.1. A test load of 1 350 ± 20 daN shall be applied to a traction device (see Annex IV, 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.

5.4.5.2. At the same time, a tractive force of 1 350 ± 20 daN shall be applied to a traction device (see Annex IV, Figure 3) attached to the two lower belt anchorages.

5.4.5.3. In the case of vehicles of categories other than M_1 and N_1, this test load shall be 675 ± 20 daN.'

Item 5.5.2 shall read as follows:

'5.5.2. 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 removal of the tractive force.'

ANNEX II — **ANNEX TO THE EEC VEHICLE TYPE-APPROVAL CERTIFICATE: SAFETY-BELT ANCHORAGES**

Footnote (1): The explanatory notes shall be replaced as follows:

' "A" for a three-point belt,

"B" for a lap belt,

"S" for special-type belts; in this case, the nature of the types shall be explained under "Remarks",

"Ar", "Br" or "Sr" for belts with retractors,

"Are", "Bre" or "Sre" for belts with retractors and energy-absorption devices on at least one anchorage.'

Annex III is amended as follows:

ANNEX III

Figure 1

Areas of location of effective belt anchorages

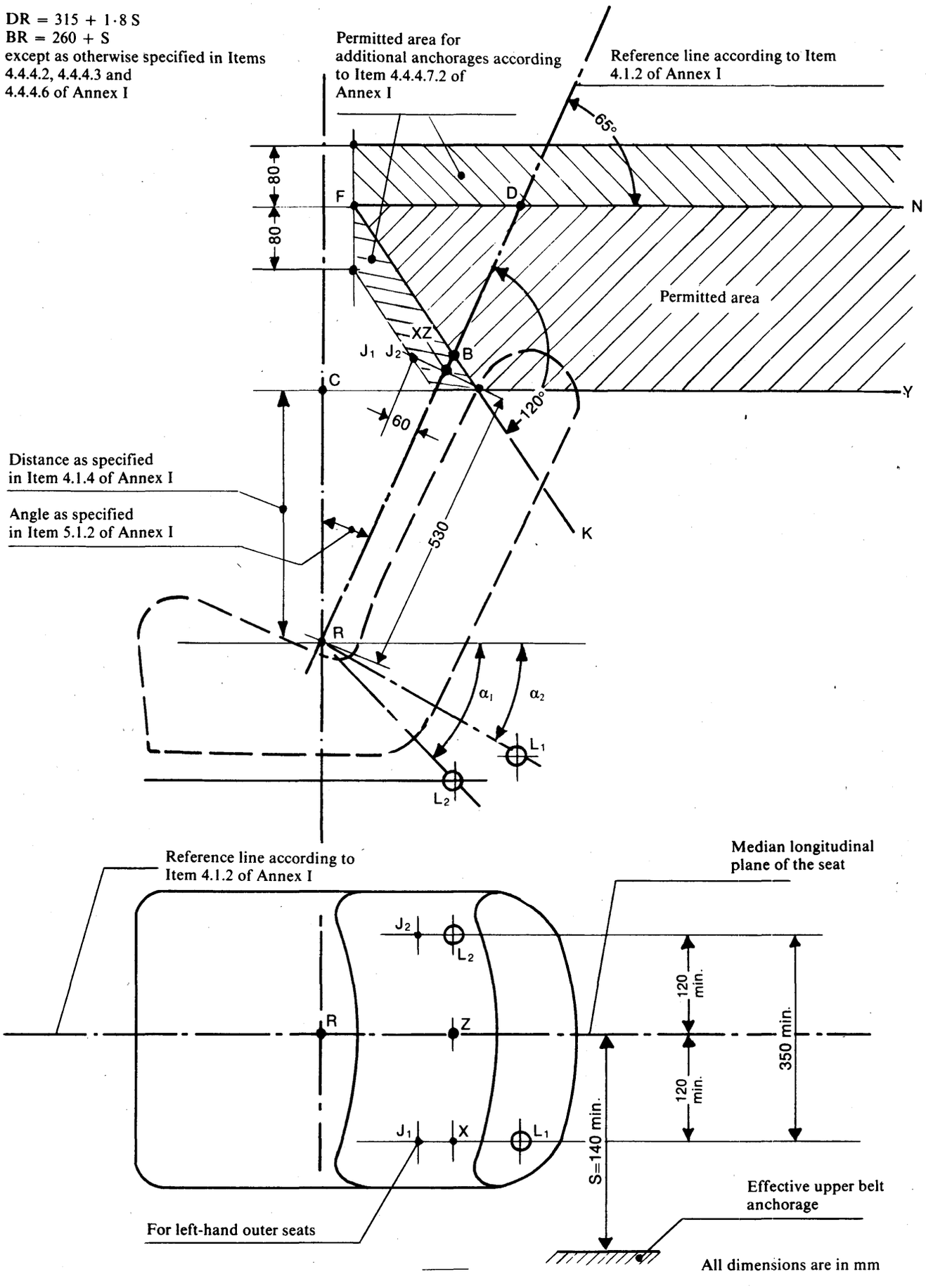
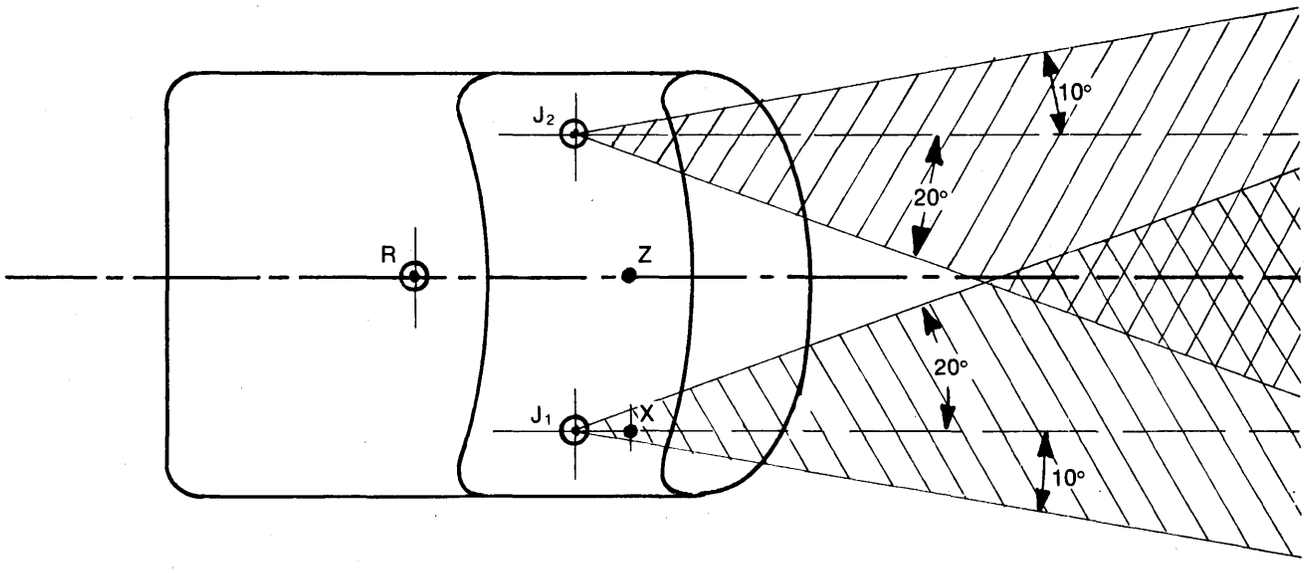

DR = 315 + 1·8 S
BR = 260 + S
except as otherwise specified in Items 4.4.4.2, 4.4.4.3 and 4.4.4.6 of Annex I
Permitted area for additional anchorages according to Item 4.4.4.7.2 of Annex I
Reference line according to Item 4.1.2 of Annex I
65°
80
80
F
D
N
Permitted area
XZ
J1 J2
B
C
Y
60
120°
Distance as specified in Item 4.1.4 of Annex I
Angle as specified in Item 5.1.2 of Annex I
530
K
R
α1
α2
L1
L2
Reference line according to Item 4.1.2 of Annex I
Median longitudinal plane of the seat
J2
L2
R
Z
J1
X
L1
120 min.
120 min.
350 min.
S=140 min.
Effective upper belt anchorage
For left-hand outer seats
All dimensions are in mm

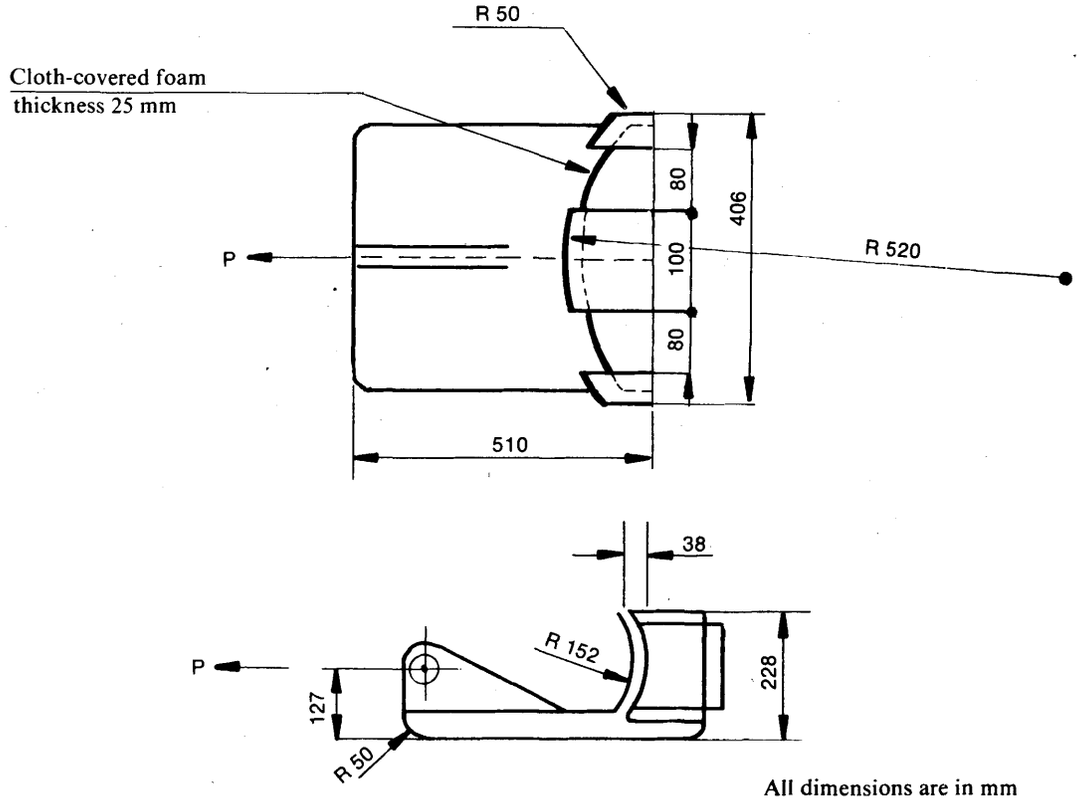
Figure 2

Effective upper anchorages in accordance with Item 4.4.4.7.3 of Annex I



Annex IV: The following figure shall be added:

Figure 3



All dimensions are in mm

COMMISSION DIRECTIVE

of 2 April 1982

adapting to technical progress Council Directive 77/541/EEC on the approximation of the laws of the Member States relating to safety belts and restraint systems of motor vehicles

(82/319/EEC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community,

Having regard to Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers (1), as last amended by Directive 80/1267/EEC (2), and in particular Article 11 thereof,

Having regard to Council Directive 77/541/EEC of 28 June 1977 on the approximation of the laws of the Member States relating to safety belts and restraint systems of motor vehicles (3), as last amended by Directive 81/576/EEC (4), and in particular Article 10 thereof,

Whereas, in the interests of road safety, the Council, by Directive 81/576/EEC, extended the scope of Directive 77/541/EEC, which until then had been limited to vehicles of Category M_1 as defined in Annex I to Directive 70/156/EEC, to cover all classes of motor vehicles; whereas this extension of scope had been made possible by the technical progress which had been achieved in the meantime; whereas implementation of this measure will, however, necessitate the alignment of the requirements and tests specified in the Directive with the enlarged scope; whereas experience gained in applying the Directive has revealed a need for certain provisions to be brought more into line with actual test conditions;

Whereas the provisions of this Directive are in accordance with the opinion of the Committee on the Adaptation to Technical Progress of the Directives on the removal of technical barriers to trade in motor vehicles,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Annexes I, III, VI, VII, VIII, IX, X and XIV to Directive 77/541/EEC are hereby amended in accordance with the Annex to this Directive.

Article 2

1. With effect from 1 October 1982 no Member State may:

(a) on grounds relating to safety belts and restraint systems:

— refuse to grant EEC type-approval, to issue the certificate referred to in the last indent of Article 10 (1) of Directive 70/156/EEC or to grant national type-approval in respect of a type of motor vehicle of category M_1, or

— prohibit the entry into service of vehicles of category M_1,

if the safety belts and restraint systems of this type of vehicle or of these vehicles comply with the requirements of Directive 77/541/EEC, as amended by this Directive;

(b) — refuse to grant EEC component type-approval in respect of a type of safety belt or restraint system intended for installation in a vehicle of category M_1 which complies with the requirements of Directive 77/541/EEC, as amended by this Directive,

— prohibit the placing on the market of such safety belts and restraint systems which bear the EEC component type-approval marks prescribed in this Directive.

2. With effect from 1 October 1983 Member States:

(a) — shall no longer issue the certificate referred to in the last indent of Article 10 (1) of

(1) OJ No L 42, 23. 2. 1970, p. 1.
(2) OJ No L 375, 31. 12. 1980, p. 34.
(3) OJ No L 220, 29. 8. 1977, p. 95.
(4) OJ No L 209, 29. 7. 1981, p. 32.

Directive 70/156/EEC in respect of a type of motor vehicle of category M_1, or

— may refuse national type-approval in respect of a type of motor vehicle of category M_1,

in which the safety belts and restraint system do not comply with the requirements of Directive 77/541/EEC, as amended by this Directive;

(b) may refuse to grant EEC component type-approval in respect of a type of safety belt or restraint system intended for installation in a vehicle of category M_1 which does not comply with the requirements of Directive 77/541/EEC, as amended by this Directive.

3. With effect from 1 October 1990, Member States:

— may prohibit the initial entry into service of motor vehicles of category M_1 in which the safety belts and restraint systems do not comply with the requirements of Directive 77/541/EEC, as amended by this Directive,

— may prohibit the placing on the market of safety belts and restraint systems intended for installation in a vehicle of category M_1 and which do not bear the EEC component type-approval marks prescribed in this Directive.

Article 3

With effect from 1 October 1982 no Member State may:

(a) on grounds relating to safety belts and restraint systems:

— refuse to grant EEC type-approval, to issue the certificate referred to in the last indent of Article 10 (1) of Directive 70/156/EEC or to grant national type-approval in respect of a type of motor vehicle in a category other than M_1, or

— prohibit the entry into service of vehicles of such categories,

if the safety belts and restraint systems of this type of vehicle or of these vehicles comply with the requirements of Directive 77/541/EEC, as amended by this Directive;

(b) — refuse to grant EEC component type-approval in respect of a type of safety belt or restraint system intended for installation in vehicles in categories other than M_1 which complies with the requirements of Directive 77/541/EEC, as amended by this Directive,

— prohibit the placing on the market of safety belts and restraint systems intended for installation in vehicles of such categories which bear the EEC component type-approval marks prescribed in this Directive.

Article 4

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive not later than 30 September 1982. They shall forthwith inform the Commission thereof.

Article 5

This Directive is addressed to the Member States.

Done at Brussels, 2 April 1982.

For the Commission
Karl-Heinz NARJES
Member of the Commission

ANNEX

Amendments to the Annexes to Directive 77/541/EEC

ANNEX I — **SCOPE, DEFINITIONS, EEC COMPONENT TYPE-APPROVAL, INSTALLATION REQUIREMENTS**

Item 0 shall read as follows:

'0. SCOPE

This Directive applies to safety belts and restraint systems which are designed for installation in vehicles conforming to the definition given in Article 9 and are intended for separate use, i.e. as individual fittings, by persons of adult build occupying forward-facing seats.'

Item 1.1.3 shall read as follows:

'1.1.3. *"three-point belt"* means a belt which is essentially a combination of a lap strap and a diagonal strap;'

Items 1.1.4, 1.2.3, 1.6 and 1.7. In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively.

Item 1.5. The last sentence shall read as follows:

'The adjusting device may be part of the buckle, the retractor or any other part of the safety belt;'

After Item 1.8.4.2, the following new Item 1.8.5 shall be added:

'1.8.5. *"Emergency-locking retractor with higher response threshold"* (type 4N) means a retractor of the type defined in Item 1.8.4, but having special properties as regards use in vehicles of categories M_2, M_3, N_1, N_2 and N_3 (1);'

After Item 1.19, the following new Items 1.20 and 1.21 shall be added:

'1.20. *"recessed buckle-release button":* it must not be possible to release the buckle using a sphere having a diameter of 40 mm;

1.21. *"non-recessed buckle-release button":* it must be possible to release the buckle using a sphere having a diameter of 40 mm.'

Item 2.1.2.1. The first sentence shall read as follows:

'A technical description in triplicate of the belt type, providing details of the straps and rigid parts used, together with appropriate drawings and, in the case of retractors, instructions for installation thereof and installation of the sensors.'

Items 2.1.2.2, 2.1.2.3 and 2.1.2.4 shall read as follows:

'2.1.2.2. five samples of a belt type, and

2.1.2.3. a 10-m length of each type of strap used in the type of belt.

2.1.2.4. The technical service conducting the component type-approval tests shall be entitled to request further samples.'

Item 2.4.1.2. In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively.

'(1) Vehicle categories defined in Annex I to Directive 70/156/EEC (OJ No L 42, 23. 2. 1970).'

Item 2.4.1.4. In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively. In the English version, the words 'plastic parts' shall be replaced by the words 'parts made of plastics'.

Item 2.4.2.2. The second sentence of the third paragraph shall read as follows:

'The surface to which this pressure is applied must have the following dimensions with the button in the release position and when projected into a plane perpendicular to the button's initial direction of motion:'

Item 2.4.2.3 shall read as follows:

'2,4.2.3. The buckle must be capable of withstanding repeated operation and, before the dynamic test referred to in Item 2.7.8, must undergo 5 000 opening and closing cycles under normal conditions of use.'

Item 2.4.5.2.1.1 shall read as follows:

'2.4.5.2.1.1. it shall have locked when the vehicle deceleration reaches a value of 0·45 g in the case of type 4 or 0·85 g in the case of type 4N retractors;'

Item 2.4.5.2.1.2 shall read as follows:

'2.4.5.2.1.2. it shall not lock at strap accelerations, measured in the direction of unreeling, of less than 0·8 g in the case of type 4 or less than 1·0 g in the case of type 4N retractors;'

Item 2.4.5.2.1.3 shall read as follows:

'2.4.5.2.1.3. in addition, it shall not lock when the sensor is inclined at an angle not exceeding 12° in any direction from the installation position specified by the manufacturer;'

Item 2.4.5.2.1.4 shall read as follows:

'2.4.5.2.1.4. it shall lock when the sensor is inclined at an angle of not less than 27° in the case of type 4 or not less than 40° in the case of type 4N retractors in any direction from the installation position specified by the manufacturer;'

After Item 2.4.5.2.1.4, the following new Item 2.4.5.2.1.5 shall be added:

'2.4.5.2.1.5. if operation of the retractor is dependent on an external signal or energy source, the device shall ensure automatic locking of the retractor in the event of the failure or interruption of the signal or energy source.'

Item 2.4.5.2.2 shall read as follows:

'2.4.5.2.2. when tested in accordance with Item 2.7.7.2, an emergency locking retractor with multiple sensitivity, including strap-sensitivity, shall comply with the specified requirements and also lock when strap acceleration measured in the direction of unreeling is not less than 1·5 g in the case of type 4 or not less than 2·0 g in the case of type 4N retractors;'

Item 2.6. In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively.

Item 2.6.1.2 shall read as follows:

'2.6.1.2. The dynamic test shall be performed on two belt assemblies which have not previously been under load, except in the case of belt assemblies forming part of restraint systems, when the dynamic test shall be performed on the restraint systems intended for one group of seats which have not previously been under load. The buckles of the belts to be tested shall satisfy the requirements set out in Item 2.4.2.3.'

Item 2.6.1.2.1 shall read as follows:

'2.6.1.2.1. The belts shall have undergone the corrosion test defined in Item 2.7.2, after which the buckles shall be subjected to a further 500 opening and closing cycles under normal conditions of use.'

Item 2.6.1.2.2 shall read as follows:

'2.6.1.2.2. In the case of safety belts with retractors, the latter shall have been subjected to the tests described in Items 2.4.5.1 or 2.4.5.2. If, however, a retractor has already been subjected to the corrosion test pursuant to the provisions of Item 2.6.1.2.1, this test need not be repeated.'

Item 2.6.1.3. The following new item shall be added after Item 2.6.1.2:

'2.6.1.3. During this test, the following requirements shall be met:

2.6.1.3.1. no part of a belt assembly or a restraint system securing the occupant shall break and no buckle or locking or displacement system shall unlock; and

2.6.1.3.2. the forward displacement of the manikin shall be between 80 and 200 mm at pelvic level in the case of lap belts. In the case of other types of belt, the forward displacement shall be between 80 and 200 mm at pelvic level and between 100 and 300 mm at torso level. These displacements are the displacements in relation to the measurement points shown in Annex VIII, Figure 6.'

Item 2.6.1.3 becomes Item 2.6.1.4.

Item 2.6.1.3.1 becomes Item 2.6.1.4.1.

Item 2.6.1.3.2 becomes Item 2.6.1.4.2 and shall read as follows:

'2.6.1.4.2. In vehicles where such devices are used, the displacement and locking systems enabling the occupants of all seats to leave the vehicle shall still be operable by hand after the dynamic test.'

Item 2.6.2.1. The following shall be added:

'In the type 1 and type 2 procedures, the tensile-strength test shall be conducted on the strap samples only (Item 2.7.5). In type 3 procedures, the tensile-strength test shall be conducted on the strap and relevant rigid parts (Item 2.7.6).'

Item 2.6.2.2. In the table, the type 2 procedure shall not apply to adjusting devices.

Item 2.7.1.1 shall read as follows:

'2.7.1.1. Two belts or restraint systems are required for the buckle inspection, the low-temperature buckle test, the low-temperature test described in Item 2.7.6.4 where necessary, the buckle durability test, the belt corrosion test, the retractor operating tests and the buckle-opening test after the dynamic test. One of these two samples shall be used for the inspection of the belt or restraint system.'

Item 2.7.1.2 shall read as follows:

'2.7.1.2. One belt or restraint system is required for the inspection of the buckle and the strength tests on the buckle, the attachment mountings, the belt adjusting devices and, where necessary, the retractors.'

Item 2.7.1.3 shall read as follows:

'2.7.1.3. Two belts or restraint systems are required for the inspection of the buckle, the micro-slip test and the abrasion test. The belt adjustment device operating test shall be conducted on one of the two samples.'

Item 2.7.1.4 shall read as the present Item 2.7.1.5.

Items 2.7.1.5 and 2.7.1.6 shall be deleted.

Item 2.7.2. In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively.

Item 2.7.3.2.1. The first sentence shall read as follows:

'The provisions of recommendation ISO/R 105-B 02-1978 shall apply.'

Item 2.7.3.2.2 shall read as follows:

'2.7.3.2.2. The strap shall then be kept for a minimum of 24 hours at an air temperature of 20 ± 5° C and a relative humidity of 65 ± 5 %. If the test cannot be carried out immediately after the conditioning, the sample shall be kept in an hermetically sealed container until the start of the test. The tensile strength of the strap shall be determined within five minutes of its removal from the conditioning atmosphere or receptacle.'

Item 2.7.3.6.4.2 shall read as follows:

'2.7.3.6.4.2. Type 2 procedure: in cases where the strap changes direction once on passing through a rigid part.

The angles which both straps ends make with each other must be as shown in Annex XII, Figure 2.

A permanent load of 0·5 daN must be applied. If the strap changes direction more than once on passing through a rigid part, the 0·5 daN load may be increased so as to achieve the prescribed 300 mm of strap movement through that rigid part.'

Item 2.7.6. In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively.

Item 2.7.6.1 shall read as follows:

'2.7.6.1. The buckle and strap adjusting device must be connected to the tensile-testing machine by their normal attachments and a load of 980 daN must be applied. If the buckle or adjusting device is part of the attachment or of the common component of a three-point strap, the buckle or adjusting device must be tested together with the attachment in accordance with Item 2.7.6.2, except in the case of retractors with a return pulley at the upper strap anchorage. In this case the test load must be 980 daN and the length of strap remaining on the reel at the moment of locking must be as close as possible to 450 mm.'

Item 2.7.6.3 shall read as follows:

'2.7.6.3. Two samples of a belt assembly shall be placed in a low-temperature chamber at a temperature of −10 ± 1 °C for two hours. Immediately after being removed from the chamber, the mating parts of the buckle shall be locked together manually.'

Item 2.7.6.4. In the English version, the words 'plastic parts' shall be replaced by the words 'parts made of plastics'.

Item 2.7.7.2.2. In the second sentence, the value of '10 g' shall be replaced by '25 g'.

Item 2.7.7.4 shall read as follows:

'2.7.7.4. Retracting force'.

Item 2.7.7.4.1. The first sentence shall begin as follows:

'The retracting force must . . .'.

The second sentence shall end as follows:

'. . ., while the strap is being retracted at a speed of approximately 0·6 m per minute.'

In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively.

Item 2.7.8. In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively.

Item 2.7.8.1.1 shall read as follows:

'2.7.8.1.1. If a safety belt forms part of an assembly which is the subject of an application for component type-approval as a restraint system, this safety belt must be mounted on that part of the vehicle structure to which it is normally fitted and that part must be attached to the test trolley as follows:'

Item 2.7.8.1.4. The last sentence shall read as follows:

'If the seat back is adjustable, it must be locked as specified by the manufacturer or, in the absence of any specification, locked in such a manner as to form an effective angle as close as possible to 25° in the case of vehicles in categories M_1 and N_1 and as close as possible to 15° in the case of vehicles of all other categories.'

Item 2.7.8.1.5. '2.6.1.3.1' shall be replaced by '2.6.1.4.1'.

Item 2.7.8.2 shall read as follows:

'2.7.8.2. The belt assembly must be attached to the manikin described in Annex VIII. A board 25 mm thick must be placed between the back of the manikin and the seat back. The belt must be firmly fastened around the manikin. The board must then be removed and the manikin so positioned that the whole length of its back is in contact with the seat back.'

Item 2.7.8.6. '2.6.1.3.1' shall be replaced by '2.6.1.4.1'.

Item 2.7.9. In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively.

Item 2.7.9.2 shall read as follows:

'2.7.9.2. The belt assembly must be detached from the test-trolley without the buckle being opened. A direct tensile load of 30 daN must then be applied to the buckle. If the buckle is connected to a rigid part, account must be taken, when the force is applied, of the angle formed by the buckle and the rigid part during the dynamic test. At a speed of 400 ± 20 mm/min., a load must be applied to the geometric centre of the buckle-release button along a fixed axis running parallel to the initial direction of motion of the button. The buckle must be held in place by a rigid support when the force required to open the buckle is applied. The abovementioned load must not exceed the limit specified in Item 2.4.2.5. The point of contact of the test assembly must be spherical, with a radius of 2·5 ± 0·1 mm. It must have a smooth metal surface.'

Item 2.7.9.3 shall be deleted.

Item 2.7.9.4 becomes Item 2.7.9.3.

Item 2.7.9.5 becomes Item 2.7.9.4.

Item 2.7.10. '2.6.1.3.1' shall be replaced by '2.6.1.4.1'. In the French and Italian versions, the words 'ensemble' and 'complesso' shall be replaced by the words 'ceinture' and 'cintura' respectively.

Items 2.8.1.1 and 2.8.1.2 (d). The expression 'belt assemblies' shall be replaced by 'belts and restraint systems'.

Item 2.8.1.4.1 shall read as follows:

'2.8.1.4.1. All belts and restraint systems incorporating an emergency-locking retractor must be checked in respect of their compliance with:

— the provisions of Item 2.4.5.2.1.1 in accordance with the test conditions defined in Item 2.4.5.2.3, or

— the provision set out in Item 2.4.5.2.1.4.

If the latter provision is fulfilled, at least 10 % of the production batch must also be tested in accordance with the provisions of Item 2.4.5.2.1.1.'

Item 2.8.2.1. In the German version, the words 'eine Anordnung' shall be replaced by 'ein Exemplar'. In the French version, the word 'ensemble' shall be replaced by 'exemplaire'.

Item 3 shall read as follows:

'3. REQUIREMENTS CONCERNING INSTALLATION IN THE VEHICLE'

Item 3.2.2.2 shall read as follows:

'3.2.2.2. that the danger of a correctly positioned belt slipping from the shoulder of a wearer as a result of his/her forward movement is reduced to a minimum.'

ANNEX III — **EEC COMPONENT TYPE-APPROVAL MARKS**

Item 1.1.1. Add 'GR' for Greece.

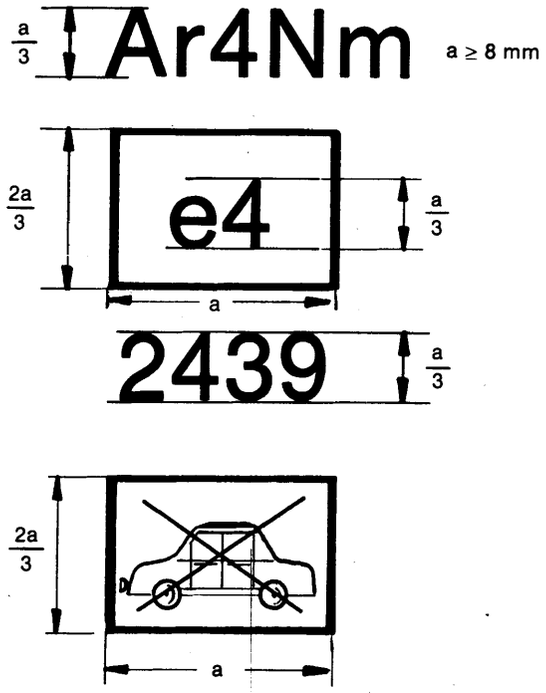
The following new Item 1.1.4 shall be added:

'1.1.4. Belts fitted with a type 4N retractor shall also bear a symbol consisting of a rectangle with a vehicle of category M_1 crossed out, indicating that the use of this type of retractor is prohibited in vehicles of that category.'

Items 2.1, 2.2 and 2.3. 'a = 8 mm' shall be replaced by 'a $\geq$ 8 mm'. In the Dutch version of Item 2.3, the word 'harnastype' shall be replaced by the words 'speciaal type'.

After Item 2.3, the following new Item 2.4 shall be added:

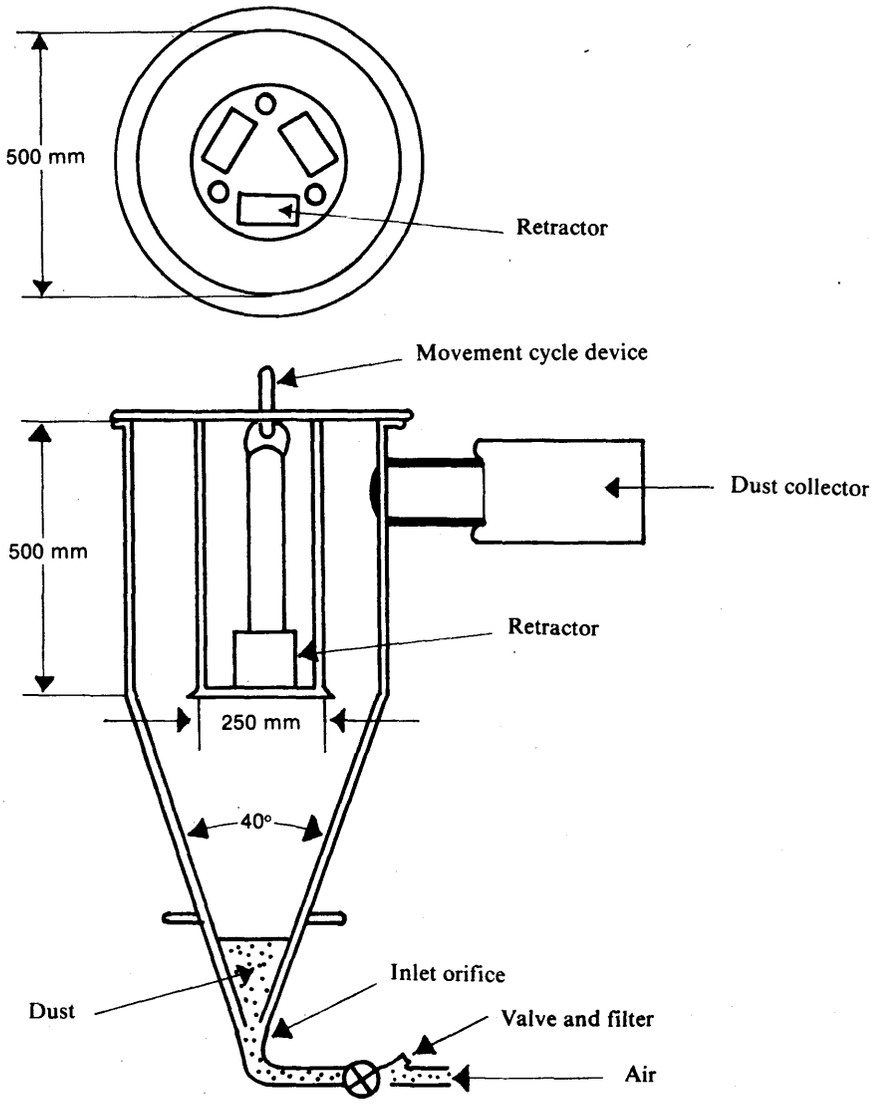
'2.4.



The belt bearing this type-approval mark is a three-point belt ("A") having a multiple-sensitivity ("m") type 4N ("r4N") retractor, in respect of which EEC component type-approval was granted in the Netherlands ("e4") under the number 2439. This belt shall not be fitted to vehicles of category M_1.'

ANNEX VI — **EXAMPLE OF AN APPARATUS FOR TESTING THE DUST RESISTANCE OF RETRACTORS**

The existing diagram shall be replaced by that shown below:



ANNEX VII — **DESCRIPTION OF TROLLEY, SEAT, ANCHORAGES AND STOPPING DEVICE**

Item 2. The first sentence shall read as follows:

'Except in the case of tests on restraint systems, the seat shall be of rigid construction and present a smooth surface.'

Item 3 shall read as follows:

'3. ANCHORAGES

The anchorages shall be positioned as shown in Figure 1. The circular marks which correspond to the arrangement of the anchorages, show where the ends of the belt are to be connected to the trolley or to the load transducer, as the case may be. The anchorages for normal use are the points A, B and K if the strap length between the upper edge of the buckle and the hole for the attachment of the strap support is not more than 250 mm. Otherwise, the points A_1 and B_1 shall be used. The structure carrying the anchorages shall be rigid. The upper anchorage must not be displaced by more than 0·2 mm in the longitudinal direction when a load of 98 daN is applied to it in that direction. The trolley shall be so constructed that no permanent deformation shall occur in the parts bearing the anchorages during the test.

If a fourth anchorage is necessary in order to attach the retractor, this anchorage:

— shall be located in the vertical longitudinal plane passing through K,

— shall enable the retractor to be tilted to the angle prescribed by the manufacturer,

— shall be located on the arc of a circle with centre K and with radius KB1 = 790 mm if the length between the upper strap guide and the strap outlet at the retractor is not less than 540 mm or, in all other cases, on the arc of a circle with centre K and radius 350 mm.'

Item 4. The third paragraph shall read as follows:

'The dimensions of the various parts of this energy absorber are shown in Figures 2, 3 and 4. The characteristic values of the energy-absorbing material are given below. Immediately before each test, the tubes must be conditioned at a temperature of between 15 and 25 °C for at least 12 hours without being used. The temperature of the stopping device during the dynamic testing of safety-belts and restraint systems must be the same as during the calibration test to within ± 2 °C.

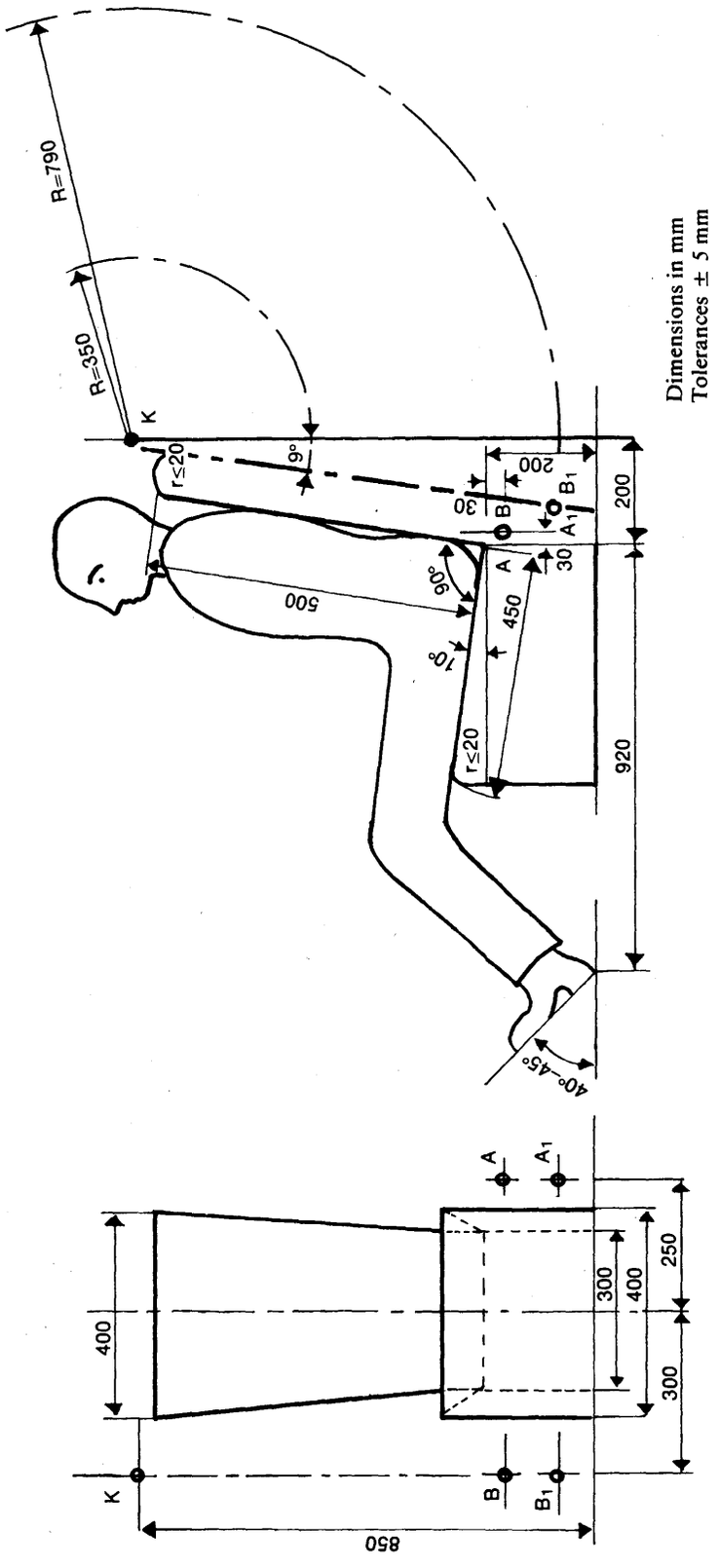
The requirements relating to the stopping device are set out in Annex IX. Any other device giving equivalent results is acceptable.'

TABLE — **CHARACTERISTIC VALUES OF THE ENERGY-ABSORBING MATERIAL**

The first line shall read:

'— Shore hardness A: 95 ± 2 at 20 ± 5 °C'.

Figure 1 shall be replaced by the following:



Dimensions in mm
Tolerances ± 5 mm

Figure 1

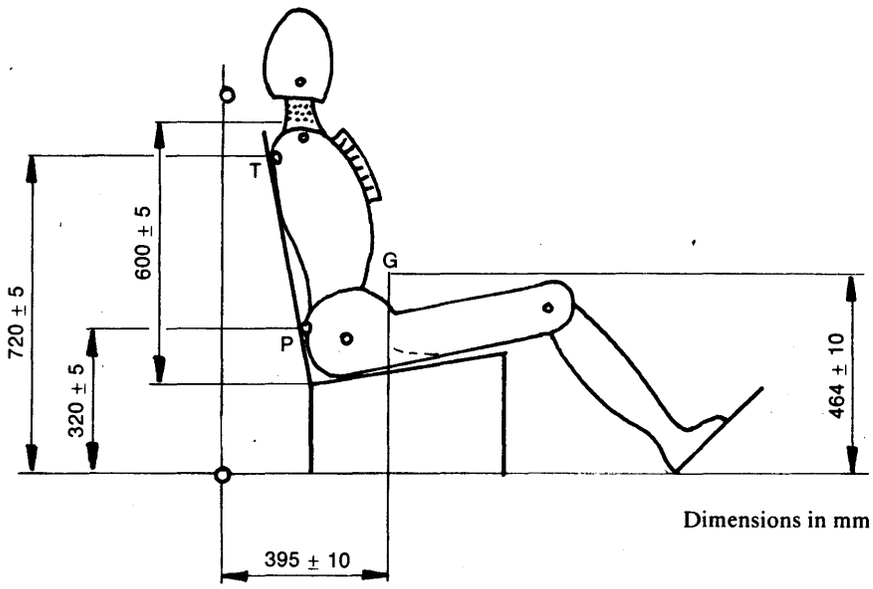
Trolley, seat, anchorage

ANNEX VIII — **DESCRIPTION OF MANIKIN**

Figure 6 shall be replaced by the following:

Figure 6

Manikin in sitting position as shown in Annex VII, Figure 1



Dimensions in mm

G = centre of gravity.
T = torso reference point (located at the rear, on the centre line of the manikin).
P = pelvis reference point (located at the rear on the centre line of the manikin).

ANNEX IX — **DESCRIPTION OF CURVE OF TROLLEY DECELERATION AS A FUNCTION OF TIME**

The last sentence of the first paragraph to read as follows:

'The stopping distance during calibration of the stopping device shall be 400 ± 20 mm and the speed of the trolley shall be 50 ± 1 km/h.'

Footnote (1) shall read as follows:

'(1) These requirements are in accordance with Recommendation ISO R 6478/1980.'

ANNEX X — **INSTRUCTIONS FOR USE**

After Item 2 the following new Item 3 shall be added:

'3. In the case of safety belts fitted with a type 4N retractor, it shall be indicated in the installation instructions and on any packaging, that this belt is not suitable for installation in passenger vehicles with not more than nine seats, including that of the driver.'

ANNEX XIV — **CHRONOLOGICAL ORDER OF TESTS**

The existing table shall be replaced by the following:

Corresponding Directive provisions Items	Test	Samples															
		Belt or restraint system No					Strap No										
		1	2	3	4	5	1	2	3	4	5	6	7	8	9	10	11
2.2, 2.3.2, 2.4.1.1, 2.5.1.1	Inspection of belt or restraint system	×															
2.4.2.1, 2.4.2.2	Inspection of buckle	×	×	×	×	×											
2.4.2.6, 2.4.2.7, 2.7.6.1, 2.7.6.5	Buckle strength test			×													
2.4.3.2, 2.7.6.1	Strength test on adjusting device (and where necessary on retractors)			×													
2.4.4, 2.7.6.2	Strength test of attachments (and where necessary of retractors)			×													
2.4.2.4, 2.7.6.3	Low-temperature test on buckle	×	×														
2.4.1.4, 2.7.6.4	Low-temperature impact test on rigid parts	×	×														
2.4.3.3, 2.7.6.6	Ease of adjustment				×												
	Conditioning/testing of belt or restraint system before dynamic test:																
2.4.2.3, 2.6.1.2	— durability of buckle	×	×														
2.4.1.2, 2.7.2	— corrosion resistance of rigid parts	×	×														
	— conditioning of retractors																
2.4.5.1.1, 2.4.5.2.1, 2.4.5.2.2, 2.4.5.2.3, 2.7.7.2	— locking threshold	×	×														
2.4.5.1.2, 2.4.5.2.4, 2.7.7.4	— retracting force	×	×														
2.4.5.1.3, 2.4.5.2.5, 2.7.7.1	— durability	×	×														
2.4.5.1.3, 2.4.5.2.5, 2.7.2	— corrosion	×	×														
2.4.5.1.3, 2.4.5.2.5, 2.7.7.3	— dust	×	×														
2.4.5.1.2, 2.7.5	Testing of strap width						×	×									

Corresponding Directive provisions Items	Test	Samples														
		Belt or restraint system No					Strap No									
		1	2	3	4	5	1	2	3	4	5	6	7	8	9	10	11
	Strap strength test after:																
2.5.2, 2.7.5, 2.7.3.1	— room conditioning						×	×									
2.5.3, 2.7.5, 2.7.3.2	— light conditioning								×	×							
2.5.3, 2.7.5, 2.7.3.3	— low-temperature conditioning										×	×					
2.5.3, 2.7.5, 2.7.3.4	— heat conditioning												×	×			
2.5.3, 2.7.5, 2.7.3.5	— water conditioning														×	×	
2.4.3.1, 2.7.4	Micro-slip test				×	×											
2.6.2, 2.7.3.6	Abrasion test				×	×											
2.6.1, 2.7.8	Dynamic test	×	×														
2.4.2.5, 2.4.2.7, 2.7.8, 2.7.9	Buckle-opening test	×	×														
2.7.1.4	Retention of strap sample																×