Official Journal of the European Union

L 324

Volume 62

English edition

Legislation

13 December 2019

Contents

[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.

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

Corrigenda

II

(Non-legislative acts)

DECISIONS

COUNCIL DECISION (EU) 2019/2135

of 21 November 2019

on the position to be taken, on behalf of the European Union, at the third meeting of the Conference of the Parties to the Minamata Convention on Mercury, as regards the adoption of a Decision on the phasing-out of dental amalgam and amending Annex A to that Convention

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 192(1), in conjunction with Article 218(9) thereof,

Having regard to the proposal from the European Commission,

Whereas:

(1) The Minamata Convention on Mercury ([1]) ('the Convention') was concluded by the Union by means of Council Decision (EU) 2017/939 ([2]) and entered into force on 16 August 2017.

(2) Pursuant to Decision MC-1/1 on Rules of Procedures adopted by the Conference of the Parties to the Convention at its first meeting, the Parties are to make every effort to reach agreement on all matters of substance by consensus.

(3) The Conference of the Parties to the Convention, during its third meeting on 25-29 November 2019 (COP3), is expected to adopt a Decision ('the proposed Decision') on the phasing-out of dental amalgam and amending Annex A to the Convention.

(4) It is appropriate to establish the position to be taken, on behalf of the Union, at COP3, as the proposed Decision, if adopted, will have legal effects since the Parties to the Convention will have to take measures to implement it at national or regional levels, or both.

(5) The proposed Decision provides for a prohibition, as from 2022, on the manufacture, import and export of dental amalgam when used for the treatment of deciduous teeth, and of teeth of children under the age of 15 and of pregnant or breastfeeding women. The proposed Decision envisages extending such prohibition, as from 2025, to the manufacture, import and export of dental amalgam for all other uses, except where no mercury-free alternatives are available. The proposed Decision provides for the amendment of Annex A to the Convention as a means to implement those prohibitions in the Convention.

(6) Article 10(2) of Regulation (EU) 2017/852 of the European Parliament and of the Council ([3]) on mercury prohibits, as from 1 July 2018, the use of dental amalgam in the Union for the treatment of deciduous teeth, and of teeth of children under the age of 15 and of pregnant or breastfeeding women, while Article 19 of that Regulation provides that the Commission will assess and report by 30 June 2020 to the European Parliament and to the Council on the feasibility of a phase-out in the Union of the use of dental amalgam in the long term, and preferably by 2030.

(7) In addition, Article 10(1), (4) and (6) of Regulation (EU) 2017/852 requires that dental amalgam be only used in the Union in pre-dosed encapsulated form, that dental facilities in which dental amalgam is used or dental amalgam fillings, or teeth containing such fillings, are removed be equipped with amalgam separators, and that dental practitioners ensure that their amalgam waste, including amalgam residues, particles and fillings, and teeth, or parts thereof, contaminated by dental amalgam, is handled and collected by an authorised waste management establishment or undertaking.

([1]) OJ L 142, 2.6.2017, p. 6.
([2]) Council Decision (EU) 2017/939 of 11 May 2017 on the conclusion on behalf of the European Union of the Minamata Convention on Mercury (OJ L 142, 2.6.2017, p. 4).
([3]) Regulation (EU) 2017/852 of the European Parliament and of the Council of 17 May 2017 on mercury, and repealing Regulation (EC) No 1102/2008 (OJ L 137, 24.5.2017, p. 1).

(8) The Union should only support the adoption of a Decision at COP3 that is consistent with the Union *acquis*. Accordingly, the proposed Decision should only be supported as far as its provisions on the phasing-out of the use of dental amalgam for the treatment of deciduous teeth, and of teeth of children under the age of 15 and of pregnant or breastfeeding women are concerned,

HAS ADOPTED THIS DECISION:

Article 1

The position to be taken, on behalf of the Union, in the third meeting of the Conference of the Parties to the Minamata Convention on Mercury (COP3) shall be to support the adoption of a Decision on the phasing-out of the use of dental amalgam that is consistent with the Union *acquis*.

Article 2

Refinement of the position referred to in Article 1, to the extent it is consistent with the Union *acquis*, may be agreed to, in the light of developments at COP3, by the representatives of the Union, in consultation with Member States during on-the-spot coordination meetings, without a further decision of the Council.

Article 3

This Decision shall enter into force on the date of its adoption.

Done at Brussels, 21 November 2019.

For the Council
The President
H. KOSONEN

COUNCIL DECISION (EU) 2019/2136

of 5 December 2019

authorising the opening of negotiations to amend the International Sugar Agreement 1992

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular the first subparagraph of Article 207(4), in conjunction with Article 218(3) and (4) thereof,

Having regard to the recommendation from the European Commission,

Whereas:

(1) By Council Decision 92/580/EEC ([1]), the Union became a Party to the International Sugar Agreement 1992 ([2]) (the 'ISA') and a member of the International Sugar Organization (the 'ISO').

(2) The Union has since 1995 approved the extension of the ISA for two-year periods. On 19 July 2019, during the 55th Session of the International Sugar Council (the 'ISC'), the Commission, upon authorisation by the Council, expressed its position in favour of a further extension of the ISA for a period of up to two years, ending on 31 December 2021.

(3) On 19 July 2019 the ISC took the decision to extend the ISA for two years, until 31 December 2021.

(4) Pursuant to Article 8 of the ISA, the ISC performs or arranges for the performance of all such functions as are necessary to carry out the provisions of the ISA. Pursuant to Article 13 of the ISA, all decisions of the ISC are taken in principle by consensus. In the absence of consensus, decisions are made by a simple majority vote, unless the ISA provides for a special vote.

(5) Pursuant to Article 25 of the ISA, members of the ISO hold 2000 votes in total. Each member of the ISO holds a specified number of votes which is adjusted annually in accordance with the criteria set out in the ISA.

(6) It is in the Union's interests to participate in an international agreement on sugar, considering the importance of that sector for a number of Member States and for the economy of the European sugar sector.

(7) However, the institutional framework of the ISA, and especially the distribution of votes among members of the ISO that also determines the members' financial contribution to the ISO, no longer reflects the realities of the global sugar market.

(8) Under the ISA rules on financial contributions to the ISO, the Union's share of the financial contribution has remained the same since 1992, although the global sugar market, and in particular the Union's relative position in it, has substantially changed since then. As a result, the Union has assumed a disproportionately large share of the budgetary costs and responsibility in the ISO in recent years.

(9) By Council Decision (EU) 2017/2242 ([3]), the Commission was authorised by the Council to open negotiations with the other parties to the ISA within the ISC with a view to modernising the ISA, in particular as regards the discrepancies between the number of votes and financial contributions of members of the ISO, on the one hand, and their relative position in the global sugar market, on the other. That authorisation remains valid until 31 December 2019.

([1]) Council Decision 92/580/EEC of 13 November 1992 on the signing and conclusion of the International Sugar Agreement 1992 (OJ L 379, 23.12.1992, p. 15).

([2]) International Sugar Agreement 1992 (OJ L 379, 23.12.1992, p. 16).

([3]) Council Decision (EU) 2017/2242 of 30 November 2017 authorising the opening of negotiations to amend the International Sugar Agreement 1992 (OJ L 322, 7.12.2017, p. 29).

(10) Based on the authorisation given by Decision (EU) 2017/2242, the Commission opened negotiations with member countries of the ISO and presented proposals for the amendment of Article 25 of the ISA. On 19 July 2019, the ISC took the decision to open negotiations for a partial review of the ISA before its meeting in November 2019, under the guidance of the United Nations Conference on Trade and Development (Unctad). Following requests of several member countries of the ISO, the ISC decided, in addition to amending Article 25 of the ISA, to review other parts of the ISA, namely those covering the objectives and the work programme of the ISO. In accordance with the ISC decision, the negotiations are to be concluded no later than 31 December 2021.

(11) A new authorisation from the Council is therefore required to cover for the extended scope and timeframe of the negotiations.

(12) Any amendments agreed upon in the negotiations should be adopted in accordance with the procedure set out in Article 44 of the ISA. Pursuant to that Article, the ISC may, by special vote, recommend to members of the ISO an amendment of the ISA. As a member of the ISC, in accordance with Article 7 of the ISA, the Union should be able to participate in negotiations with a view to amending the institutional framework of the ISA.

(13) It is therefore appropriate that the Commission be authorised to open negotiations within the ISC to amend the ISA, that negotiating directives be established, and that the special committee appointed by Decision (EU) 2017/2242 continue to be consulted by the Commission when conducting the negotiations,

HAS ADOPTED THIS DECISION:

Article 1

1. The Commission is hereby authorised to open negotiations to amend the International Sugar Agreement 1992.

2. The negotiations shall be conducted on the basis of the negotiating directives of the Council set out in the addendum to this Decision.

Article 2

The negotiations shall be conducted in consultation with the Working Party on Commodities.

Article 3

This Decision shall apply until 31 December 2021.

Article 4

This Decision is addressed to the Commission.

Done at Brussels, 5 December 2019.

For the Council
The President
M. LINTILÄ

COUNCIL DECISION (EU) 2019/2137

of 5 December 2019

establishing that no effective action has been taken by Romania in response to the Council Recommendation of 14 June 2019

THE COUNCIL OF THE EUROPEAN UNION,

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

Having regard to Council Regulation (EC) No 1466/97 of 7 July 1997 on the strengthening of the surveillance of budgetary positions and the surveillance and coordination of economic policies ([1]), and in particular the fourth subparagraph of Article 10(2) thereof,

Having regard to the recommendation from the European Commission,

Whereas:

(1) In June 2017 and June 2018 the Council found, in accordance with Article 121(4) of the Treaty, that in 2016 and 2017, respectively, there had been a significant observed deviation from Romania's medium-term budgetary objective or from the adjustment path towards it. In view of those established significant deviations, the Council issued Recommendations of 16 June 2017 ([2]) and 22 June 2018 ([3]), recommending that Romania take the necessary measures to address those deviations. The Council subsequently found that Romania had not taken effective action in response to those Recommendations and issued revised Recommendations on 5 December 2017 ([4]) and 4 December 2018 ([5]) respectively. The Council subsequently found that Romania had not taken effective action in response to those revised Recommendations.

(2) On 14 June 2019 the Council found that in 2018 a significant observed deviation from the adjustment path toward the medium-term budgetary objective had again occurred in Romania. On that basis, the Council issued a Recommendation ([6]) for Romania to take the necessary measures to ensure that the nominal growth rate of net primary government expenditure ([7]) does not exceed 4,5 % in 2019 and 5,1 % in 2020, corresponding to an annual structural adjustment of 1,0 % of gross domestic product (GDP) in 2019 and 0,75 % of GDP in 2020. The Council also recommended that Romania use any windfall gains for deficit reduction, and that budgetary consolidation measures should secure a lasting improvement in the general government structural balance in a growth-friendly manner. The Council established a deadline of 15 October 2019 for Romania to report on the action taken in response to the Recommendation of 14 June 2019.

(3) On 25 September 2019 the Commission undertook an enhanced surveillance mission in Romania for the purpose of on-site monitoring under Article -11(2) of Regulation (EC) No 1466/97. After having transmitted its provisional findings to the Romanian authorities for comments, the Commission reported its findings to the Council on 20 November 2019. Those findings were made public. The Commission report finds that the Romanian authorities only plan to undertake structural adjustment as from 2022 and therefore do not intend to act upon the Council Recommendation of 14 June 2019.

([1]) OJ L 209, 2.8.1997, p. 1.

([2]) Council Recommendation of 16 June 2017 with a view to correcting the significant observed deviation from the adjustment path toward the medium-term budgetary objective in Romania (OJ C 216, 6.7.2017, p. 1).

([3]) Council Recommendation of 22 June 2018 with a view to correcting the significant observed deviation from the adjustment path toward the medium-term budgetary objective in Romania (OJ C 223, 27.6.2018, p. 3).

([4]) Council Recommendation of 5 December 2017 with a view to correcting the significant observed deviation from the adjustment path toward the medium-term budgetary objective in Romania (OJ C 439, 20.12.2017, p. 1).

([5]) Council Recommendation of 4 December 2018 with a view to correcting the significant observed deviation from the adjustment path toward the medium-term budgetary objective in Romania (OJ C 460, 21.12.2018, p. 1).

([6]) Council Recommendation of 14 June 2019 with a view to correcting the significant observed deviation from the adjustment path towards the medium-term budgetary objective in Romania (OJ C 210, 21.6.2019, p. 1).

([7]) Net primary government expenditure is comprised of total government expenditure excluding interest expenditure, expenditure on Union programmes fully matched by Union funds revenue and non-discretionary changes in unemployment benefit expenditure. Nationally financed gross fixed capital formation is smoothed over a four-year period. Discretionary revenue measures or revenue increases mandated by law are factored in. One-off measures on both the revenue and expenditure sides are netted out.

(4) On 15 October 2019 the Romanian authorities submitted a report on action taken in response to the Council Recommendation of 14 June 2019. The report does not contain a comprehensive projection of individual budgetary categories nor does it include the budgetary impact of each mentioned measure. Therefore, the report does not comply with the reporting requirements recommended by the Council. In the report the Romanian authorities reiterated that their target for 2019 remains a headline deficit of 2,8 % of GDP, which is the same target as in the 2019 Convergence Programme. If this target headline deficit were to be achieved, it would represent only a marginal reduction in the general government deficit compared to 2018, despite Romania experiencing high economic growth. For 2020, the Romanian authorities aim to achieve a headline deficit of 2,9 % of GDP, which is higher than the target of 2,7 % of GDP as set in the 2019 Convergence Programme. Overall, the fiscal impact of the reported measures falls short of the requirement stated in the Council Recommendation of 14 June 2019.

(5) In 2019, based on the Commission's 2019 autumn forecast, the growth of net primary government expenditure is projected to be 12,8 %, well above the recommended rate of 4,5 % (deviation of 2,5 % of GDP). The structural balance is set to deteriorate by 0,8 % of GDP against the recommended improvement of 1,0 % of GDP (deviation of 1,8 % of GDP). Therefore, both pillars point to a deviation from the recommended adjustment. The overall assessment confirms a deviation from the recommended adjustment in 2019.

(6) In 2020, based on the Commission's 2019 autumn forecast, the growth of net primary government expenditure is projected to be 11,1 %, well above the recommended rate of 5,1 % (deviation of 1,8 % of GDP). The structural balance is set to deteriorate by 0,8 % of GDP against the recommended improvement of 0,75 % of GDP (deviation of 1,6 % of GDP). Therefore, both pillars point to a risk of a deviation from the required adjustment of similar magnitude. The overall assessment confirms a deviation from the recommended adjustment in 2020.

(7) Moreover, the Commission's 2019 autumn forecast projects a general government deficit of 3,6 % in 2019 and 4,4 % in 2020, which is above the 3 % of GDP Treaty reference value.

(8) The above findings lead to the conclusion that Romania's response to the Council Recommendation of 14 June 2019 has been insufficient,

HAS ADOPTED THIS DECISION:

Article 1

Romania has not taken effective action in response to the Council Recommendation of 14 June 2019.

Article 2

This Decision is addressed to Romania.

Done at Brussels, 5 December 2019.

For the Council
The President
M. LINTILÄ

COUNCIL IMPLEMENTING DECISION (EU) 2019/2138

of 5 December 2019

amending Decision 2007/441/EC authorising the Italian Republic to apply measures derogating from Articles 26(1)(a) and 168 of Directive 2006/112/EC on the common system of value added tax

THE COUNCIL OF THE EUROPEAN UNION,

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

Having regard to Council Directive 2006/112/EC of 28 November 2006 on the common system of value added tax ([1]), and in particular the first subparagraph of Article 395(1) thereof,

Having regard to the proposal from the European Commission,

Whereas:

(1) Article 168 of the Directive 2006/112/EC establishes a right for taxable persons to deduct value added tax (VAT) charged on supplies of goods or services that they use for the purposes of their taxed transactions. Point (a) of Article 26(1) of that Directive treats the use of business assets by taxable persons or their staff for private purposes or, more generally, for purposes other than those of their business as a supply of services for consideration.

(2) Council Decision 2007/441/EC ([2]) authorises Italy to limit the right under Article 168 of Directive 2006/112/EC to deduct VAT to 40 % in the case of VAT charged on certain expenditure on certain motorised road vehicles not wholly used for business purposes. For vehicles subject to that 40 % limit, Italy is required to relieve taxable persons from having to treat their use for private purposes as a supply of services for consideration in accordance with point (a) of Article 26(1) of Directive 2006/112/EC. Decision 2007/441/EC, which has been extended several times, is due to expire on 31 December 2019.

(3) By letter registered with the Commission on 12 April 2019, Italy requested authorisation to continue to apply the derogating measures authorised by Decision 2007/441/EC ('the derogating measures') for a further period until 31 December 2022.

(4) By letter dated 13 May 2019, the Commission transmitted to the other Member States, pursuant to the second subparagraph of Article 395(2) of Directive 2006/112/EC, the request that had been made by Italy. By letter dated 14 May 2019, the Commission notified Italy that it had all the information it considers necessary for appraisal of the request.

(5) Together with the request, Italy submitted a report to the Commission, in accordance with the second subparagraph of Article 6 of Decision 2007/441/EC, including a review of the percentage restriction applied on the right to deduct VAT. Based on the information currently available, Italy maintains that a rate of 40 % is still justified. Italy also maintains that suspending the requirement to account for VAT on the private use of a motor vehicle subject to that 40 % limit is still necessary to ensure that the measure is complete and consistent. According to Italy, this would prevent double taxation. Italy also maintains that those derogating measures are justified by the need to simplify the procedure for collecting VAT and to prevent tax evasion resulting from incorrect record-keeping and false tax declarations.

(6) An extension of the derogating measures should be limited to the time needed to evaluate the effectiveness of the derogating measures and the appropriateness of the percentage. Italy should therefore be authorised to continue to apply the derogating measures until 31 December 2022.

([1]) OJ L 347, 11.12.2006, p. 1.

([2]) Council Decision 2007/441/EC of 18 June 2007 authorising the Italian Republic to apply measures derogating from Articles 26(1)(a) and 168 of Directive 2006/112/EC on the common system of value added tax (OJ L 165, 27.6.2007, p. 33).

(7) A deadline should be set for requesting authorisation for any further extension of the derogating measures beyond 2022 which Italy may consider necessary. Moreover, pursuant to the second subparagraph of Article 6 of Decision 2007/441/EC, Italy should be required to submit a report together with any such extension request, including a review of the percentage restriction applied on the right to deduct VAT.

(8) The derogating measures will only have a negligible effect on the overall amount of tax collected at the stage of final consumption and will not adversely affect the Union's own resources accruing from VAT.

(9) Decision 2007/441/EC should therefore be amended accordingly,

HAS ADOPTED THIS DECISION:

Article 1

Decision 2007/441/EC is amended as follows:

(1) Article 6 is replaced by the following:

'*Article 6*

Any request for authorisation to extend the derogating measures provided for in this Decision shall be submitted to the Commission by 1 April 2022. The request shall be accompanied by a report including a review of the percentage restriction applied on the right to deduct VAT on the basis of this Decision.';

(2) Article 7 is replaced by the following:

'*Article 7*

This Decision shall expire on 31 December 2022.'.

Article 2

This Decision shall take effect on the date of its notification.

It shall apply from 1 January 2020.

Article 3

This Decision is addressed to the Italian Republic.

Done at Brussels, 5 December 2019.

For the Council
The President
M. LINTILÄ

COUNCIL DECISION (EU, Euratom) 2019/2139

of 10 December 2019

appointing two members of the committee of independent eminent persons pursuant to Article 11(1) of Regulation (EU, Euratom) No 1141/2014 of the European Parliament and of the Council on the statute and funding of European political parties and European political foundations

THE COUNCIL OF THE EUROPEAN UNION

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

Having regard to the Treaty establishing the European Atomic Energy Community,

Having regard to Regulation (EU, Euratom) No 1141/2014 of the European Parliament and of the Council of 22 October 2014 on the statute and funding of European political parties and European political foundations ([1]), and in particular Article 11(1) thereof,

Whereas:

(1) Article 11(1) of Regulation (EU, Euratom) No 1141/2014 establishes a committee of independent eminent persons (the 'committee').

(2) Article 11(1) of Regulation (EU, Euratom) No 1141/2014 provides that the committee is to consist of six members, with the European Parliament, the Council and the Commission each appointing two members. The committee is to be renewed within six months after the end of the first session of the European Parliament following each election to the European Parliament. The mandate of the members is not to be renewable,

HAS ADOPTED THIS DECISION:

Article 1

1. The following are hereby appointed as members of the committee of independent eminent persons for the duration of the term of office of that committee:

— Mr Algis KRUPAVIČIUS,

— Mr Christian WALDHOFF.

2. The appointment is subject to the signing, by each of the designated members, of the declaration of independence and absence of conflict of interests that is annexed to this Decision.

Article 2

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

Done at Brussels, 10 December 2019.

For the Council
The President
T. TUPPURAINEN

([1]) OJ L 317, 4.11.2014, p. 1.

ANNEX

DECLARATION OF INDEPENDENCE AND ABSENCE OF CONFLICT OF INTERESTS

I, the undersigned, ..., declare that I have taken note of Article 11(1) of Regulation (EU, Euratom) No 1141/2014 of the European Parliament and of the Council on the statute and funding of European political parties and European political foundations and will exercise my duties as member of the committee of independent eminent persons in full independence and in full compliance with the rules of that Regulation.

I will neither seek nor take instructions from any institution or government, or from any other body, office or agency. I will refrain from any act which is incompatible with the nature of my duties.

I declare, to the best of my knowledge, that I am not in a situation of conflict of interests. A conflict of interests exists where the impartial and objective exercise of my duties as member of the committee of independent eminent persons is compromised for reasons involving family, personal life, political, national, philosophical or religious affinity, economic interest or any other shared interest with a recipient.

In particular, I declare that I am not a member of the European Parliament, the Council or the Commission. I do not hold any electoral mandate. I am not an official or other servant of the European Union. I am not, and never have been, an employee of a European political party or of a European political foundation.

Done at …,

[DATE + SIGNATURE
of the designated member
of the committe
of independent eminent persons]

COMMISSION DECISION (EU) 2019/2140

of 21 October 2019

on State aid SA.52194 - 2019/C (ex 2018/FC) – Slovak Republic - Slovak Retail Turnover Tax

(notified under document C(2019) 7474)

(Only the Slovak text is authentic)

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union, and in particular the first subparagraph of Article 108(2) thereof,

Whereas:

1. PROCEDURE

(1) On 13 December 2018, the Slovak Parliament adopted the Act on the Special Levy on Retail Chains (the 'Retail Tax Act') ([1]), which introduced a tax on the turnover of retailers selling food to end consumers (the 'retail tax'). The Retail Tax Act entered into force on 1 January 2019. The first period by which the tax accrued was January to March 2019, with the payment of the tax due by the end of April 2019.

(2) The Commission became aware of the retail tax based on market information it received from October 2018 onwards. On 21 December 2018, the Commission received a complaint alleging that exemptions from the tax under the Retail Tax Act amount to State aid to certain retailers.

(3) On 11 January 2019, the Commission services sent a letter to the Slovak Republic by which they requested information on the retail tax. On 22 January 2019, the Commission services forwarded the complaint to the Slovak Republic for possible comments.

(4) On 7 February 2019, the Commission received the reply of the Slovak Republic to the Commission's letter of 11 January 2019, as well as its comments on the complaint.

(5) On 13 February 2019, the Commission services sent a letter to the Slovak Republic setting out their preliminary views on the matter, informing the Slovak Republic that the Commission considered issuing a suspension injunction in accordance with Article 13(1) of Council Regulation (EU) 2015/1589 ([2]) and giving it the opportunity to submit comments.

(6) On 5 March 2019, the Slovak Republic submitted its reply to the Commission letter of 13 February 2019.

(7) By letter of 2 April 2019, the Commission informed the Slovak Republic that it had decided to initiate the procedure provided for in Article 108(2) of the Treaty on the Functioning of the European Union (the 'TFEU') in respect of the measure introduced by the Retail Tax Act (the 'Opening Decision'). The Commission also required the immediate suspension of the measure in accordance with Article 13(1) of Regulation (EU) 2015/1589.

(8) The Opening Decision was published in the *Official Journal of the European Union* ([3]). The Commission invited interested parties to submit their comments on the aid measure.

(9) The Slovak Republic submitted observations to the Opening Decision by letter of 13 May 2019 and informed the Commission that the Retail Tax Act had been repealed.

([1]) Act No 385/2018 Coll. of 13 December 2018 on Special Levy on Retail Chains and on amendments to Act No 595/2003 Coll. on income tax, as subsequently amended.

([2]) Council Regulation (EU) 2015/1589 of 13 July 2015 laying down detailed rules for the application of Article 108 of the Treaty on the Functioning of the European Union (OJ L 248, 24.9.2015, p. 9).

([3]) OJ C 194, 7.6.2019, p. 11.

(10) On 29 May 2019, following the information submitted by the Slovak Republic on 13 May 2019, the Commission services sent a letter to the Slovak Republic by which they requested additional information on the legal status of the Retail Tax Act. The Slovak Republic submitted its reply to the Commission on 10 June 2019.

(11) The Commission did not receive comments on the Opening Decision from interested parties.

2. DESCRIPTION OF THE MEASURE

(12) The Retail Tax Act introduced a tax with the following main features:

(a) a 2,5 % tax applies on the entire turnover of retailers selling food (including turnover derived from non-food sales);

(b) if at least 25 % of their turnover is generated by the sale of food to end consumers;

(c) if they operate in at least 15 % of all Slovak administrative districts;

(d) the members/affiliates of franchises and trading alliances are treated as distinct taxpayers for the fulfilment of the conditions for the application of the retail tax;

(e) the following retailers are exempted from the tax:

(1) small and medium-sized enterprises as defined in Commission Regulation (EU) No 651/2014 ([4]),

(2) mass catering facilities,

(3) retailers that are food producers (or affiliated to food producers) with at least 80 % of their net turnover coming from the sale to end consumers of food they produce,

(4) retailers where at least 80 % of their turnover originates from the sale of food of one class,

(5) retailers for which the tax due does not exceed EUR 5 000 per quarter;

(f) the tax base does not include the net turnover of the retail outlets located in:

(1) the least developed districts in Slovakia and having a maximum of 10 employees,

(2) municipalities where there are not more than three commercial establishments selling food to end consumers.

(13) According to the Retail Tax Act, the Ministry of Agriculture shall use the net proceeds from the retail tax, in particular, to support the agriculture and food sectors. The net proceeds are the difference between (a) the retail tax revenue and (b) the amount of corporate income tax reduction due to the deduction of the retail tax.

3. REPEAL OF THE MEASURE

(14) By letter of 13 May 2019, the Slovak Republic informed the Commission that the Retail Tax Act had been repealed by Act No 88/2019 of 9 April 2019 (the 'Repeal Act') (see recital 9 above). Therefore, the Slovak Republic expressed its position that the formal investigation carried out by the Commission was no longer relevant.

(15) In reply to a request for more detailed information, by letter of 10 June 2019, the Slovak Republic informed the Commission that the Retail Tax Act was not repealed with retroactive effect, since a basic principle of the rule of law in the Slovak Republic prohibits that tax legislation has retroactive effect. The Repeal Act entered into effect on 9 April 2019, and the Retail Tax Act was repealed from that date.

([4]) Commission Regulation (EU) No 651/2014 of 17 June 2014 declaring certain categories of aid compatible with the internal market in application of Articles 107 and 108 of the Treaty Text with EEA relevance (OJ L 187, 26.6.2014, p. 1).

(16) In addition, on the request of the Commission services, the Slovak Republic submitted that entities to which the repealed Retail Tax Act applied during the period when it was in force bore no obligation to pay the retail tax and that the Slovak Republic was not legally entitled to enforce payment of the retail tax. Lastly, the Slovak Republic confirmed that no entity had made a payment of the retail tax.

(17) Thus, according to the information submitted by the Slovak Republic, the Retail Tax Act has been repealed and did not result in any tax payment or tax liability for the period during which it was in force.

(18) In view of the repeal of the Retail Tax Act by the Slovak Republic, the formal investigation procedure initiated in respect of the aid measure under that act has become without object.

4. **CONCLUSION**

(19) The procedure laid down in Article 108(2) TFEU has become without object due to the repeal of the Retail Tax Act by the Slovak Republic and should be closed,

HAS ADOPTED THIS DECISION:

Article 1

Due to the repeal of the Retail Tax Act by the Slovak Republic, the formal investigation procedure under Article 108(2) of the Treaty on the Functioning of the European Union, initiated on 2 April 2019, in respect of the aid measure under the Retail Tax Act has become without object and is closed.

Article 2

This Decision is addressed to the Slovak Republic.

Done at Brussels, 21 October 2019.

For the Commission
Margrethe VESTAGER
Member of the Commission

ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

UN Regulation No 14 — Uniform provisions concerning the approval of vehicles with regard to safety-belt anchorages [2019/2141]

Incorporating all valid text up to:

09 series of amendments — Date of entry into force: 29 December 2018

CONTENTS

1. SCOPE

This Regulation applies to:

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.

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 are attached and, if the anchorages strength is tested according to the dynamic test, 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;

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° or -10° 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° or –10° with the vertical plane of symmetry of the vehicle;

[1] As defined in the Consolidated resolution on the Construction of vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6, para. 2.

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° (± 10°) 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.

3. APPLICATION FOR APPROVAL

3.1. The application for approval of a vehicle type with regard to the belt anchorages, 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) and detailed drawings of the belt anchorages;

3.2.2. A specification of the materials used which may affect the strength of the belt anchorages;

3.2.3. A technical description of the belt anchorages;

3.2.4. In the case of belt anchorages 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 UN 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, 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 08, corresponding to the 08 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 ([2]);

4.4.2. The number of this Regulation, to the right of the circle prescribed in paragraph 4.4.1.

([2]) 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.6 - http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

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 of 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.

5.1.1.2. The R point is the seating reference point defined in paragraph 2.4 of Annex 4 of this Regulation.

5.1.2. The three-dimensional reference system is defined in Appendix 2 of Annex 4 of 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 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 α1 and α2 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.

5.3. Minimum number of belt anchorages to be provided

5.3.1. Any vehicle in categories M and N (except those vehicles of categories M_2 or M_3 which belong to Classes I or A[1]) shall be equipped with safety-belt anchorages which satisfy the requirements of this Regulation.

If vehicles of categories M_2 or M_3 which belong to Classes I or A[1] are fitted with safety-belt anchorages, these anchorages shall 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 N_1, 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 ╬, 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.

5.3.5.4. Paragraphs 5.3.5.1 to 5.3.5.3 shall not apply to a driver's seat.

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. 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 ± 10°. 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 α1 may be below the minimum value (30°) stipulated above, provided it is not less than 20° in any normal position of use.

5.4.2.2. Rear seats, vehicle category M_1

In motor vehicles of category M_1 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 M_1

In motor vehicles of categories other than M_1 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 ± 10° (e.g. anchorage fixed at the seat).

5.4.2.4. Rear seats and special front or rear seats, vehicle categories other than M_1

In vehicles of categories other than M_1, 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 ± 10° (e.g. anchorage fixed at the seat).

In the case of seats, other than front seats, of vehicles in categories M_2 and M_3, 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 L_1 and L_2 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 L_1 and L_2 of the same safety-belt shall not be less than 350 mm. If there is only one central seating position in a rear row of seats of vehicles of category M_1 and N_1, then the above-mentioned distance shall be not less than 240 mm for that central seating position, 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 L_1 and L_2 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 J_1 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;

XJ_1: 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 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 mm + 1,8 S. However, when S ≤ 200 mm, then DR = 675 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 mm + S. Where S ≥ 280 mm, the manufacturer may use BR = 260 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.

However, where the device for adjusting the shoulder height is not directly attached to the vehicle construction or seat construction, but is realized by means of a flexible shoulder adjustment device for height:

(e) The requirements mentioned in the subparagraphs (a) and (d) above shall still be fulfilled as part of the Regulation No 14 type approval making use of the restraint system that is to be installed.

(f) Evidence is needed that the safety-belt together with its flexible shoulder adjustment for height complies with the requirements for restraint systems of Regulation No 16; the requirements in the subparagraphs (b) and (c) shall be fulfilled under paragraph 8.3 of Regulation No 16 type approval.

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 of 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 of 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 safety-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 M_1 and N_1 and to 15° for vehicles of all other categories.

6.2. Securing the vehicle for safety-belt anchorages tests.

6.2.1. The method used to secure the vehicle during the test shall not be such as to strengthen the safety-belt 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 safety-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 ± 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 safety-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 daN ± 20 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 ± 20 daN, except that for M_3 and N_3 vehicles the test load shall be 450 ± 20 daN.

6.4.1.3. At the same time a tractive force of 1,350 daN ± 20 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 ± 20 daN, except that for M_3 and N_3 vehicles the test load shall be 450 ± 20 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 daN ± 20 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 ± 20 daN, except that for M_3 and N_3 vehicles the test load shall be 450 ± 20 daN.

6.4.2.2. At the same time a tractive force of 1,350 daN ± 20 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 ± 20 daN, except that for M_3 and N_3 vehicles the test load shall be 450 ± 20 daN.

6.4.3. Test in configuration of a lap belt

A test load of 2,225 daN ± 20 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 ± 20 daN, except that for M_3 and N_3 vehicles the test load shall be 740 ± 20 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 ± 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 ± 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 paragraphs 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.

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, Schedule 1 (E/ECE/TRANS/505/Rev.3), 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.

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 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 DEFINITIVELY DISCONTINUED

If the holder of the approval completely ceases to manufacture a type of safety-belt anchorages 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 recognize 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 M_1, 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 M_1, Contracting Parties applying this Regulation may refuse to recognize 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 recognize 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 recognize 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.

14.20. As from the official date of entry into force of the 08 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approvals or refuse to accept type-approvals under this Regulation as amended by the 08 series of amendments.

14.21. Contracting Parties applying this Regulation shall not refuse to grant extensions of type approvals for existing types on the basis of the provisions valid at the time of the original approval.

14.22. Contracting Parties that apply this Regulation after the date of entry into force of the 08 series of amendments are not obliged to accept type-approvals granted in accordance with any of the preceding series of amendments to this Regulation.

14.23. As from the official date of entry into force of the 09 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept UN type approvals under this Regulation as amended by the 09 series of amendments.

14.24. As from 1 September 2019, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to the preceding series of amendments, first issued after 1 September 2019.

14.25. Until 1 September 2025, Contracting Parties applying this Regulation shall accept UN type-approvals to the preceding series of amendments, first issued before 1 September 2019.

14.26. As from 1 September 2025, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.

14.27. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept UN type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation/are only obliged to accept UN type-approval granted in accordance with the 09 series of amendments.

14.28. Notwithstanding paragraph 14.26, Contracting Parties applying the UN Regulation shall continue to accept UN type approvals issued according to the preceding series of amendments to the UN Regulation, for the vehicles/vehicle systems which are not affected by the changes introduced by the 09 series of amendments.

14.29. Contracting Parties applying this Regulation shall not refuse to grant UN type approvals according to any preceding series of amendments to this Regulation or extensions thereof.

ANNEX 1

COMMUNICATION

(maximum format: A4 (210 x 297 mm))

Issued by: Name of administration
.....
.....
.....

concerning: Approval granted
Approval extended
Approval refused
Approval withdrawn
Production definitively discontinued

of a vehicle type with regard to safety-belt anchorages pursuant to UN 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 authorized for fitting to the anchorages with which the vehicle is equipped:

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

* 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. Description of the adjustment, displacement and locking systems either of the seat or of its parts[3]: .....

8. Description of seat anchorage[3]: .....

9. 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: .....

10. Vehicle submitted for approval on: .....

11. Technical Service responsible for conducting approval tests: .....

12. Date of report issued by that Service: .....

13. Number of report issued by that Service: .....

14. Approval granted/extended/refused/withdrawn[2]

15. Position of approval mark on vehicle: .....

16. Place: .....

17. Date: .....

18. Signature: .....

19. The following documents, filed with the Type Approval Authority which has granted approval and available on request are annexed to this communication:

Drawings, diagrams and plans of the belt anchorages and of the vehicle structure;

photographs of the belt anchorages 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].

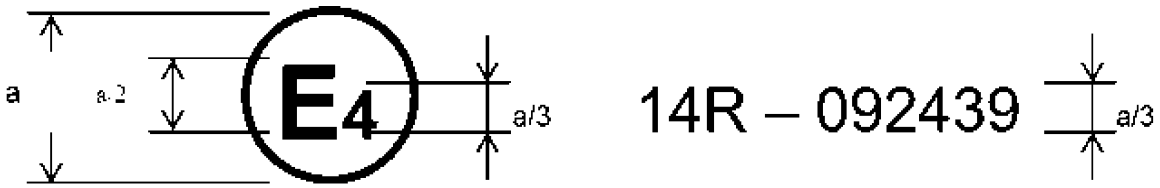
1. Distinguishing number of the country which has granted/extended/refused/withdrawn approval (see approval provisions in the Regulation).
2. Strike out what does not apply.
3. Only if the anchorage is affixed on the seat or if the seat supports the belt strap.

ANNEX 2

ARRANGEMENTS OF THE APPROVAL MARK

MODEL A

(see paragraph 4.4 of this Regulation)

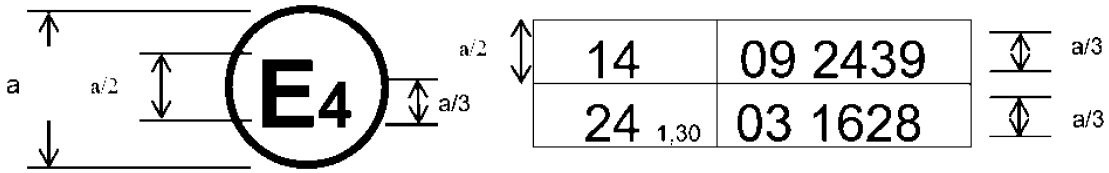


a = 8 mm min

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 UN Regulation No 14, under the number 092439. The first two digits of the approval number indicate that UN Regulation No 14 already included the 09 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 UN Regulations Nos 14 and 24 (*). (In the case of the latter Regulation the corrected absorption coefficient is 1,30 m^{-1}). The approval numbers indicate that on the dates on which these approvals were granted, UN Regulation No 14 included the 09 series of amendments and UN Regulation No 24 was in its 03 series of amendments.

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

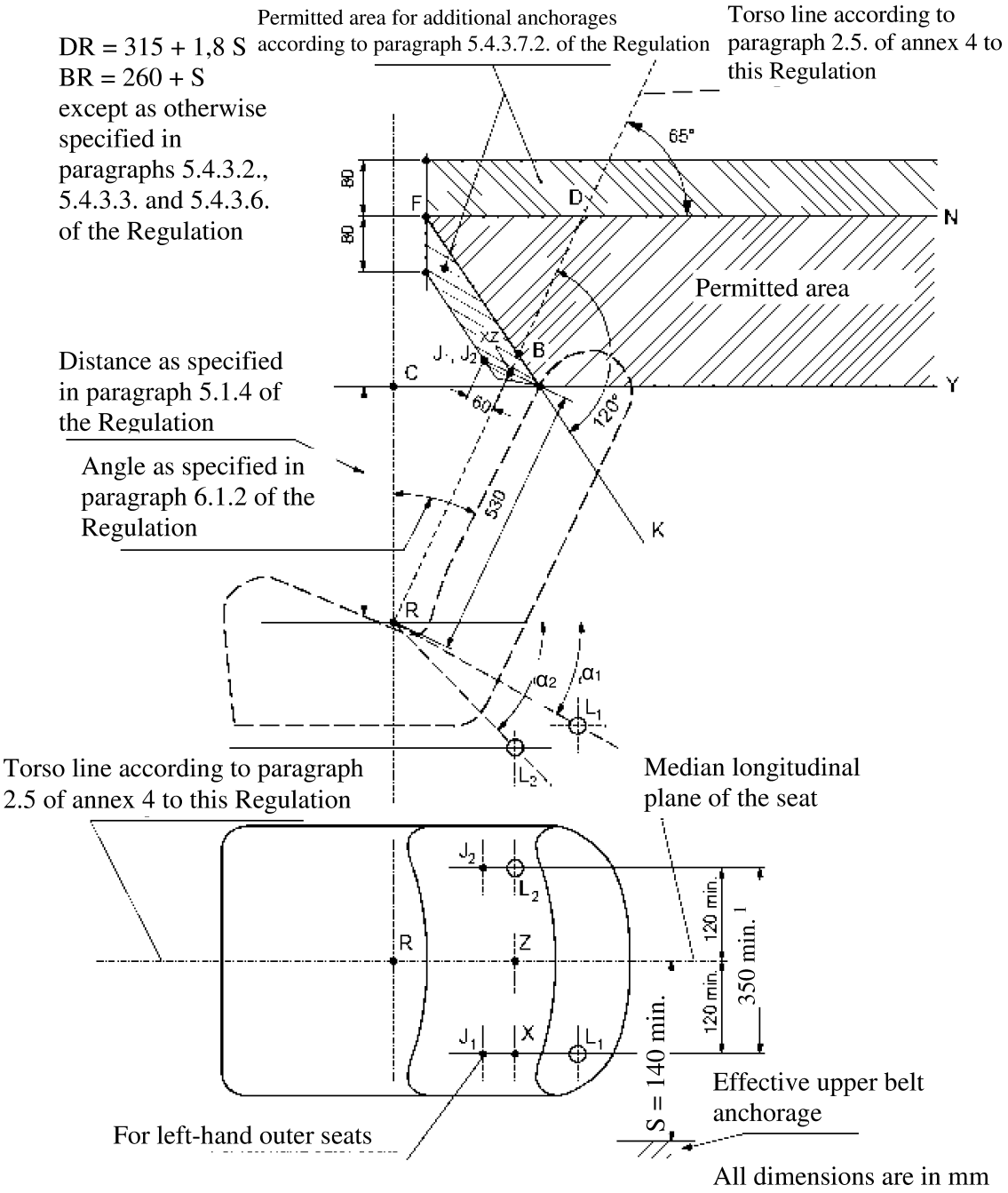
ANNEX 3

LOCATION OF EFFECTIVE BELT ANCHORAGES

Figure 1

Areas of location of effective belt anchorages

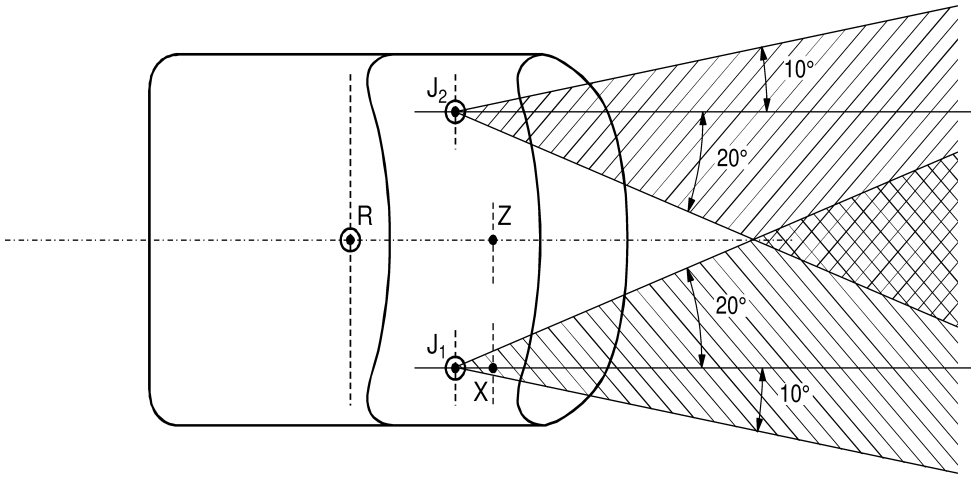
(The drawing shows one example, where the upper anchorage is fixed to the vehicle body side panel)



1. 240 mm minimum for the central rear seating positions of M_1 and N_1 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]

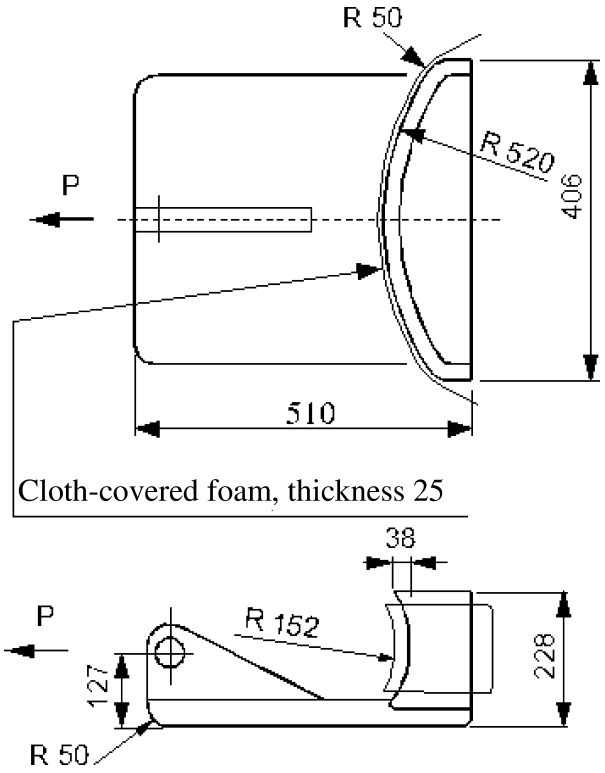
Appendix 3 — Reference data concerning seating positions [1]

[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.6

ANNEX 5

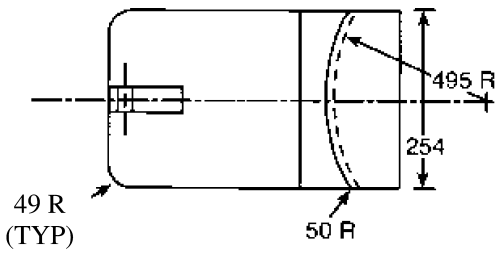
TRACTION DEVICE

Figure 1



All dimensions in millimetres (mm)

Figure 1a



NOTES
1. Block Covered by 25 Med. Density Canvas Covered Foam Rubber

2. All Dimensions in millimetres (mm)

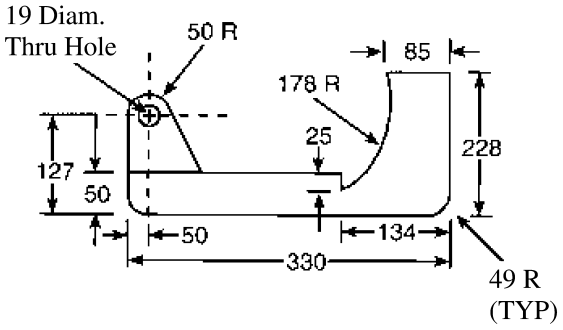


Figure 1b

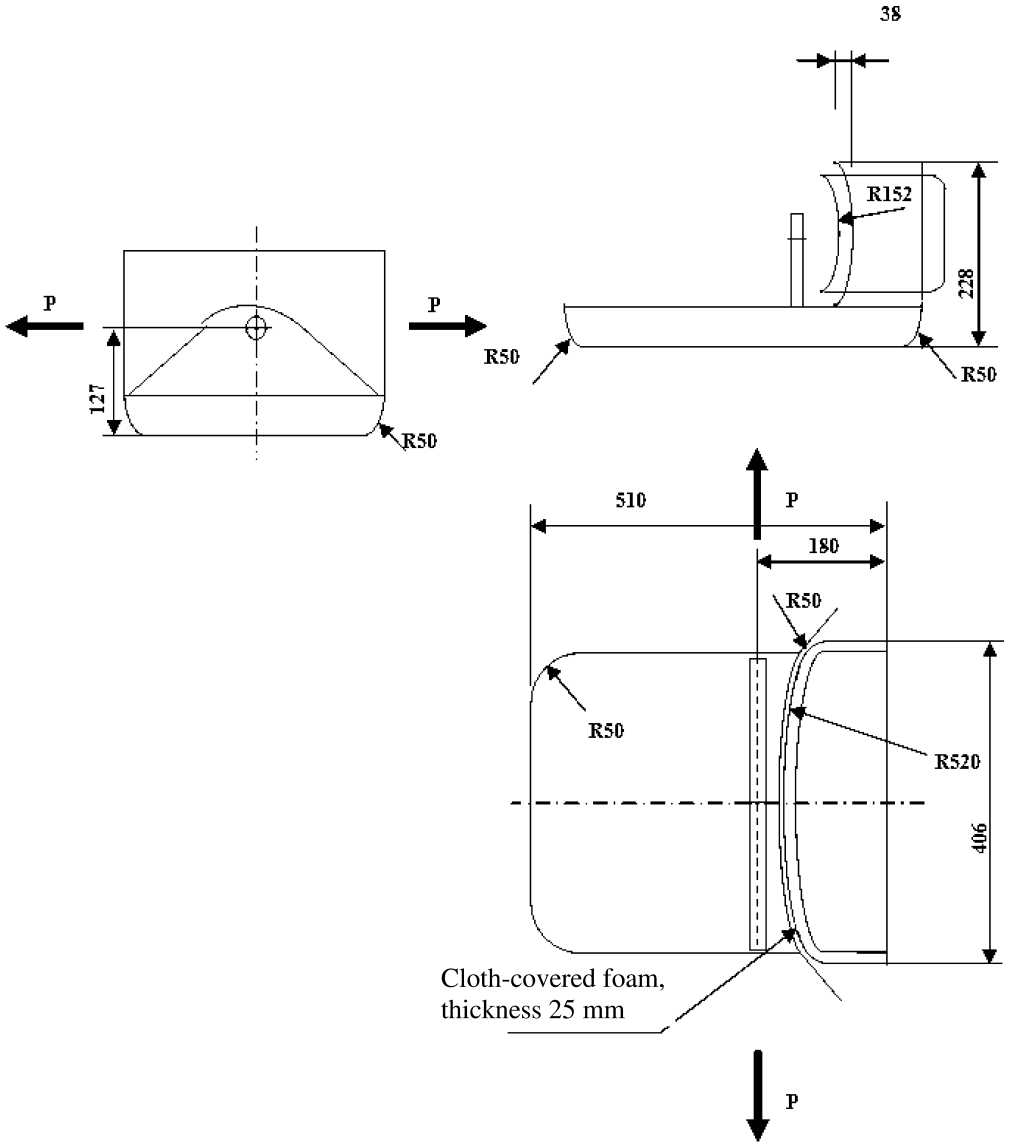
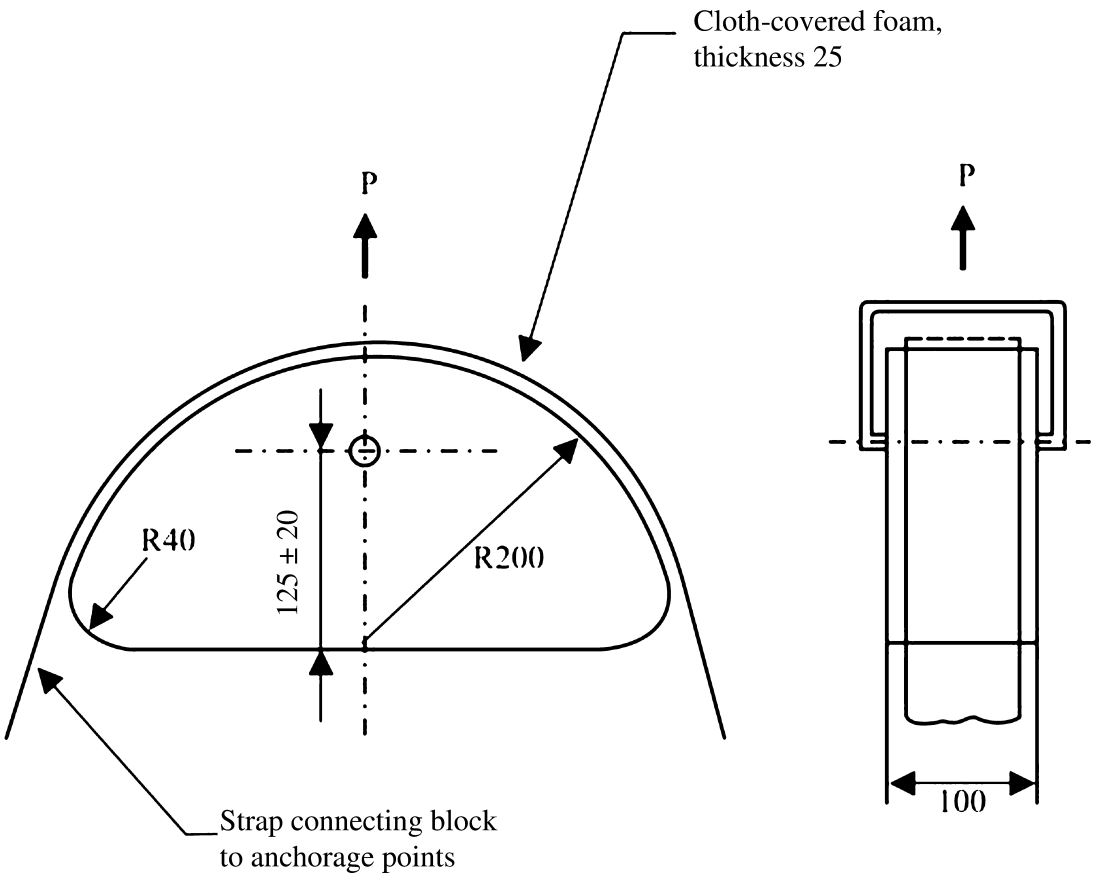

38
R152
228
P
P
R50
R50
127
R50
510
P
180
R50
R50
R520
406
Cloth-covered foam,
thickness 25 mm
P

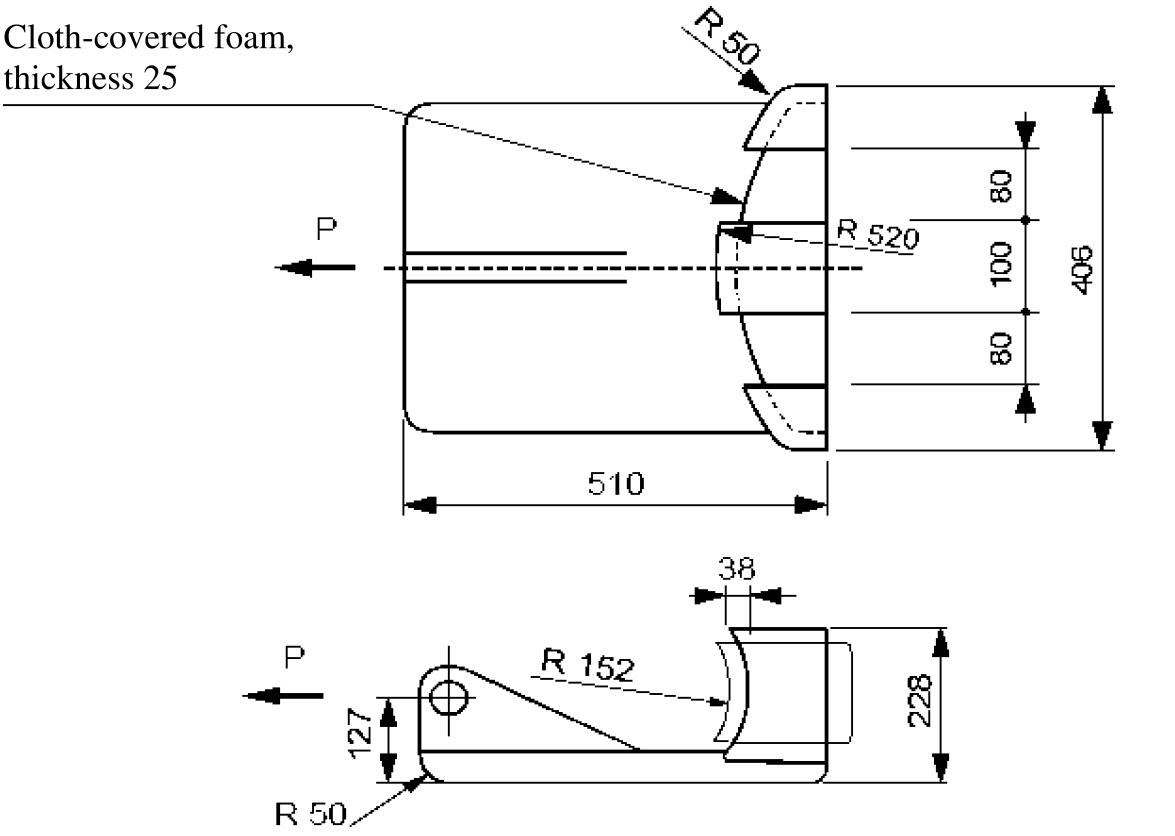
Figure 2



All dimensions are 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



All dimensions are in millimetres

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	—
$M_2 \leq 3{,}5$ 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

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 M_2 and M_3 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 M_1 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 of 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.

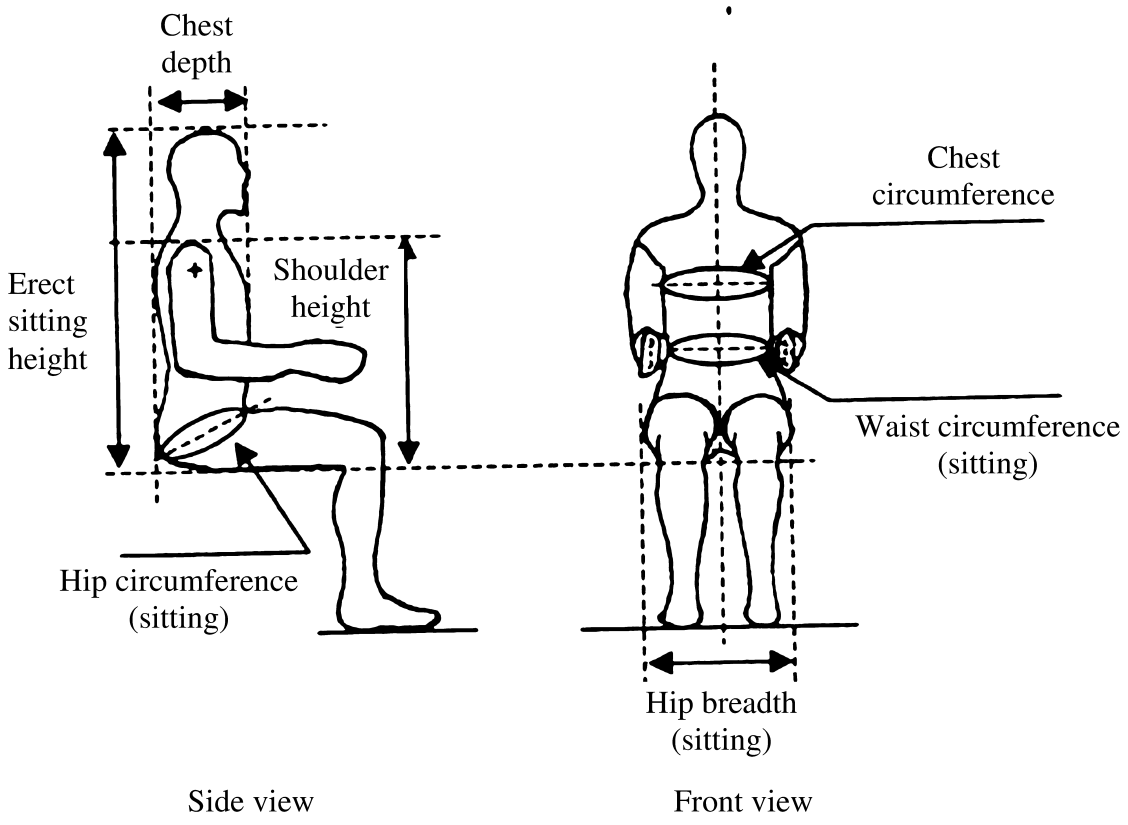
3.3.3. It shall be checked that the safety-belt anchorages' displacement does not exceed the limits specified in paragraphs 2.1 and 2.1.1 of this annex.

ANNEX 8

DUMMY SPECIFICATIONS (*)

Mass	97,5 ± 5 kg
Erect sitting height	965 mm
Hip breadth (sitting)	415 mm
Hip circumference (sitting)	1200 mm
Waist circumference (sitting)	1080 mm
Chest depth	265 mm
Chest circumference	1130 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.

UN Regulation No 145 — Uniform provisions concerning the approval of vehicles with regard to ISOFIX anchorage systems ISOFIX top tether anchorages and i-Size seating positions [2019/2142]

Date of entry into force: 19 July 2018

This document is meant purely as documentation tool. The authentic and legally binding text is: ECE/TRANS/WP.29/2017/133.

Contents

1. SCOPE

This Regulation applies to:

(a) Vehicles of category M_1 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;

(b) 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 with regard to the ISOFIX anchorage systems, the ISOFIX top tether anchorages, and i-Size seating positions if any;

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 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 anchorages.

2.3. '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;

2.4. '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;

2.5. '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. '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;

2.7. 'Bench seat' means a structure complete with trim, intended to seat more than one adult person;

2.8. '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.

2.9. 'ISOFIX position' means a position which allows the installation of:

(a) Either an universal ISOFIX forward facing child restraint system as defined in UN Regulation No 44;

(b) Or a semi-universal ISOFIX forward facing child restraint system as defined in UN Regulation No 44;

(c) Or a semi-universal ISOFIX rearward facing child restraint system as defined in UN Regulation No 44;

(d) Or a semi-universal ISOFIX lateral facing position child restraint system as defined in UN Regulation No 44;

(e) Or a specific vehicle ISOFIX child restraint system as defined in UN Regulation No 44;

(f) Or an i-Size child restraint system of integral class as defined in UN Regulation No 129;

(g) Or a specific vehicle ISOFIX child restraint system as defined in UN Regulation No 129.

2.10. '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.

2.11. '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.

2.12. 'ISOFIX attachment' means one of the two connections, fulfilling the requirements of UN Regulation No 44 or UN Regulation No 129, extending from the ISOFIX child restraint system structure and compatible with an ISOFIX low anchorage.

2.13. 'ISOFIX child restraint system' means a child restraint system, fulfilling the requirements of UN Regulation No 44 or UN Regulation No 129, which has to be attached to an ISOFIX anchorages system.

2.14. '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 4, 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 5.

2.15. '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.

2.16. '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.

2.17. 'ISOFIX top tether connector' means a device intended to be attached to an ISOFIX top tether anchorage.

2.18. '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 4 of this Regulation.

2.19. '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.

2.20. '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.

2.21. 'A child restraint fixture' means a fixture according to one of the ISOFIX size envelopes defined in paragraph 4. of Annex 17 – Appendix 2 of UN 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 UN Regulation No 16, to check which ISOFIX child restraint systems size envelopes can be accommodated on the vehicle ISOFIX positions. Also one of the CRF, so-called either ISO/F2 or ISO/F2X which is described in UN 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.

2.22. 'Support leg foot assessment volume' means the volume, as shown in Figures 1 and 2 of Annex 5 of this Regulation, in which the support leg foot of an i-Size child restraint system defined in UN Regulation No 129 will rest and therefore the vehicle floor has to intersect.

2.23. '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 UN Regulation No 129.

2.24. 'i-Size seating position' means a seating position, if any defined by the vehicle manufacturer, which is designed to accommodate i-Size child restraint systems and fulfils the requirements defined in this Regulation.

3. APPLICATION FOR APPROVAL

3.1. The application for approval of a vehicle type with regard, 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 ISOFIX anchorage 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 ISOFIX anchorages systems if any, of the ISOFIX top tether anchorage if any, and of the points to which they are attached;

3.2.2. A specification of the materials used which may affect the strength 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 ISOFIX anchorages systems and ISOFIX top tether anchorages if any;

3.2.4. In the case 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.

3.3. At the option of the manufacturer, a vehicle representative of the vehicle type to be approved, or the parts of the vehicle considered essential by the technical service conducting the approval tests for the ISOFIX anchorages systems, for ISOFIX top tether anchorages if any, and in case of i-Size seating positions, the vehicle floor contact surface test, shall be submitted to the technical 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 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.

4.5. 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

5.1.1. The H point is a reference point as defined in Annex 3 of 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.

5.1.1.2. The R point is the seating reference point defined in Annex 3, Appendix 3 of this Regulation.

5.1.2. The three-dimensional reference system is defined in Appendix 2 of Annex 3 of this Regulation.

([1]) The distinguish numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6. www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

5.2. General specifications

5.2.1. 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:

5.2.1.1. 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.

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

5.2.1.3. 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 of integral class as defined in UN Regulation No 129.

5.2.2. ISOFIX anchorage systems, design and positioning:

5.2.2.1. Any ISOFIX anchorages system shall be 6 mm ±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 4.

5.2.2.2. 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.

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

i-Size positions shall accommodate ISOFIX child restraint fixtures 'ISO/F2X', and 'ISO/R2' together with the support leg installation assessment volume, as defined in UN Regulation No 16 (Annex 17, Appendix 2). In addition, i-Size positions shall accommodate the child restraint fixture of class ISO/B2, as defined in UN Regulation No 16 (Annex 17, Appendix 5).

5.2.2.4. The bottom surface of the ISOFIX child restraint fixture as defined by vehicle manufacturer in paragraph 5.2.2.3, shall have attitude angles within the following limits, angles measured relatively to the vehicle reference planes as defined in Annex 3 – Appendix 2 to this Regulation:

(a) Pitch: 15° ± 10°;

(b) Roll: 0° ± 5°;

(c) Yaw: 0° ± 10°.

For i-Size positions, providing the limits specified in paragraph 5.2.2.4 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. This paragraph does not apply to child restraint fixtures of size ISO/B2.

5.2.2.5. 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.

5.2.2.6. 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.

5.2.2.6.1. As a minimum, the symbol of Annex 4, 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.

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

5.2.2.7. The requirements of paragraph 5.2.2.6 do not apply to the i-Size seating position. i-Size seating positions shall be marked according to paragraph 5.2.4.1.

5.2.3. ISOFIX top tether anchorages, design and positioning:

At the request of the car manufacturer, methods described in paragraphs 5.2.3.1 and 5.2.3.2 can be used alternatively.

Method described in paragraph 5.2.3.1 can only be used if the ISOFIX position is located on a vehicle seat.

5.2.3.1. Subject to paragraphs 5.2.3.3 and 5.2.3.4, 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 4, 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 4, Figure 5, according to the following conditions:

5.2.3.1.1. 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;

5.2.3.1.2. 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

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

5.2.3.2. The ISOFIX top tether anchorage zone may be alternatively located with the aid of the Fixture 'ISO/F2', as defined in UN 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 4.

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' fixture rear face.

The intersection between the 'ISO/F2' fixture rear face and the horizontal line (Annex 4, 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 4, Figure 11) on the centreline of the 'ISO/F2' 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 4, 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' fixture with a plane 550 mm distant above the 'ISO/F2' fixture horizontal face (1) on the 'ISO/F2' fixture centreline (6).

Further, the ISOFIX top tether anchorage shall be more than 200 mm but not more than 2000 mm from the origin of the ISOFIX top tether strap on the rear face of the 'ISO/F2' fixture, measured along the strap when it is drawn over the seat back to the ISOFIX top tether anchorage.

5.2.3.3. 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 paragraphs 5.2.3.1 or 5.2.3.2 if a location within a zone is not appropriate and the vehicle is equipped with a routing device that,

5.2.3.3.1. 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

5.2.3.3.2. 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

5.2.3.3.3. 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 6.2 of this Regulation.

5.2.3.4. 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.

5.2.3.5. 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 4; 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 4; the cover shall be removable without the use of tools.

5.2.4. i-Size seating position requirements

Each i-Size seating position, as defined by the vehicle manufacturer, shall conform to the requirements defined in paragraphs 5.2.1 to 5.2.4.3.

5.2.4.1. 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 5, 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.

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

In addition to the requirements defined in 5.2.2 and 5.2.3 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 5 to this Regulation.

The support leg foot assessment volume is characterized as follows (see also Annex 5, 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 centerlines 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 5.2.2.4.

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

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

The entire vehicle floor contact surface (see Annex 5, Figures 1 and 2) shall be of sufficient strength to withstand the loads imposed when tested in accordance with paragraph 6.2.4.5.

5.3. Minimum number of ISOFIX positions to be provided:

5.3.1. Any vehicle of category M_1 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 UN Regulation No 16, which can be installed on each ISOFIX position are defined in UN Regulation No 16.

5.3.2. Notwithstanding paragraph 5.3.1 if a vehicle is only equipped with one seat row, no ISOFIX position is required.

5.3.3. Notwithstanding paragraph 5.3.1 at least one of the two ISOFIX positions systems shall be installed at the second seat row.

5.3.4. Notwithstanding paragraph 5.3.1 vehicles of category M_1 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 5.2.2; and

(c) Having a Power to mass ratio index (PMR) exceeding 140 according to the definitions within UN Regulation No 51, and with the definition of the Power Mass Ratio (PMR):

$PMR = (Pn/m_t) \times 1000$ kg/kW

where:

Pn: maximum (rated) engine power expressed in kW ([2])

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 [2].

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.

5.3.5. If an ISOFIX anchorages system is installed at a front seating position protected with a frontal airbag, a de-activation device for this airbag shall be fitted.

5.3.6. Notwithstanding paragraph 5.3.1 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.

5.3.7. Convertible vehicles as defined in paragraph 2.9.1.5 of the Consolidated Resolution on the Construction of Vehicles (R.E.3) 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. If a vehicle is only equipped with one seat position per row, only one ISOFIX position is required in the passenger position. In case where an ISOFIX top tether anchorage is provided on such vehicles, it shall comply with the suitable provisions of this Regulation. However where it is not possible to install even the smallest forward-facing ISOFIX fixture (as defined in UN Regulation No 16, Appendix 2, of Annex 17) in the passenger seating position, then no ISOFIX position shall be required, provided that a child restraint system is specified for that vehicle.

5.3.9. Notwithstanding paragraph 5.3.1, 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.

5.3.10. Notwithstanding the provisions of paragraphs 5.3.1 to 5.3.4, one or more of the mandatory ISOFIX positions may be replaced by i-Size seating positions.

6. TESTS

6.1. Securing the vehicle for ISOFIX anchorages tests

6.1.1. The method used to secure the vehicle during the test shall not be such as to strengthen the ISOFIX anchorages and their anchorage area or to lessen the normal deformation of the structure.

6.1.2. 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.

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

6.1.3. 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.

6.1.4. If a securing method other than that prescribed in paragraphs 6.1.1 to 6.1.3 of this Regulation is used, evidence must be furnished that it is equivalent.

6.2. Static test requirements.

6.2.1. The strength of the ISOFIX anchorage systems shall be tested applying the forces, as prescribed in paragraph 6.2.4.3, 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 6.2.4.4.

In case of an i-Size seating position, an additional support leg test shall be performed as described in paragraph 6.2.4.5.

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

6.2.2. 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.

6.2.3. 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 of UN Regulation No 16.

6.2.4. Forces, directions and excursion limits.

6.2.4.1. A force of 135 N ± 15 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.

6.2.4.2. 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° ± 5°	8 kN ±0,25 kN
Oblique	75° ± 5° (to both sides of straight forward, or if any worst case side, or if both side are symmetric, only one side)	5 kN ±0,25 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 ± 5° above the horizontal. Oblique forces shall be applied horizontally 0° ± 5°. A pre-load force of 500 N ± 25 N shall be applied at the prescribed loading point X indicated in Figure 2 of Annex 4. 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.

6.2.4.3. Tests of ISOFIX anchorages system only:

6.2.4.3.1. Forward direction force test:

Horizontal longitudinal excursion (after pre-load) of point X of SFAD during application of the 8 kN ±0,25 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.

6.2.4.3.2. Oblique direction force test:

Excursion in the direction of the force (after pre-load) of point X of SFAD during application of the 5 kN ±0,25 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.

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

A tension pre-load of 50 N ± 5 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 kN ±0,25 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.

6.2.4.5. Test for i-Size seating positions:

In addition to the tests specified in paragraphs 6.2.4.3 and 6.2.4.4, 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 5, 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 5.2.4.2 (see also Figures 1 and 2 of Annex 5 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 +/- 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 kN ±0,25 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.

Table 2

Excursions limits

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

6.2.5. Additional forces

6.2.5.1. 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. MODIFICATIONS AND EXTENSION OF APPROVAL OF THE VEHICLE TYPE

7.1. Every modification of the vehicle type shall be notified to the Type Approval Authority which approved the vehicle type. The Authority may then either:

7.1.1. 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

7.1.2. Require a further test report from the technical service responsible for conducting the tests.

7.2. 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.

7.3. 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.

8. CONFORMITY OF PRODUCTION

The conformity of production procedures shall comply with those set out in the Agreement, Schedule 1 (E/ECE/TRANS/505/Rev.3), with the following requirements:

8.1. 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 ISOFIX anchorages system and ISOFIX top tether anchorage.

8.2. In order to verify conformity as prescribed in paragraph 8.1 above, a sufficient number of serially-produced vehicles bearing the approval mark required by this Regulation shall be subjected to random checks.

8.3. 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.

9. PENALTIES FOR NON-CONFORMITY OF PRODUCTION

9.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirement laid down in paragraph 8.1 above is not complied with or if its ISOFIX anchorages system and ISOFIX top tether anchorage failed to pass the checks prescribed in paragraph 8 above.

9.2. 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.

10. PRODUCTION DEFINITIVELY DISCONTINUED

If the holder of the approval completely ceases to manufacture 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.

11. 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.

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 ISOFIX anchorages systems, and ISOFIX top tether anchorages and i-Size seating positions if any pursuant to UN Regulation No 145

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. Description of seats [3]

   Utilises additional force according to paragraph 6.2.5.1 of this UN Regulation: Yes/No [2]

   Supplemented force: .....

   Utilises the exemption per note to paragraph 6.2.5.1 based on safety belt anchorage tests per UN Regulation No 14 paragraph 6.4.4: Yes/No 2

   UN Regulation No 14 Approval No.....
6. Utilises ISOFIX exemption permitted by paragraph 5.3.8: Yes/No [2].....
7. Vehicle submitted for approval on: .....
8. Technical Service responsible for conducting approval tests: .....

   .....
9. Date of report issued by that Service: .....
10. Number of report issued by that Service: .....
11. Approval granted/extended/refused/withdrawn[2]
12. Position of approval mark on vehicle: .....
13. Place: .....
14. Date: .....
15. Signature: .....
16. The following documents, filed with the Type Approval Authority which has granted approval and available on request are annexed to this communication:

    Drawings, diagrams and plans of the 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;

---

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

[2] Strike out which does not apply.

[3] Only if the anchorage is affixed on the seat or if the seat supports the belt strap.

Photographs 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;

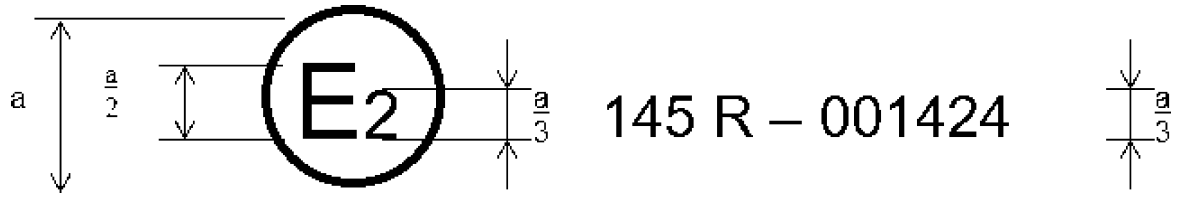
Photographs of the seats, of their anchorage.

ANNEX 2

ARRANGEMENTS OF THE APPROVAL MARK

MODEL A

(see paragraph 4.4 of this Regulation)

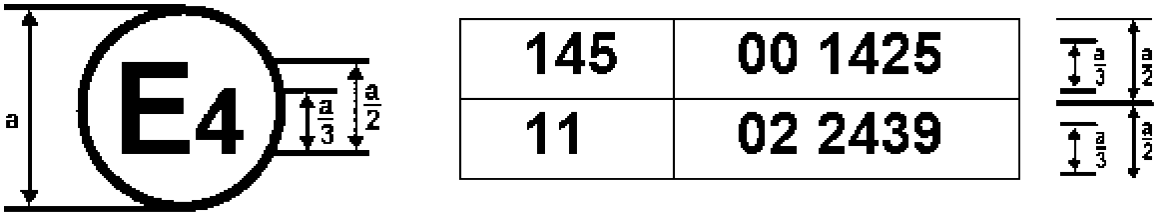


a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to ISOFIX anchorages systems, ISOFIX top tether anchorages and i-Size seating positions, been approved in France (E 2), pursuant to UN Regulation No 145, under the number 001424. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No 145 in its original form.

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 UN Regulations Nos 145 and 11 ([1]). The approval numbers indicate that on the dates on which these approvals were granted, UN Regulation No 145 was in its original form and UN Regulation No 11 included the 02 series of amendments.

([1]) The second number is given merely as an example.

ANNEX 3

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 (3-D H 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 and its Appendices 1, 2 and 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document ECE/TRANS/WP.29/78/Rev.6

ANNEX 4

ISOFIX ANCHORAGES SYSTEMS AND ISOFIX TOP TETHER ANCHORAGES

Figure 1

Static Force Application Device (SFAD), isometric views

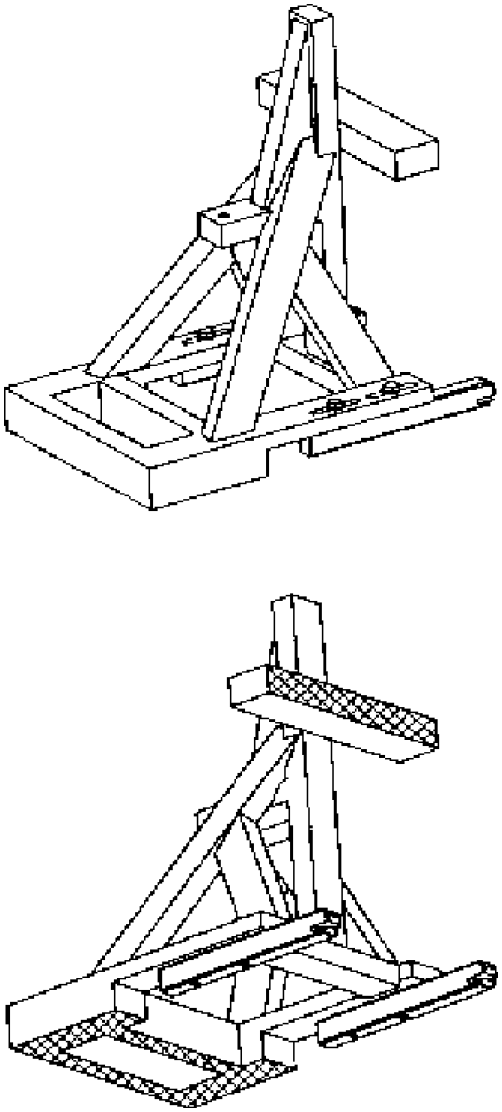
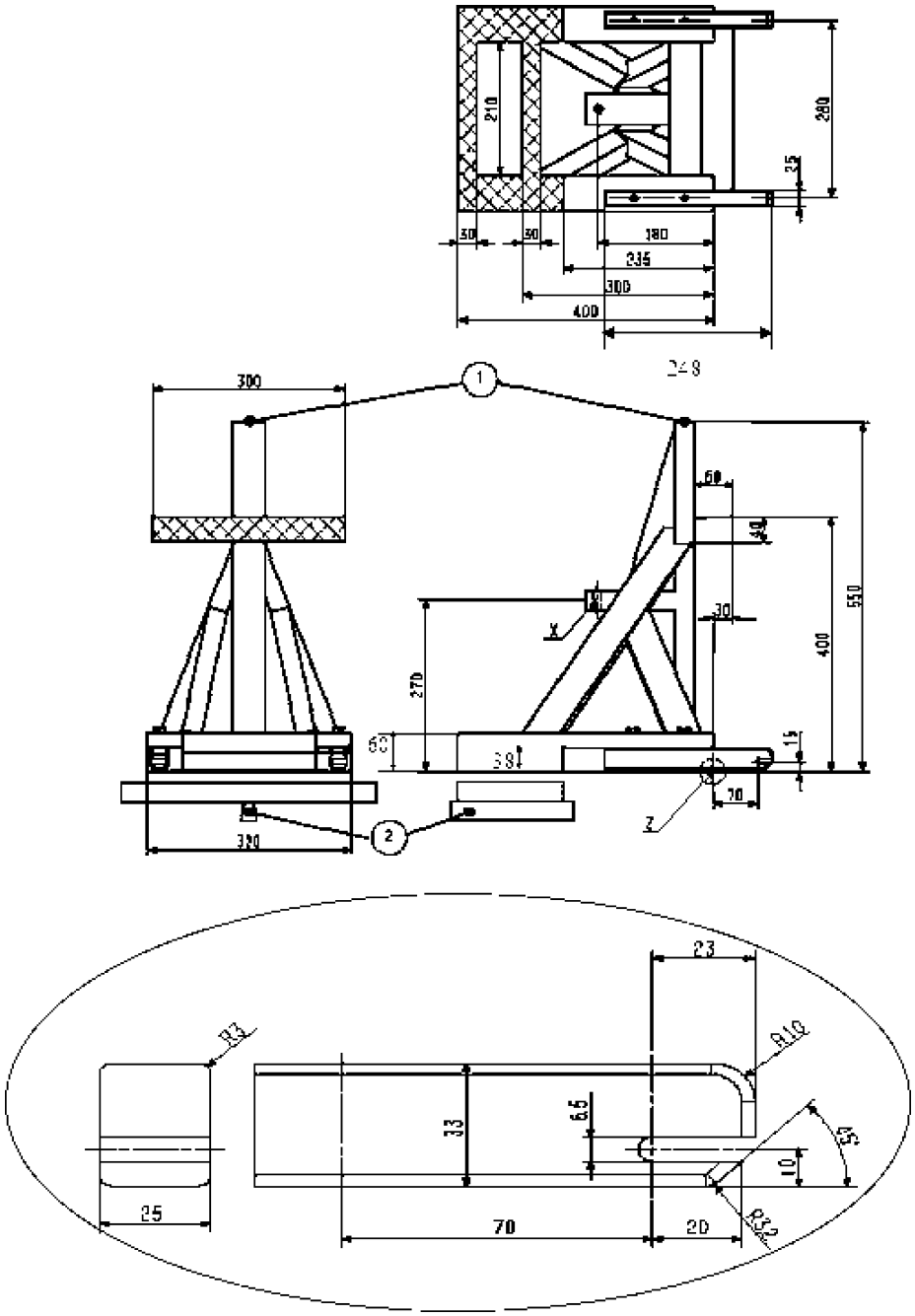


Figure 2

Static Force Application Device (SFAD), dimensions

Dimensions in millimetres



Key

1. Top tether attachment point.

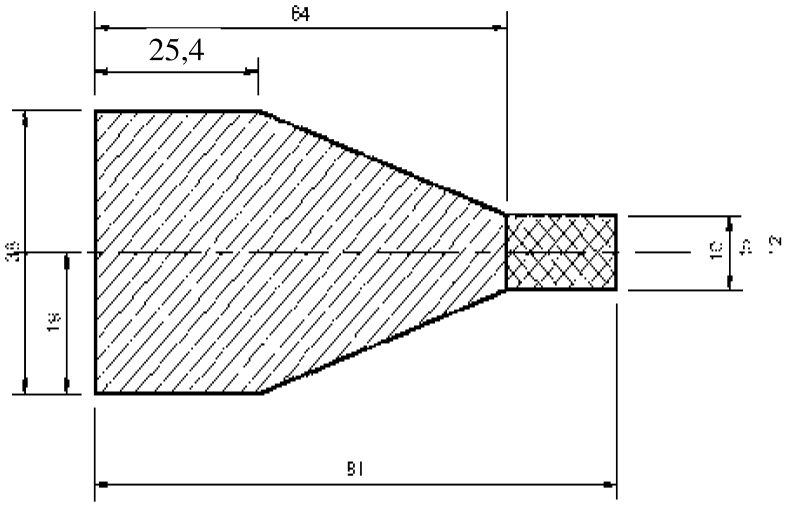
2. Pivot attachment for stiffness testing as described below.

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 6.2.4.2 of this Regulation. Any deformation of the ISOFIX anchorages system shall be excluded from the measurements.

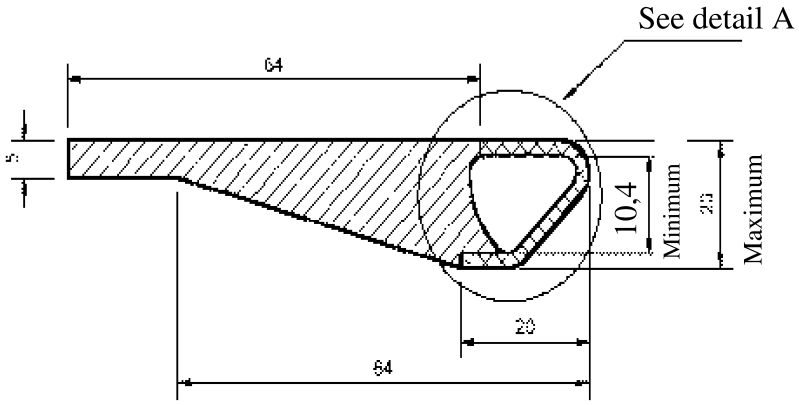
Figure 3

ISOFIX Top tether connector (hook type) dimensions

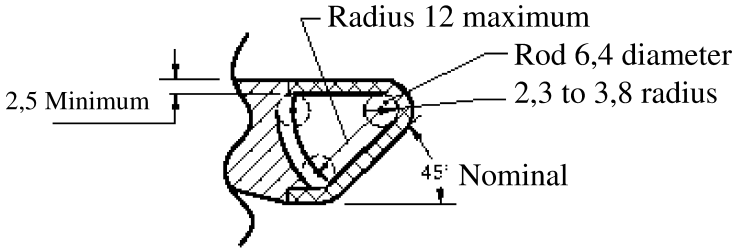
Dimensions in millimetres



Top view



Side view



Detail A

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

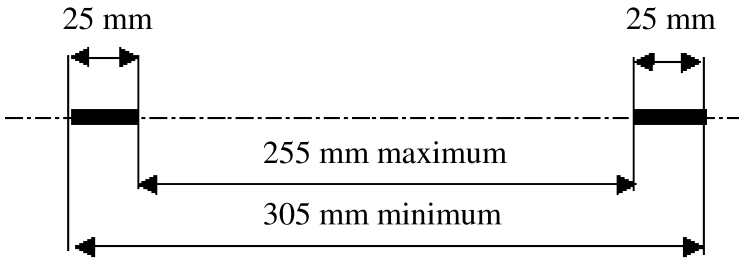
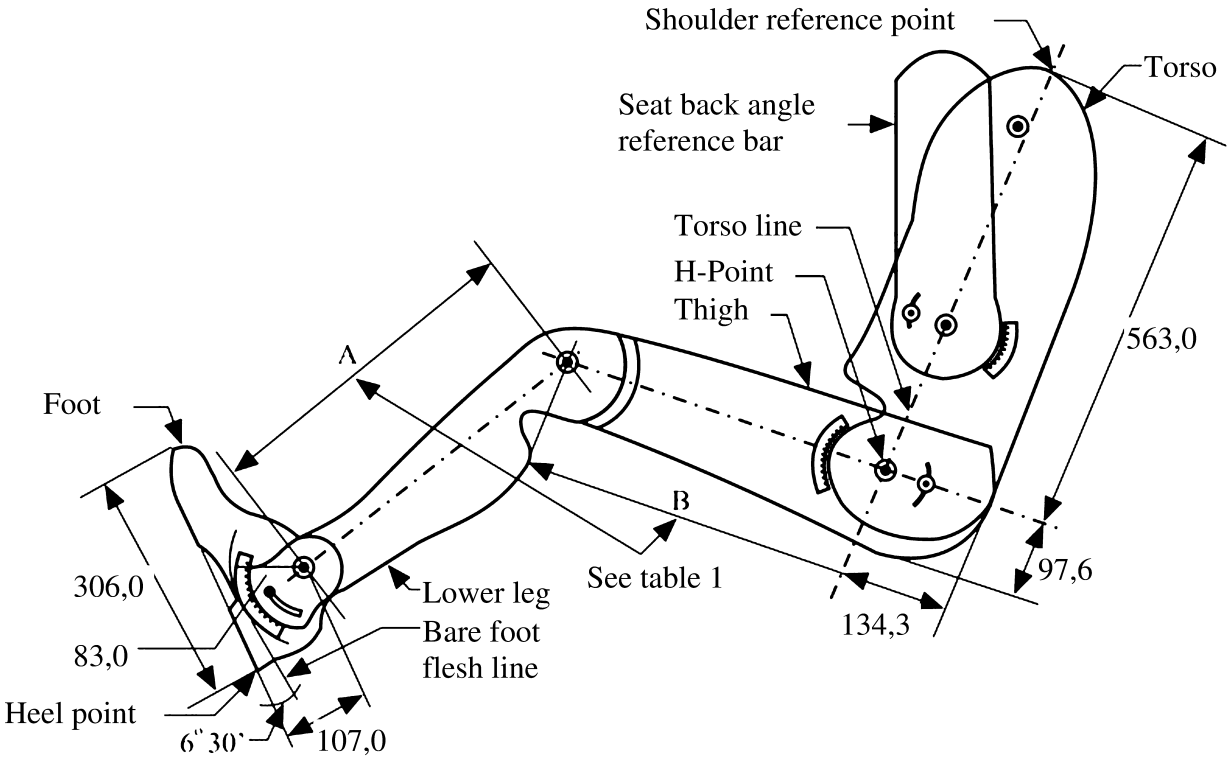


Figure 5

Two dimensions template

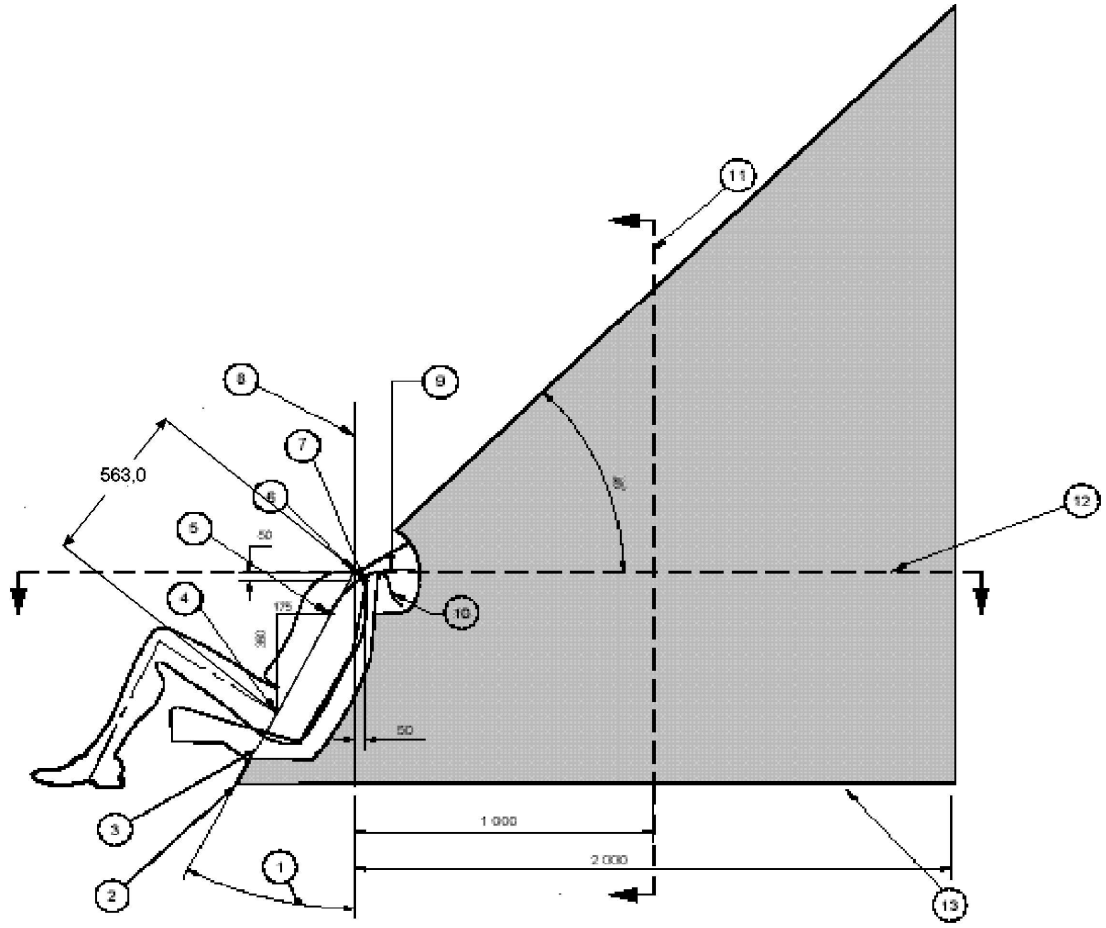


Note: Dimensions are in millimetres

Figure 6

ISOFIX Top tether anchorage location, ISOFIX zone — Side view

Dimensions in millimetres



Key

1. Back angle.
2. Intersection of torso line reference plane and floor pan.
3. Torso line reference plane.
4. H-Point.
5. 'V' point.
6. 'R' point.
7. 'W' point.
8. Vertical longitudinal plane.
9. Strap wrap-around length from 'V' point: 250 mm.
10. Strap wrap-around length from 'W' point: 200 mm.
11. 'M' plane cross-selection.
12. 'R' plane cross-section.
13. Line represents the vehicle specific floor pan surface within the prescribed 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.
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.

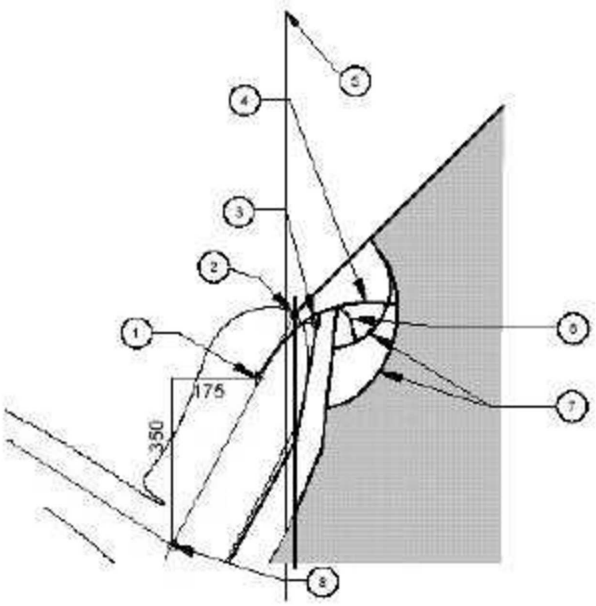
5. 'M' Plane: M-reference plane, 1 000 mm horizontally back from 'R' point.

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

Notes:

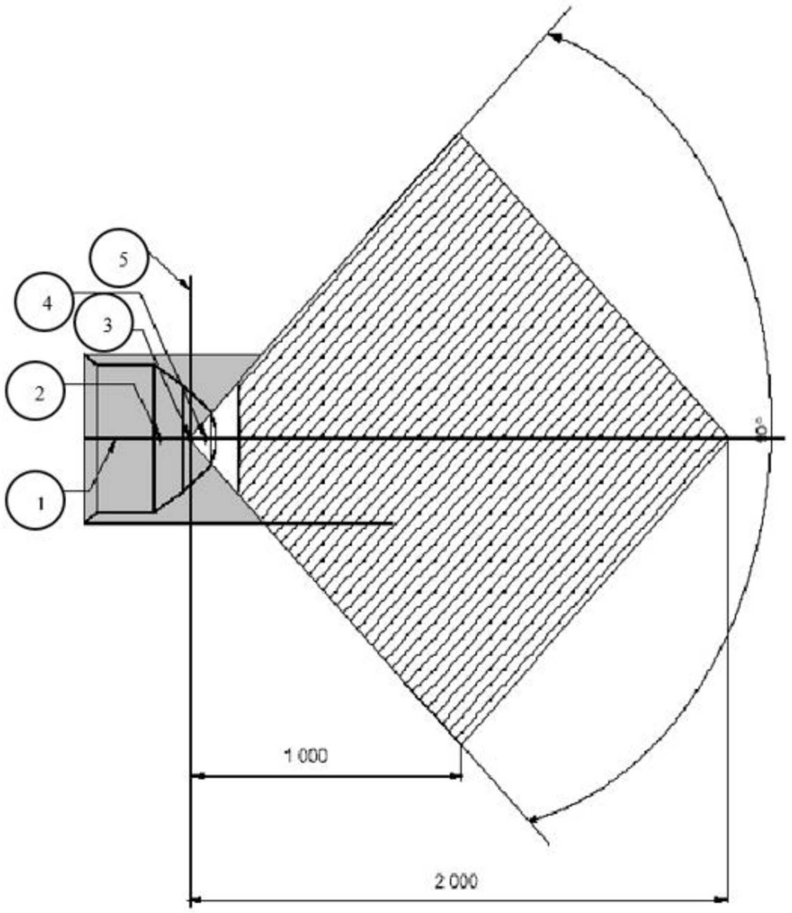
1. Portion of top tether anchorage that is designed to bind with the top tether hook to be located within shaded zone.
2. 'R' point: Shoulder reference point.
3. 'V' point: V-reference point, 350 mm vertically above and 175 mm horizontally back from H-point.
4. 'W' point: W-reference point, 50 mm vertically 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 8

ISOFIX Top tether anchorage location, ISOFIX zone — Plan view

(R-plane cross section)

Dimensions in millimetres



Key

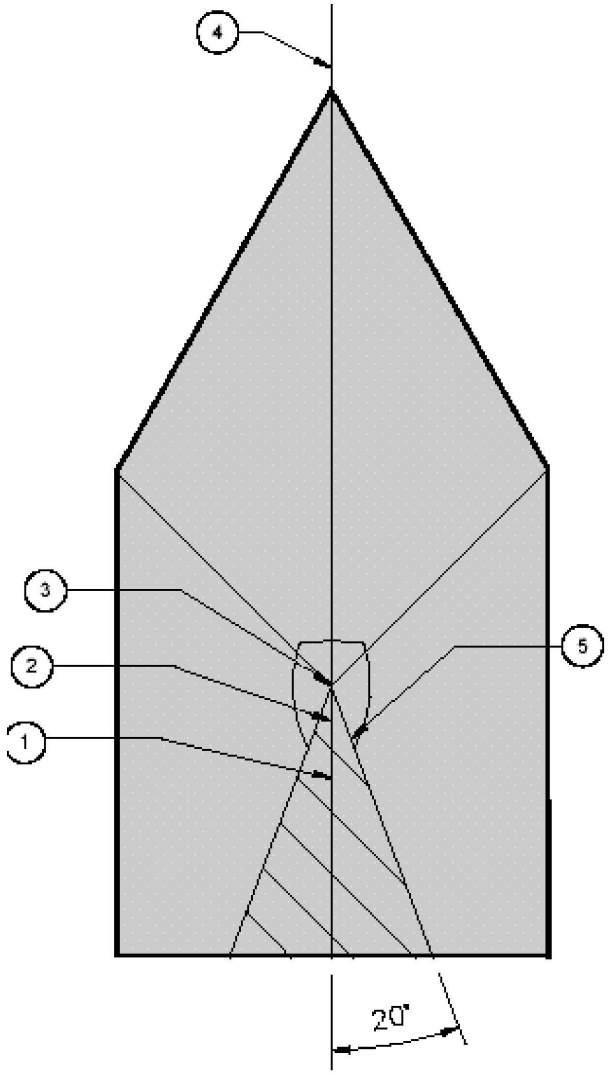
1. Median plane.
2. 'V' point.
3. 'R' point.
4. 'W' point.
5. Vertical longitudinal plane

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

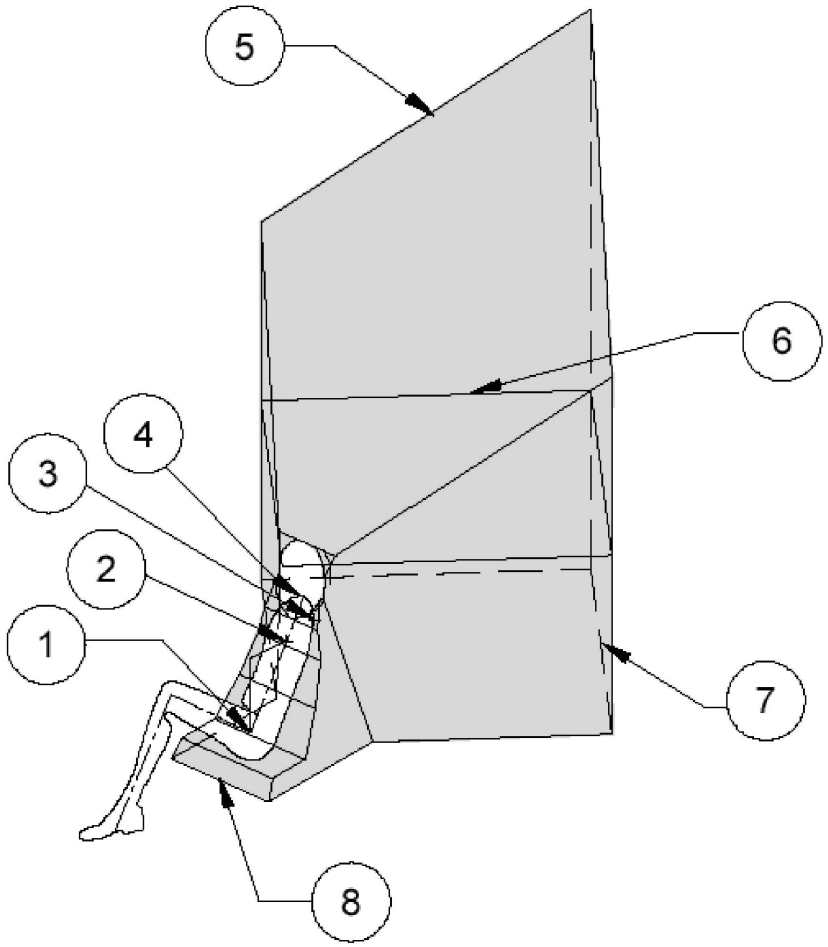
1. 'V' point.
2. 'W' point.
3. 'R' point.
4. Median plane.
5. Area view along torso reference plane

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

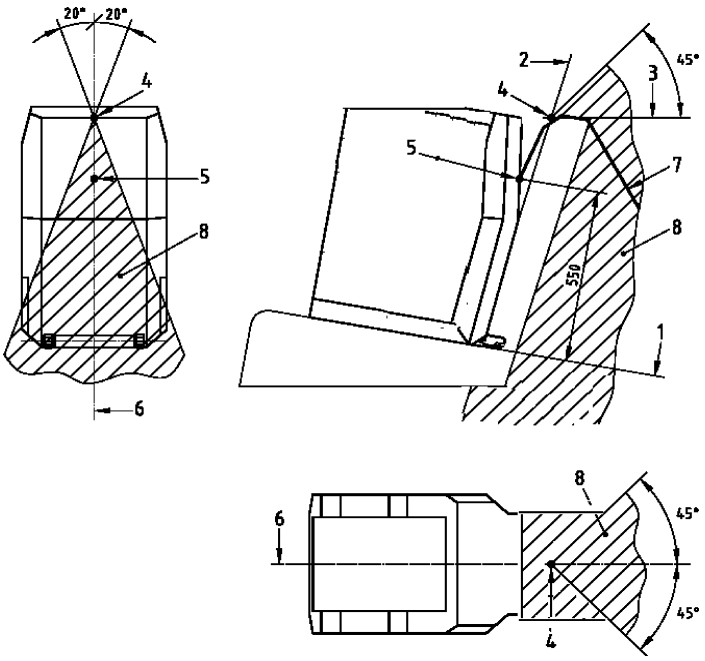
Notes:

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



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

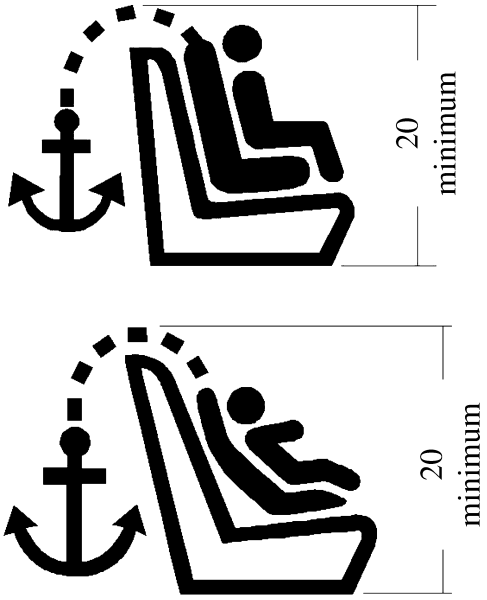
ISOFIX low anchorage symbol

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.

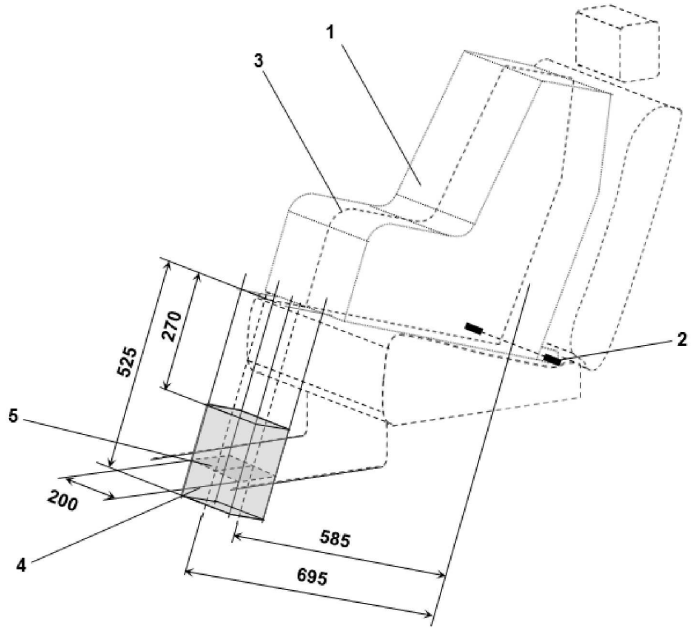
ANNEX 5

I-SIZE SEATING POSITION

Figure 1

3D view of the support leg foot assessment volume

Dimensions in mm



Key:

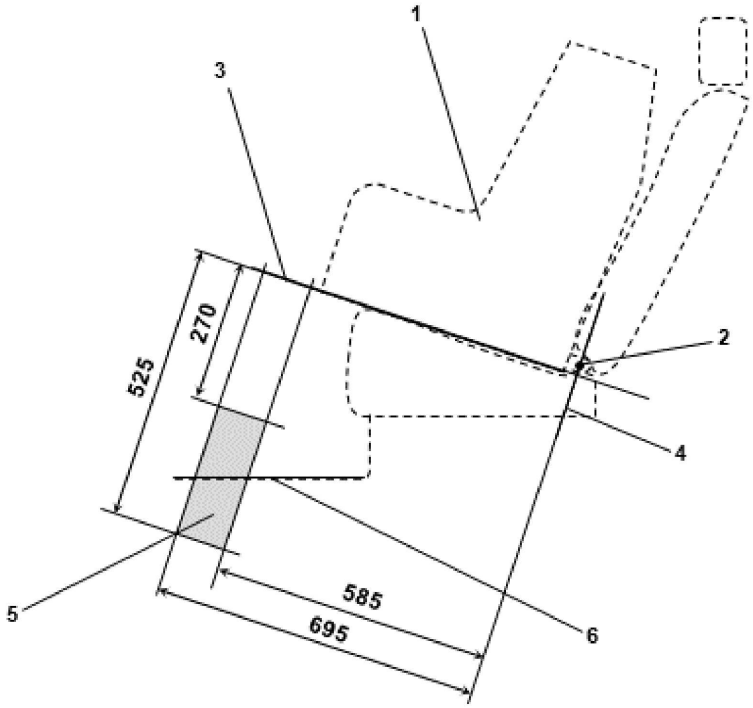
1. Child Restraint Fixture (CRF).
2. ISOFIX low anchorages bar.
3. Median longitudinal plane of the CRF.
4. Support leg foot assessment volume.
5. Vehicle floor contact surface.

Note: Drawing not to scale.

Figure 2

Side view of the support leg foot assessment volume

Dimensions in mm



Key:

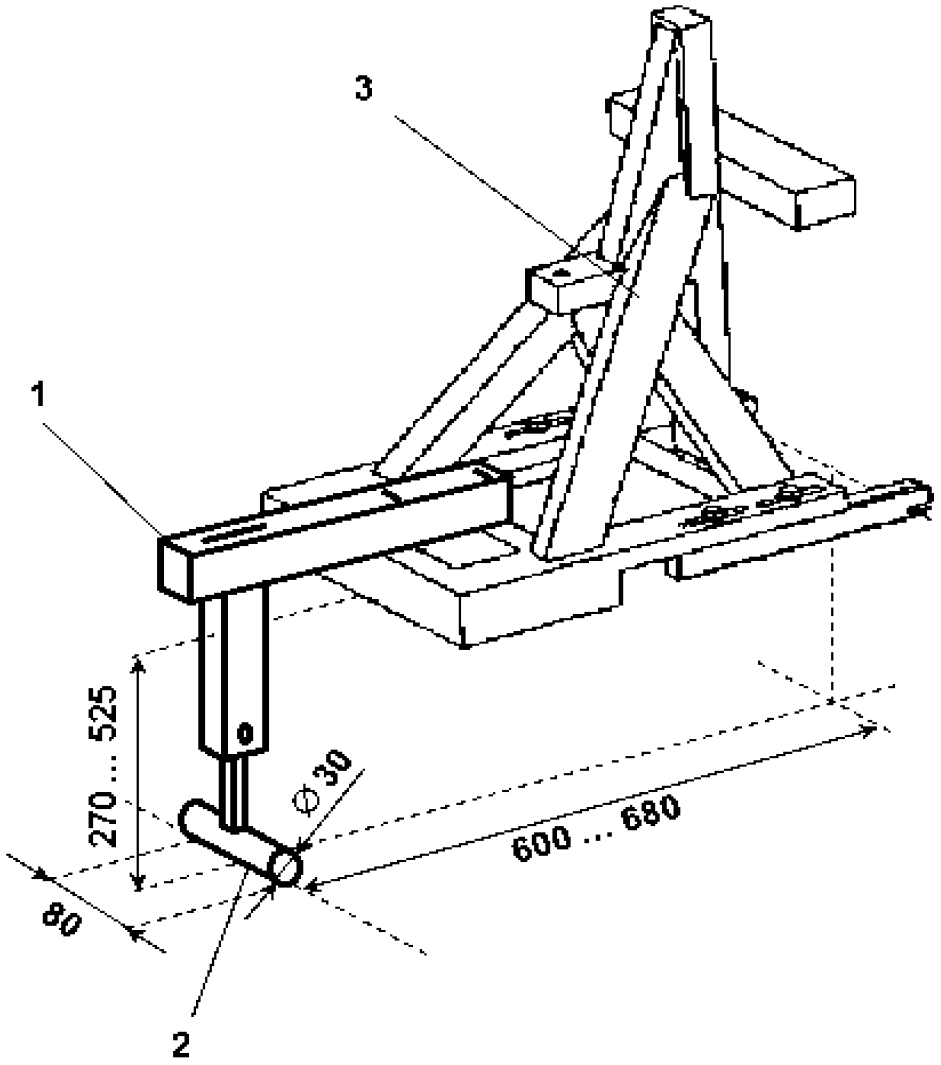
1. Child Restraint Fixture (CRF).
2. ISOFIX low anchorages bar.
3. Plane formed by the bottom surface of the CRF when installed in the designated seating position.
4. Plane passing through the lower anchorage bar and oriented perpendicular to the median longitudinal plane of the CRF and perpendicular 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 ($SFAD_{SL}$) showing the required adjustment range and dimensions of the support leg foot

Dimensions in mm



Key:

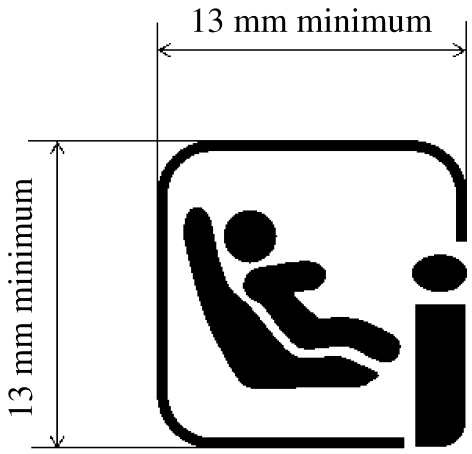
1. Support leg test device.
2. Support leg foot.
3. SFAD (as defined in Annex 4 of this Regulation).

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.

CORRIGENDA

Corrigendum to Commission Regulation (EU) 2019/1966 of 27 November 2019 amending and correcting Annexes II, III and V to Regulation (EC) No 1223/2009 of the European Parliament and of the Council on cosmetic products

(Official Journal of the European Union L 307 of 28 November 2019)

On page 19, Annex I and Annex II are replaced as follows:

'ANNEX I

(1) Annex II to Regulation (EC) No 1223/2009 is amended as follows:

The following entries are added:

Reference number	Substance identification		
	Chemical name/INN	CAS number	EC number
a	b	c	d
"1612	Phosmet (ISO); *S*-[(1,3-dioxo-1,3-dihydro-2*H*- isoindol-2-yl)methyl]-*O*,*O*-dimethyl phosphorodithioate; *O*,*O*-dimethyl-*S*-phthalimidomethyl phosphorodithioate	732-11-6	211-987-4
1613	Potassium permanganate	7722-64-7	231-760-3
1614	2-Benzyl-2-dimethylamino-4′- morpholinobutyrophenone	119313-12-1	404-360-3
1615	Quizalofop-*p*-tefuryl (ISO); (+/–) tetrahydrofurfuryl (*R*)-2-[4-(6- chloroquinoxalin-2-yloxy)phenyloxy]propionate	200509-41-7	414-200-4
1616	Propiconazole (ISO); (2RS,4RS;2RS,4SR)-1-{[2-(2,4- dichlorophenyl)-4-propyl-1,3- dioxolan-2-yl]methyl}-1*H*-1,2,4-triazole	60207-90-1	262-104-4
1617	Pinoxaden (ISO); 8-(2,6-diethyl-4-methylphenyl)-7-oxo-1,2,4,5-tetrahydro-7*H*-pyrazolo[1,2-d][1,4,5] oxadiazepin-9-yl 2,2-dimethylpropanoate	243973-20-8	635-361-9
1618	Tetramethrin (ISO); (1,3-dioxo-1,3,4,5,6,7-hexahydro-2*H*-isoindol-2-yl)methyl 2,2-dimethyl-3-(2-methylprop-1-en-1-yl) cyclopropanecarboxylate	7696-12-0	231-711-6
1619	(1,3,4,5,6,7-Hexahydro-1,3-dioxo-2*H*-isoindol-2-yl)methyl (1*R*-trans)-2,2-dimethyl-3-(2- methylprop-1-enyl) cyclopropanecarboxylate	1166-46-7	214-619-0

Reference number	Substance identification		
	Chemical name/INN	CAS number	EC number
a	b	c	d
1620	Spirodiclofen (ISO); 3-(2,4-dichlorophenyl)-2-oxo- 1-oxaspiro[4.5]dec-3-en-4-yl 2,2-dimethylbutyrate	148477-71-8	604-636-5
1621	Reaction mass of 1-[2-(2-aminobutoxy)ethoxy]but-2-ylamine and 1-({[2-(2-aminobutoxy)ethoxy]methyl} propoxy) but-2-ylamine	897393-42-9	447-920-2
1622	1-Vinylimidazole	1072-63-5	214-012-0
1623	Amisulbrom (ISO)3-(3-bromo-6-fluoro-2-methylindol-1-ylsulfonyl)-*N*,*N*-dimethyl-1*H*-1,2,4-triazole-1-sulfonamide	348635-87-0	672-776-4”

(2) Annex III to Regulation (EC) No 1223/2009 is amended as follows:

Entry 98 is replaced by the following:

“98	Benzoic acid, 2-hydroxy- (*)	Salicylic acid	69-72-7	200-712-3	(a) Rinse-off hair products	(a) 3,0 %	Not to be used in preparations for children under 3 years of age.	Not to be used for children under 3 years of age (**)
					(b) Other products except body lotion, eye shadow, mascara, eyeliner, lipstick, roll-on deodorant	(b) 2,0 %	Not to be used in applications that may lead to exposure of the end-user’s lungs by inhalation.	
							Not to be used in oral products.	
							For purposes other than inhibiting the development of micro-organisms in the product. This purpose has to be apparent from the presentation of the product.	

(*) For use as a preservative see Annex V, No 3.
(**) Solely for products which might be used for children under 3 years of age.”

(3) Annex V to Regulation (EC) No 1223/2009 is amended as follows:

Entry 3 is replaced by the following:

Reference number	Substance Identification				Conditions			Wording of conditions of use and warnings
	Chemical name/ INN	Name of Common Ingredients Glossary	CAS number	EC number	Product type, Body parts	Maximum concentration in ready for use preparation	Other	
a	b	c	d	e	f	g	h	i
"3	Salicylic acid (*) and its salts	Salicylic acid	69-72-7	200-712-3		0,5 % (acid)	Not to be used in products for children under 3 years of age.	Not to be used for children under 3 years of age (**)
							Not to be used in oral products.	
							Not to be used in applications that may lead to exposure of the end-user's lungs by inhalation.	
		Calcium salicylate, magnesium salicylate, MEA-salicylate, sodium salicylate, potassium salicylate, TEA- salicylate	824-35-1, 18917-89-0, 59866- 70-5, 54-21-7, 578-36-9, 2174-16-5	212-525-4, 242-669-3, 261-963-2, 200-198-0, 209-421-6, 218-531-3		0,5 % (acid)	Not to be used in products for children under 3 years of age, except for shampoos.	Not to be used for children under 3 years of age (***)

(*) For uses other than preservative, see Annex III, No 98.
(**) Solely for products which might be used for children under 3 years of age
(***) Solely for products which might be used for children under 3 years of age and which remain in prolonged contact with the skin."

ANNEX II

(1) Annex II to Regulation (EC) No 1223/2009 is corrected as follows:

(a) entry 395 is replaced by the following:

Reference number	Substance identification		
	Chemical name/INN	CAS number	EC number
“395	Hydroxy-8-quinoline and its sulphate bis(8-hydroxyquinolinium) sulphate, except for the uses of the sulphate provided for in entry 51 of Annex III	148-24-3 134-31-6	205-711-1 205-137-1”

(b) entry 1396 is replaced by the following:

Reference number	Substance identification		
	Chemical name/INN	CAS number	EC number
a	b	c	d
“1396	Borates, tetraborates, octaborates and boric acid salts and esters, including:		
	Disodium octaborate anhydrous [1]	12008-41-2 [1]	234-541-0 [1]
	Disodium octaborate tetrahydrate [2]	12280-03-4 [2]	234-541-0 [2]
	2-Aminoethanol, monoester with boric acid [3]	10377-81-8 [3]	233-829-3 [3]
	2-Hydroxypropyl ammonium dihydrogen orthoborate [4]	68003-13-4 [4]	268-109-8 [4]
	Potassium borate, boric acid potassium salt [5]	12712-38-8 [5]	603-184-6 [5]
	Trioctyldodecyl borate [6]	- [6]	- [6]
	Zinc borate [7]	1332-07-6 [7]	215-566-6 [7]
	Sodium borate, disodium tetraborate anhydrous; boric acid, sodium salt [8]	1330-43-4 [8]	215-540-4 [8]
	Tetraboron disodium heptaoxide, hydrate [9]	12267-73-1 [9]	235-541-3 [9]
	Orthoboric acid, sodium salt [10]	13840-56-7 [10]	237-560-2 [10]
	Disodium tetraborate decahydrate; borax decahydrate [11]	1303-96-4 [11]	215-540-4 [11]
	Disodium tetraborate pentahydrate; borax pentahydrate [12]	12179-04-3 [12]	215-540-4 [12]”

(c) entry 1507 is replaced by the following:

Reference number	Substance identification		
	Chemical name/INN	CAS number	EC number
“1507	Diaminotoluene, methyl-phenylenediamine, technical product-reaction mass of [4-methyl-m-phenylenediamine and 2-methyl-m-phenylenediamine]	–	–”

(d) the following entries are added:

Reference number	Substance identification		
	Chemical name/INN	CAS number	EC number
a	b	c	d
“1624	Pirimicarb (ISO); 2-(dimethylamino)-5,6-dimethylpyrimidin-4-yl dimethylcarbamate	23103-98-2	245-430-1
1625	1,2-Dichloropropane; propylene dichloride	78-87-5	201-152-2
1626	Phenol, dodecyl-, branched [1]	121158-58-5 [1]	310-154-3 [1]
	Phenol, 2-dodecyl-, branched [2]	1801269-80-6 [2]	- [2]
	Phenol, 3-dodecyl-, branched [3]	1801269-77-1 [3]	- [3]
	Phenol, 4-dodecyl-, branched [4]	210555-94-5 [4]	640-104-9 [4]
	Phenol, (tetrapropenyl) derivatives [5]	74499-35-7 [5]	616-100-8 [5]
1627	Coumatetralyl (ISO); 4- hydroxy-3-(1,2,3,4-tetrahydro-1-naphthyl) coumarin	5836-29-3	227-424-0
1628	Difenacoum (ISO); 3-(3- biphenyl-4-yl-1,2,3,4- tetrahydro-1-naphthyl)- 4-hydroxycoumarin	56073-07-5	259-978-4
1629	Brodifacoum (ISO); 4-hydroxy-3-(3-(4′-bromo-4-biphenylyl)-1,2,3,4-tetrahydro-1-naphthyl) coumarin	56073-10-0	259-980-5
1630	Flocoumafen (ISO); reaction mass of: cis-4- hydroxy-3-(1,2,3,4-tetrahydro-3-(4-(4-trifluoromethyl-benzyloxy)phenyl)-1-naphthyl)coumarin and trans-4-hydroxy-3-(1,2,3,4-tetrahydro-3-(4-(4-trifluoromethylbenzyloxy)phenyl)-1-naphthyl)coumarin	90035-08-8	421-960-0

1631	Acetochlor (ISO); 2- chloro-*N*-(ethoxymethyl)-*N*-(2-ethyl-6- methylphenyl)acetamide	34256-82-1	251-899-3
1632	e-Glass microfibres of representative composition	-	-
1633	Glass microfibres of representative composition	-	-
1634	Bromadiolone (ISO); 3- [3-(4′-bromobiphenyl- 4-yl)-3-hydroxy-1-phenylpropyl]-4-hydroxy- 2*H*-chromen-2-one	28772-56-7	249-205-9
1635	Difethialone (ISO); 3-[3-(4′-bromobiphenyl-4-yl)-1,2,3,4-tetrahydronaphthalen-1-yl]- 4-hydroxy-2*H*-1-benzothiopyran-2-one	104653-34-1	600-594-7
1636	Perfluorononan-1-oic acid [1]	375-95-1 [1]	206-801-3 [1]
	and its sodium [2]	21049-39-8 [2]	- [2]
	and ammonium [3] salts	4149-60-4 [3]	- [3]
1637	Dicyclohexyl phthalate	84-61-7	201-545-9
1638	3,7-Dimethylocta-2,6- dienenitrile	5146-66-7	225-918-0
1639	Bupirimate (ISO); 5-butyl-2-ethylamino-6- methylpyrimidin-4-yl dimethylsulfamate	41483-43-6	255-391-2
1640	Triflumizole (ISO); (1*E*)-*N*-[4-chloro-2-(trifluoromethyl)phenyl]-1- (1*H*-imidazol-1-yl)-2-propoxyethanimine	68694-11-1	604-708-8
1641	*tert*-Butyl hydroperoxide	75-91-2	200-915-7”

(2) Annex III to Regulation (EC) No 1223/2009 is corrected as follows:

(a) entry 9 is replaced by the following:

Ref No.	Substance identification				Restrictions			Wording of conditions of use and warnings
	Chemical name/INN	Name of Common Ingredients Glossary	CAS number	EC number	Product type, body parts	Maximum concentration in ready for use preparation	Other	
a	b	c	d	e	f	g	h	i
"9	Methylphenylenediamines, their N- substituted derivatives and their salts (1), with the exception of the substance listed under reference numbers 9 a and 9 b of this Annex and the substances listed under reference numbers 364, 413, 1144, 1310, 1313 and 1507 of Annex II				Hair dye substance in oxidative hair dye products		(a) General use	(a) To be printed on the label: The mixing ratio. "⚠Hair colourants can cause severe allergic reactions. Read and follow instructions. This product is not intended for use on persons under the age of 16. Temporary "black henna" tattoos may increase your risk of allergy. Do not colour your hair if: — you have a rash on your face or sensitive, irritated and damaged scalp, — you have ever experienced any reaction after colouring your hair, — you have experienced a reaction to a temporary "black henna" tattoo in the past. Contains phenylenediamines (toluenediamines). Do not use to dye eyelashes or eyebrows."
							(b) Professional use	(b) To be printed on the label:

Ref No.	Substance identification				Restrictions			Wording of conditions of use and warnings
	Chemical name/INN	Name of Common Ingredients Glossary	CAS number	EC number	Product type, body parts	Maximum concentration in ready for use preparation	Other	
a	b	c	d	e	f	g	h	i
							For (a) and (b): After mixing under oxidative conditions the maximum concentration applied to hair must not exceed 5 % calculated as free base	The mixing ratio. "For professional use only. Hair colourants can cause severe allergic reactions. Read and follow instructions. This product is not intended for use on persons under the age of 16. Temporary "black henna" tattoos may increase your risk of allergy. Do not colour your hair if: — you have a rash on your face or sensitive, irritated and damaged scalp, — you have ever experienced any reaction after colouring your hair, — you have experienced a reaction to a temporary "black henna" tattoo in the past. Contains phenylenediamines (toluenediamines). Wear suitable gloves.""

(b) the following entry is added:

Reference number	Substance identification				Restrictions			Wording of conditions of use and warnings
	Chemical name/ INN	Name of Common Ingredients Glossary	CAS number	EC number	Product type, body parts	Maximum concentration in ready for use preparation	Other	
a	b	c	d	e	f	g	h	i
“51	Bis(8-hydroxy-quinolinium) sulphate	Oxyqui-noline sulphate	134-31-6	205-137-1	Stabilizer for hydrogen peroxide in rinse-off hair products	(0,3 % as base)		
					Stabilizer for hydrogen peroxide in leave-on hair products	(0,03 % as base)”		

ISSN 1977-0677 (electronic edition)
ISSN 1725-2555 (paper edition)

Publications Office of the European Union
2985 Luxembourg
LUXEMBOURG

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