**THE NETHERLANDS**
(N E D E R L A N D)

E4

JE MAINTIENDRAI

**COMMUNICATION**

Concerning [1]:

- approval granted
- ~~approval extended~~
- ~~approval refused~~
- ~~approval withdrawn~~
- ~~production definitely discontinued~~

of a type of safety-belt or restraint system for adult occupants of power-driven vehicles pursuant to Regulation number 16.

**Approval number: E4-16R-0644901** **Extension number: 00**

*Approval mark:*

B
E4
06 44901

| | | | |
|---|---|---|---|
| 1. | Restraint system (with)/~~three-point belt~~/lap belt/~~special type belt~~/~~fitted (with) energy absorber~~/retractor/~~device for height adjustment of the upper pillar loop~~ [2] | | |
| 2. | Trade name or mark | : | (KS28) |
| 3. | Manufacturer's designation of the type of belt or restraining system | : | KS28.70 |
| 4. | Manufacturer's name | : | Quanzhou Kwok Shing Automobile Subassembly Co., Ltd |
| 5. | If applicable, name of his representative | : | Quanzhou Fuxing Plastic Hardware Co., Ltd |
| 6. | Address | : | Kwok Shing Mansion, Wanggong Industrial Area, Quanzhou City, Fujian Province, P.R. China |
| 7. | Submitted for approval on | : | 19.10.2015 |

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*Vehicle Admission & Surveillance*

| | | | |
|---|---|---|---|
| 8. | Technical service responsible for conducting approval tests | : | IDIADA Automotive Technology, S.A.<br>L'Albornar, P.O. Box 20<br>43710 Santa Oliva (Tarragona)<br>Spain |
| 9. | Date of test report issued by that service | : | 15.11.2015 |
| 10. | Number of test report issued by that service | : | CN15110327 |
| 11. | Type of device | : | deceleration/~~acceleration~~ (1) |
| 12. | Approval | : | granted/~~refused~~/~~extended~~/~~withdrawn~~ (1)/<br>~~for general use~~/for use in a particular vehicle or in particular types of vehicles (1) (3)<br>FOTON 2nd and 3rd row centre |
| 13. | Position and nature of the marking | : | |
| 14. | Place | : | Zoetermeer |
| 15. | Date | : | 18-DEC-2015 |
| 16. | Signature | : | |

R.F.R. Clement

17. Annexed to this communication is a list of documents in the approval file deposited at the administration services having delivered the approval and which can be obtained upon request.
- Application form, relating to ECE approval for a type of safety belt or restraint system pursuant to Regulation number 16.
- Description including drawings and specifications.
- Test report.

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(1) Strike out what does not apply.
(2) Indicate which type.
(3) If a safety-belt is approved following the provisions of paragraph 6.4.1.3.3. of this Regulation, this safety-belt shall only be installed in an outboard front seating position protected by an airbag in front of it, under the condition that the vehicle concerned is approved to Regulation number 94, 01 series of amendments or its later version in force, or to the European Community Directive 96/79/EC.

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TECHNICAL DOCUMENTATION

IDIADA CN15110327

**INFORMATION DOCUMENT No.: KS28.70**
**ECE Regulation 16.05 Part I (component approval)**

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| | | | |
|---|---|---|---|
| 0. | GENERAL | | |
| 0.1. | Make (trade name of manufacturer) | : | (KS28) |
| 0.2. | Type and general commercial description(s) | : | **KS28.70** |
| 0.5. | Name and address of manufacturer | : | Quanzhou Kwok Shing Automobile Subassembly Co., Ltd.,<br>Kwok Shing Mansion, Wanggong Industrial Area,<br>Quanzhou City, Fujian Province, P.R. China |
| 0.6. | name of his representative | | Quanzhou Fuxing Plastic Hardware Co., Ltd. |
| 0.7. | In the case of components and separate technical units, location and method of affixing of the EC/ECE approval mark | : | Label stitched at lower outer sill anchor bracket on long end assembly. |
| 0.8. | Address(es) of assembly plant(s) | : | Same as above item 0.5 |

1. LIST OF VEHICLE(S) TO WHICH THE DEVICE IS INTENDED TO BE FITTED (if applicable)

| | | |
|---|---|---|
| Make | : | FOTON |
| Vehicle type | : | FOTON The blessed way |
| Vehicle category | : | N1 |
| Location | : | 2nd and 3rd row centre |

2. DESCRIPTION OF THE DEVICE

2.1. Safety belt

| | | | |
|---|---|---|---|
| 2.1.1. | Configuration of safety belt (two-point belt, three-point belt, static, automatic) | : | The assembly is a 2 point lap configuration providing pelvic restraint. The short end assembly comprises of a webbing type buckle assembly. |
| | Anchorage points | : | 1 anchorage point for the lower inner fixing - fixing anchor bracket;<br>1 anchorage point for the lower inner fixing - buckle assembly.<br>All of the above anchorage points are located on the vehicle body structure. |

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2.1.2. Details of webbing

| | | |
|---|---|---|
| Long-end assembly | : | |
| Length: | : | 1200 ±30mm |
| Material | : | Polyester, Piece Dyed |
| Weaving pattern | : | 1:2 Broken Twill (9 Panel) |
| Width | : | 46.0 – 48.0mm |
| Colour | : | Gray |
| Reference (P/N etc.) | : | GB14166-2013 |

| | | |
|---|---|---|
| Buckle assembly | : | |
| Length: | : | 240 ±10mm |
| Material | : | Polyester, Piece Dyed |
| Weaving pattern | : | 1:2 Broken Twill (9 Panel) |
| Width | : | 46.0 – 48.0mm |
| Colour | : | Gray |
| Reference (P/N etc.) | : | GB14166-2013 |

| | | |
|---|---|---|
| 2.1.3. Type of retractor (designation of retractor as per item 1.1.3.2.2 of Annex III to Directive 77/541/EEC) | : | Not applicable |
| Mechanism | : | |
| Vehicle Sensitivity | : | |
| Webbing Sensitivity | : | |
| Inclination in relation to transversal plane | : | |
| Inclination in relation to longitudinal plane | : | |
| Reference | : | |

| | | |
|---|---|---|
| 2.1.3.1. Information on additional functions, if applicable | : | Not applicable |

2.1.4. Drawing of the rigid parts (as per item .1.2.1 of Annex I to Directive 77/541/EEC) :

| Description | Part Number | Page |
|---|---|---|
| Tongue assembly | KS28.BM5.2 | 8 |
| Buckle anchor bracket | KS28AM.116.2-2 | 9 |
| Belt anchor bracket | KS28.224B.2.1-1 | 10 |
| The lock assembly | Ks28.109.2 | 11 |
| Webbing details | - | 12 |
| E-mark label drawing | - | 13 |

Note: Part numbers are moulded on the each part

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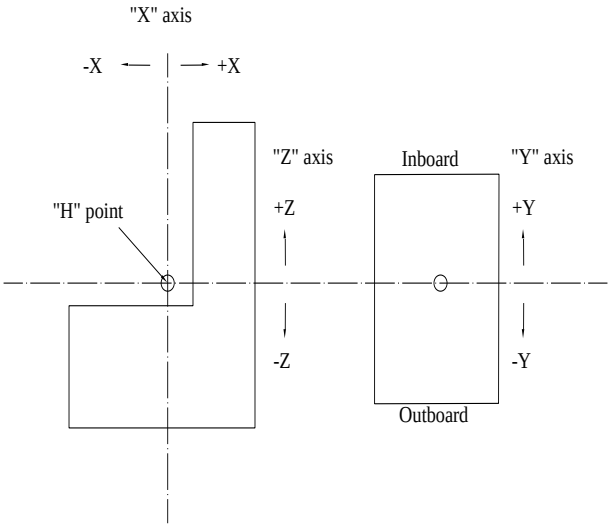
2.1.5. Diagram of the safety belt assembly enabling identification and location of rigid parts :

| Description | Part Number | Page |
|---|---|---|
| Photograph of the safety-belt assembly | KS28.70 | 5 |
| Long-end assembly | KS28.70.1 | 6 |
| Buckle assembly | KS28AM.109.2 | 7 |
| | | |

2.1.6. Mounting instructions showing, inter alia, the installation of the retractor and its sensing device :

## Anchorage Point Details (Installation)




VEHICLE : DONGFENG SUCCE
SEAT POSITION : 2nd and 3rd row centre
SEAT MOVEMENT : 0 mm longitudinal
0 mm transversal
SEAT REFERENCE POINT : ---
RESTRAINT : NO.

| Each anchorage points **in relation to H-point** | (Transverse) "X" – AXIS | (Longitudinal) "Y" – AXIS | (Horizontal) "Z" – AXIS |
|---|---|---|---|
| LOWER INNER ANCHORAGE (Buckle) | 206 | -219 | -235 |
| LOWER OUTER ANCHORAGE (Anchor) | 206 | +219 | -235 |

Remark:The vehicle with coordinates according to Technical documentation 2.1.6 with a tolerance of ±50mm.

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| | | | |
|---|---|---|---|
| 2.1.7. | If a device for adjusting the belt height is present, state whether it is considered to be part of the belt | : | Not applicable |
| | Travel | : | |
| | Number of positions | : | |
| | Assembly bolts | : | |
| 2.1.8. | In the case of a pre-loading device or system, a full technical description of the construction and function including any sensing device, describing the method of activation and any necessary method to avoid inadvertent activation | : | Not applicable |
| 2.2. | Restraint system | | Not applicable |
| | In addition to the information required in 2.1 above | | |
| 2.2.1. | Drawing of the relevant parts of the vehicle and any seat anchorage reinforcements | : | |
| 2.2.2. | Drawing of the seat, showing its structure, adjustment system and fixing components, with an indication of the material used | : | |
| 2.2.3. | Drawing or photograph of the restraint system as installed | : | |
| 2.3. | Child restraint system | | Not applicable |

**Note** : This seat belt is not made up of materials with properties of Polyamide 6 as regards water retention.
These materials are prohibited in all mechanical parts for which such a phenomenon is likely to have an adverse effect on their operation.

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***Photograph of the safety-belt assembly***

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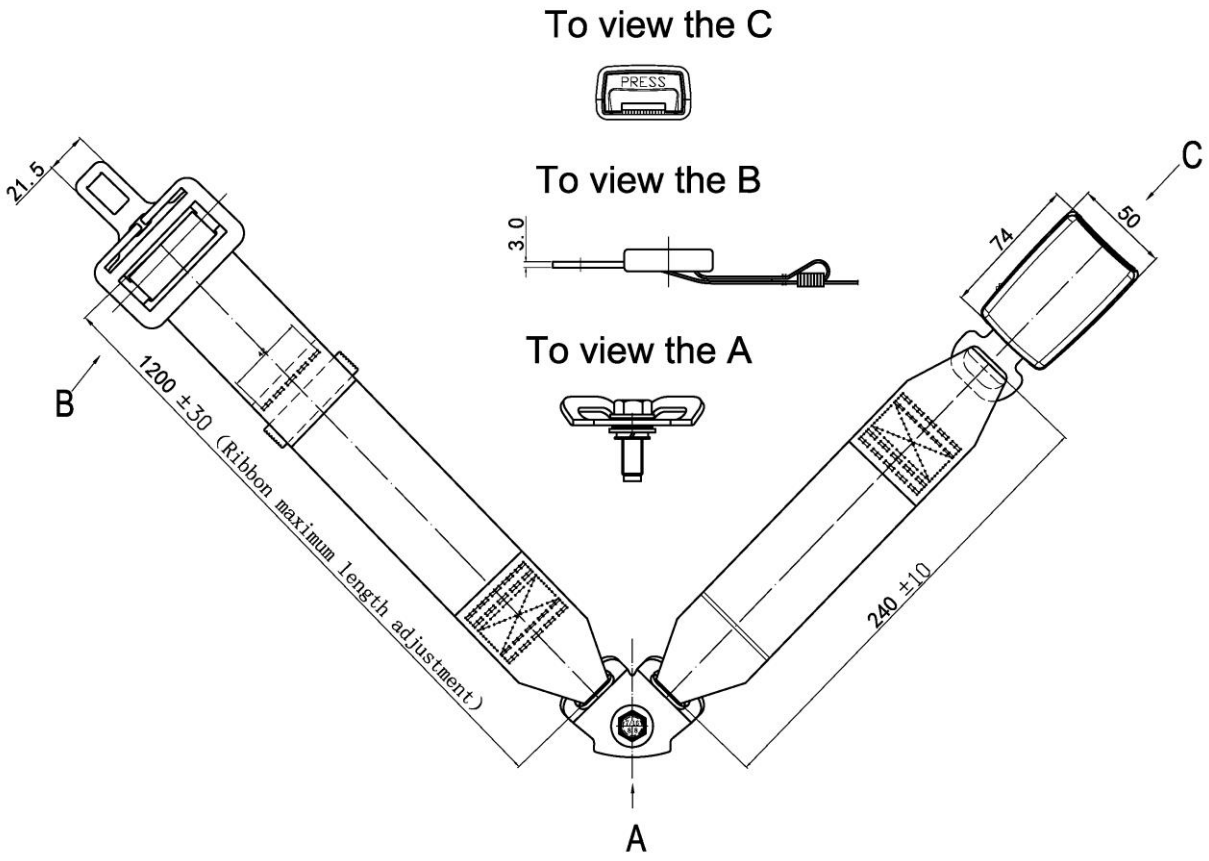
***Long-end assembly***

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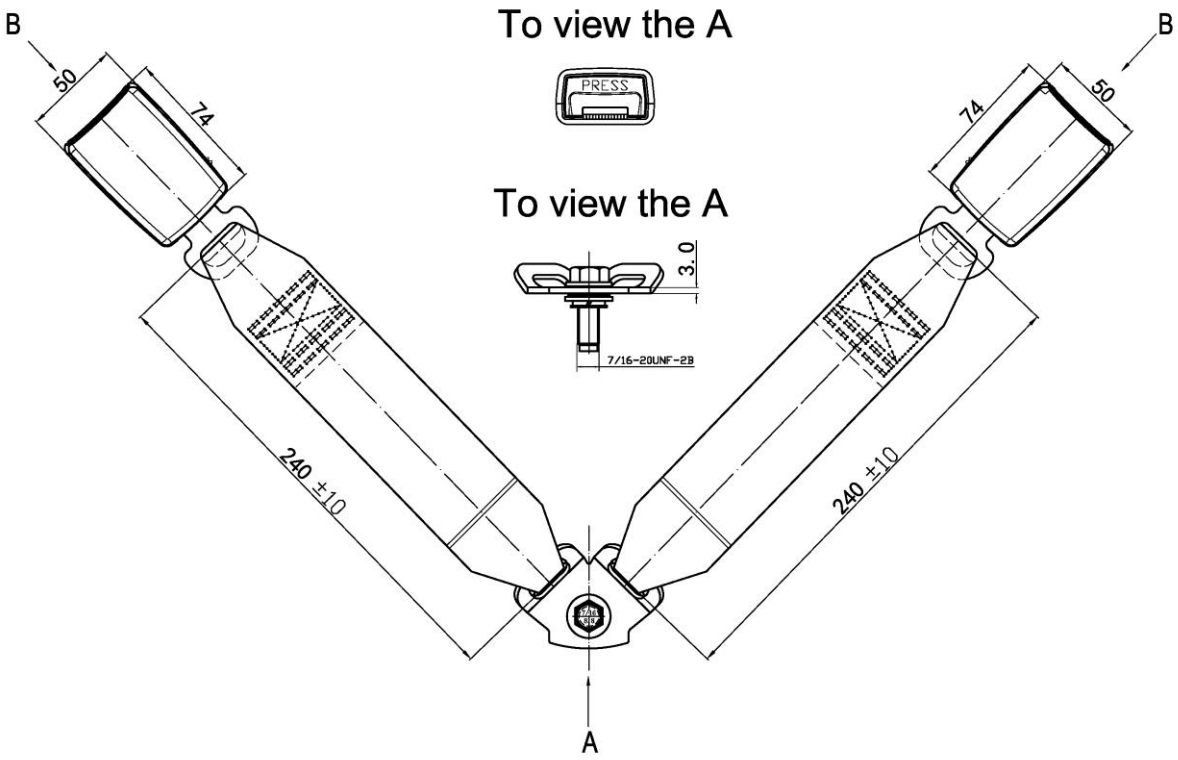
***Buckle assembly***

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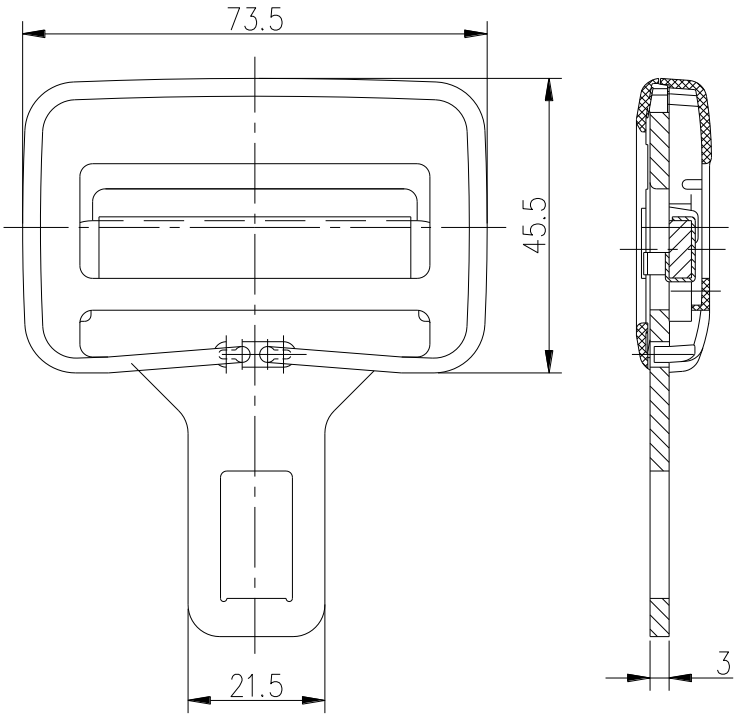
***Tongue assembly***

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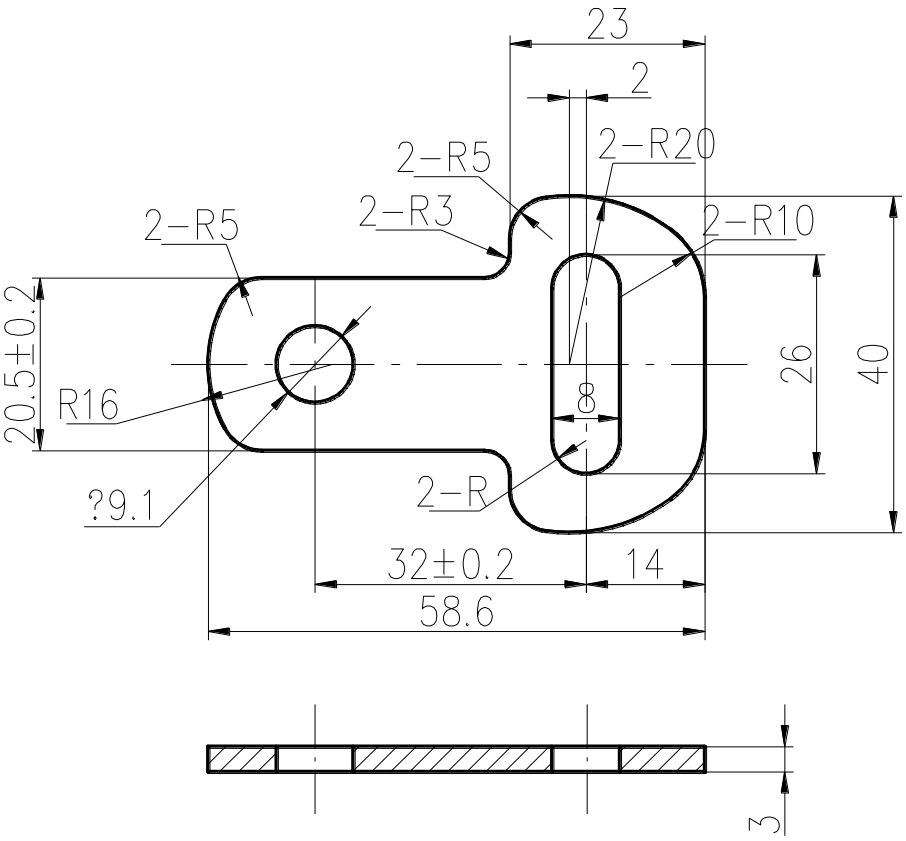
***Buckle anchor bracket***

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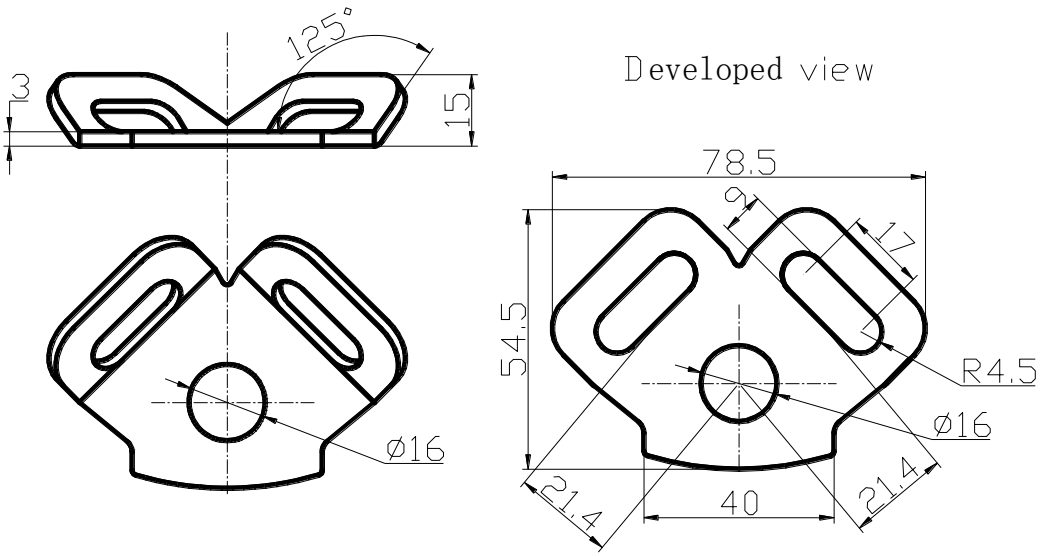
***Belt anchor bracket***

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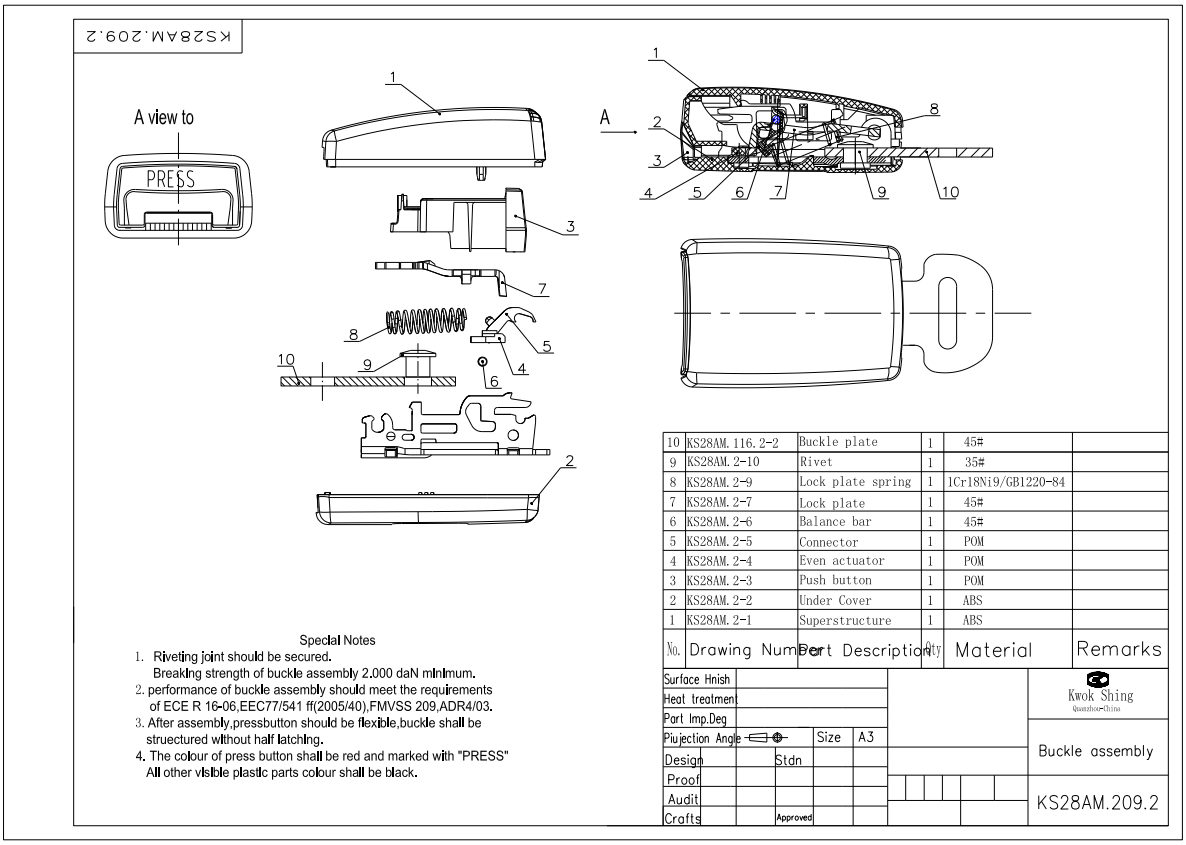
## ***The lock assembly***




| No. | Drawing Number | Part Description | Qty | Material | Remarks |
|---|---|---|---|---|---|
| 10 | KS28AM.116.2-2 | Buckle plate | 1 | 45# | |
| 9 | KS28AM.2-10 | Rivet | 1 | 35# | |
| 8 | KS28AM.2-9 | Lock plate spring | 1 | 1Cr18Ni9/GB1220-84 | |
| 7 | KS28AM.2-7 | Lock plate | 1 | 45# | |
| 6 | KS28AM.2-6 | Balance bar | 1 | 45# | |
| 5 | KS28AM.2-5 | Connector | 1 | POM | |
| 4 | KS28AM.2-4 | Even actuator | 1 | POM | |
| 3 | KS28AM.2-3 | Push button | 1 | POM | |
| 2 | KS28AM.2-2 | Under Cover | 1 | ABS | |
| 1 | KS28AM.2-1 | Superstructure | 1 | ABS | |

Special Notes
1. Riveting joint should be secured.
   Breaking strength of buckle assembly 2.000 daN minimum.
2. performance of buckle assembly should meet the requirements of ECE R 16-06,EEC77/541 ff(2005/40),FMVSS 209,ADR4/03.
3. After assembly,pressbutton should be flexible,buckle shall be struectured without half latching.
4. The colour of press button shall be red and marked with "PRESS"
   All other visible plastic parts colour shall be black.

| | | | | |
|---|---|---|---|---|
| Surface Hnish | | | | Kwok Shing |
| Heat treatmen | | | | |
| Part Imp.Deg | | | | |
| Piujection Angle | | Size | A3 | Buckle assembly |
| Design | | Stdn | | |
| Proof | | | | |
| Audit | | | | KS28AM.209.2 |
| Crofts | | Approved | | |

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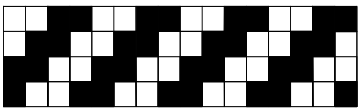
***Webbing details***

| | |
|---|---|
| Material | Polyester |
| Webbing specification | A11 |
| Color | Gray |
| Weaving pattern |  |
| Warp yarn | 1000dtex |
| Weft yarn | 500dtex |
| Thread count | Warp: 380,Weft:18.8picks/inch |
| Width | 46~48mmm |
| Thickness | 1.05~1.15mm |

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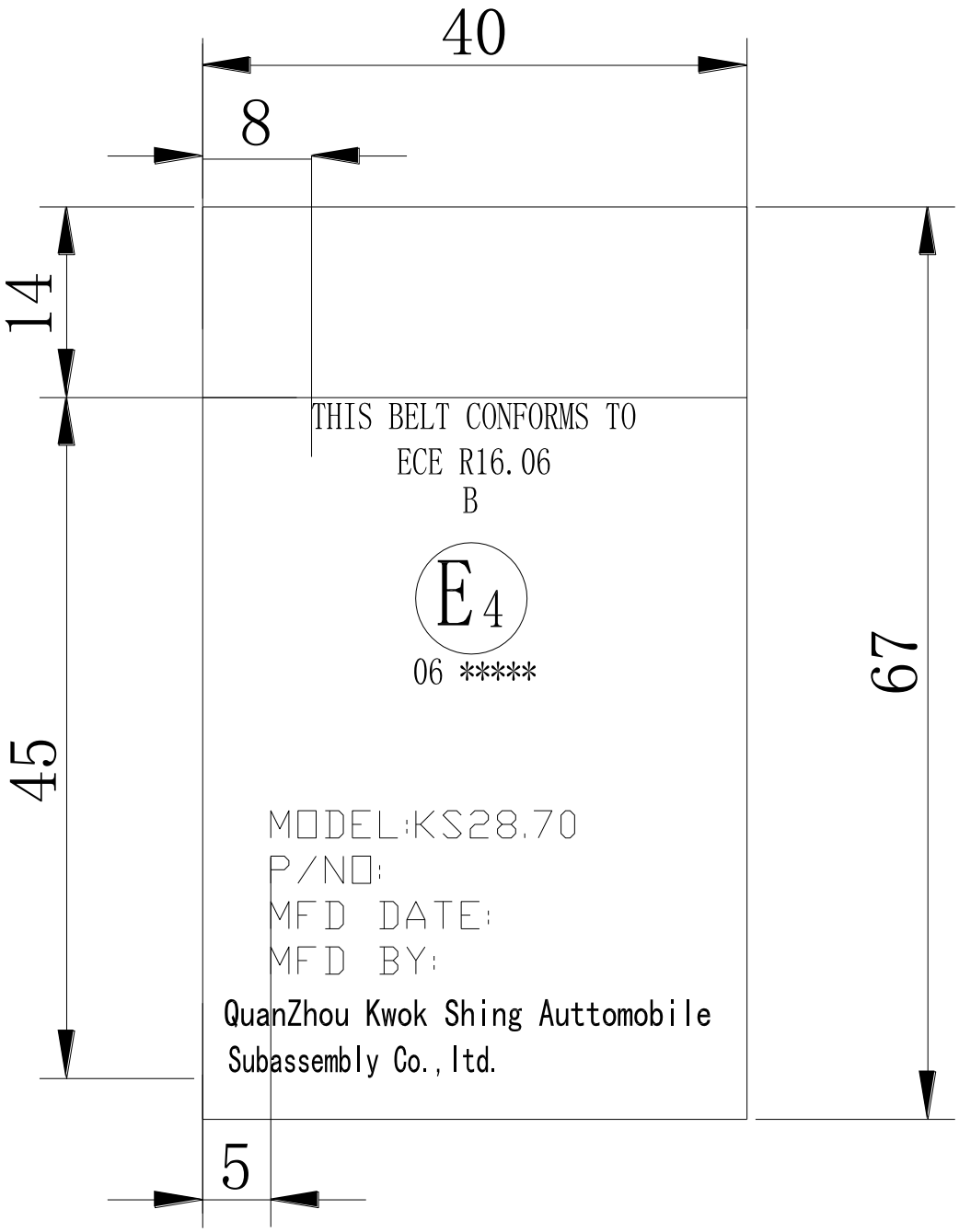
***E-mark label drawing***

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**REPORT No. CN15110327**

**ACCORDING TO THE APPROVAL OF SAFETY BELTS FOLLOWING REGULATION 16.06/ECE**

| | | |
|---|---|---|
| Applicant | : | Quanzhou Kwok Shing Automobile Subassembly Co., Ltd., Kwok Shing Mansion, Wanggong Industrial Area, Quanzhou City, Fujian Province, P.R. China |
| Manufacturer | : | Quanzhou Kwok Shing Automobile Subassembly Co., Ltd., |
| Make | : | KS28( ) |
| Type | : | KS28.70 |
| Category | : | B |
| Place and date of issue of report | : | L'Albornar, Santa Oliva (Tarragona), 15/11/2015 |

CONCLUSIONS: The ~~vehicle~~/component/~~separate technical unit~~([1]) tested FULFILS the uniform provisions concerning the approval of safety belts of motor vehicles, provided for in Regulation 16.06/ECE. Supplement 05

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Performed by

Josep Masip
TEST ENGINEER

Revised by:

Lluís Sans Gomis
DEPARTMENT MANAGER

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* THE PRESENTED RESULTS REFER ONLY TO THE TESTED SAMPLE
* THE PARTIAL REPRODUCTION OF THIS REPORT WITHOUT THE PERMISSION OF IDIADA IS COMPLETELY FORBIDDEN

**ANNEX TO THE REPORT**

| | | |
|---|---|---|
| Applicant | : | Quanzhou Kwok Shing Automobile Subassembly Co., Ltd., Kwok Shing Mansion, Wanggong Industrial Area, Quanzhou City, Fujian Province, P.R. China |
| Manufacturer | : | Quanzhou Kwok Shing Automobile Subassembly Co., Ltd., |
| Make | : | KS28( ) |
| Type | : | KS28.70 |
| Category | : | B |
| Reference of the sample tested | : | CN15110327 |
| Sample reception date | : | 19/10/2015 |

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1. TEST PERFORMANCE

* *THE PRESENTED RESULTS REFER ONLY TO THE TESTED SAMPLE*
* *THE PARTIAL REPRODUCTION OF THIS REPORT WITHOUT THE PERMISSION OF IDIADA IS COMPLETELY FORBIDDEN*

| Paragraphs | Requirements and test description | Sample | Result of examination |
|---|---|---|---|
| 6.1 | General specifications | | |
| 6.1.2<br>6.1.3 | The belt or the restraint system is so designed and constructed that, when correctly installed and properly used by an occupant, its satisfactory operation is assured and it reduces the risk of bodily injury in the event of an accident. The straps of the belt are not liable to assume a dangerous configuration. | 1 | Complying |
| 6.2 | Rigid parts | | |
| 6.2.1 | General | | |
| 6.2.1.1 | The rigid parts of the safety-belt, such as buckles, adjusting devices, attachments and the like, have no sharp edges liable to cause wear or breakage of the straps by chafing. | 1 | Complying |
| 6.2.1.2 | All parts of the belt assembly liable to be affected by corrosion are suitably protected against it. After undergoing the corrosion test prescribed in paragraph 7.2., no signs of deterioration likely to impair the proper functioning of the device or any significant corrosion is visible to the unaided eye of a qualified observer. | 1,2 | Complying |
| 6.2.1.3 | Rigid parts intended to absorb energy or to be subjected to or to transmit a load are not fragile. | 1,2 | Complying |
| 6.2.1.4 | The rigid items and parts made of plastics of a safety-belt are so located and installed that they are not liable, during every day use of a power-driven vehicle, to become trapped under a moveable seat or in a door of that vehicle. | 1,2 | Complying |

| | | | |
|---|---|---|---|
| 6.2.2 | Buckle | | |
| 6.2.2.1 | The buckle is so designed to preclude any possibility of incorrect use. This means, inter alia, that it is not possible for the buckle to be left in a partially-closed condition. The procedure for opening the buckle is evident. The parts of the buckle likely to contact the body of the wearer present a section of not less than 20 cm2 and at least 46 mm in width, measured in a plane situated at a maximal distance of 2.5 mm from the contact surface. | 1,2,3,4, 5 | Complying<br>Dimension which contact to wearer:<br>Width:49.5 mm<br>Area:30.9 $cm^2$ |

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| | | | |
|---|---|---|---|
| 6.2.2.2 | The buckle, even when not under tension, remains closed whatever the position of the vehicle. It is not be possible to release the buckle inadvertently, accidentally or with a force of less than 1 daN. The buckle is easy to use and to grasp; when it is not under tension and when under tension, it is capable of being released by the wearer with a single simple movement of one hand in one direction; in addition, in the case of belt assemblies intended to be used for the front outboard seats, it is capable of being engaged by the wearer with a simple movement of one hand in one direction. The buckle can be released by pressing either a button or a similar device. The surface to which this pressure is applied has the following dimensions, with the button in the actual release position and when projected into a plane perpendicular to the button's initial direction of motion: for enclosed buttons, an area of not less than 4.5 cm2 and a width of not less than 15 mm; for non-enclosed buttons, an area of not less than 2.5 cm2 and a width of not less than 10 mm.<br><br>The buckle release area is coloured red. No other part of the buckle is of this colour. | 1,2,3,4, 5 | Complying<br><br>Buckle release force: 2.6 daN<br><br>Non-enclosed release button:<br><br>Area:5.44 $cm^2$<br><br>Width: 29.4 mm |
| 6.2.2.3 | The buckle, when tested in accordance with paragraph 7.5.3, operates normally. | 1,2 | Comply... |
| 6.2.2.4 | The buckle is capable of withstanding repeated operation. | 1,2 | Complying |
| 6.2.2.6 | The buckle has been tested for strength as prescribed in paragraphs 7.5.1. and, where appropriate, 7.5.5. It did not break, was not seriously distorted or became detached under the tension set up by the prescribed load (980 daN). | 3 | Complying<br><br>Buckle strength:2158 daN |
| 6.2.2.7 | For the buckles which incorporate a component common to two assemblies, the strength and release tests of paragraphs 7.7. and 7.8. have also be carried out with the part of the buckle pertaining to one assembly being engaged in the mating part pertaining to the other, if it is possible for the buckle to be so assembled in use. | 3 | N.A. |
| 6.2.3 | Belt adjusting device | | |
| 6.2.3.1 | The belt after being put on by the wearer, adjust automatically to fit him / is such that the manually adjusting device is readily accessible to the seated wearer and is convenient and easy to use. It also allows the belt to be tightened with one hand to suit the wearer's body size and the position of the vehicle seat. | 1 | Complying |
| 6.2.3.2 | Two samples of each belt adjusting device have been tested in accordance with the requirements of paragraph 7.3. The strap slip as shown did not exceed 25 mm for each sample of adjusting device and the sum of shifts for all the adjusting devices did not exceed 40 mm. (in case of lab belt, fulfilled) | 4,5 | Complying<br><br>10mm/7mm. |

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| | | | |
|---|---|---|---|
| 6.2.3.3 | All the adjustment devices have been tested for strength as prescribed in paragraph 7.5.1. They did not break or become detached under the tension set up by the prescribed load. (in case of lab belt, fulfilled) | 3 | Complying.<br>2153 daN |
| 6.2.3.4 | During test in accordance with paragraph 7.5.6. the force required to operate any manually adjusting device did not exceed 5 daN. (in case of lab belt, fulfilled) | 4 | Complying.<br>3.3 daN |
| 6.2.4 | Attachments and belt adjustment devices for height.<br><br>The attachments have been tested for strength as prescribed in paragraphs 7.5.1. and 7.5.2. These parts did not break or became detached under the tension set up by the prescribed load. | 3 | Complying<br><br>Belt Lower Anchor: 1955 daN |
| 6.2.5 | Retractors :**NA** | | |
| 6.2.5.1 | Requirements for manually unlocking retractors. | 1,2 | n.a. |
| 6.2.5.2 | Requirements for Automatically locking retractors. | 1,2 | n.a. |
| 6.2.5.2.1 | The strap shall not move more than 30 mm between locking positions of the retractor before and after conditioning according to 6.2.5.2.3. | 1 | Before:<br>mm<br>After<br>mm : |
| | | 2 | Before:<br>mm<br>After<br>mm : |
| 6.2.5.2.2 | If the retractor is part of a lap belt, the retracting force of the strap shall be not less than 0.7 daN before and after conditioning according to 6.2.5.2.3.<br><br>If the retractor is part of an upper torso restraint, the retracting force of the strap shall be not less than 0.1 daN and not more than 0.7 daN before and after conditioning according to 6.2.5.2.3. | 1 | [ ]part of a lap belt<br>Before:<br>daN<br>After<br>daN : |
| | | 2 | [ ]part of an upper torso restraint<br>Before:<br>daN<br>After<br>daN |
| 6.2.5.3 | Emergency locking retractors n.a. | | |
| 6.2.5.3.1.1<br>6.2.5.3.3 | The locking occurred when the deceleration of the vehicle reached 0.45 g in the case of type 4. The amount of strap movement which occurred before the retractor locks did not exceed 50 mm before and after conditioning according to 6.2.5.3.5. | 1 | Before: (mm)<br><br>After: (mm) |
| | | 2 | Before: (mm)<br><br>After: (mm) |
| 6.2.5.3.1.2<br>6.2.5.3.3 | It did not lock for values of acceleration of the strap measured in the direction of the extraction of the strap of less than 0.8 g in the case of type 4. | 1,2 | n.a. |

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| | | | | |
|---|---|---|---|---|
| 6.2.5.3.1.3<br>6.2.5.3.1.4<br>6.2.5.3.3 | It did not lock when its sensing device was tilted 12° or less in any direction from the installation position specified by its manufacturer.<br><br>It locked when its sensing device was tilted by more than 27° in the case of type 4 retractors in any direction from the installation position specified by its manufacturer. | 1 | Before:<br><br>After: | |
| | | 2 | Before:<br><br>After: | |
| 6.2.5.3.1.5 | The operation of a retractor depends on an external signal or power source. | 1,2 | n.a. | |
| 6.2.5.3.2<br>6.2.5.3.3 | During test in accordance with paragraph 7.6.2., the emergency locking retractor with multiple sensitivity, including strap sensitivity, complied with the specified requirements and also lock up when strap acceleration measured in the direction of unreeling was not less than 3.0 g. The amount of strap movement which occurred before the retractor locks did not exceed 50 mm before and after conditioning according to 6.2.5.3.5. | 1 | Before:<br>After : | |
| | | 2 | Before:<br>After : | |
| 6.2.5.3.4 | If the retractor is part of a lap belt, the retracting force of the strap shall be not less than 0.7 daN before and after conditioning according to 6.2.5.3.5..<br><br>If the retractor is part of an upper torso restraint, the retracting force of the strap shall be not less than 0.1 daN and not more than 0.7 daN w before and after conditioning according to 6.2.5.3.5. | 1 | [ ]part of a lap belt<br><br>[√]part of an upper torso restraint | Before:<br><br>After: |
| | | 2 | | Before:<br><br>After: |
| 6.2.6 | Pre-loading device | | | |

| | |
|---|---|
| 6.3 | Straps |

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<table>
<tr><td>6.3.1.2<br>6.3.2<br>6.3.3</td><td>The width of the strap under load of 980 daN was not less than 46 mm. This dimension has been measured during the breaking-strength test prescribed in paragraph 7.4.2. and without stopping the machine.<br><br>Strength after room-conditioning<br>The breaking load of two straps samples conditioned in conformity with paragraph 7.4.1.1, determined as prescribed in paragraph 7.4.2., have been not less than 1,470 daN. The difference between the breaking loads of the two samples did not exceed 10 per cent of the greater of the breaking loads measured.<br><br>Strength after special conditioning<br>In the case of the two strap samples conditioned in conformity with one of the provisions of paragraph 7.4.1. (except 7.4.1.1.), the breaking load of the strap was not less than 75 per cent of average of the loads determined in the test referred to in paragraph 6.3.2. (Strength after room-conditioning) and not less than 1,470 daN.</td><td>Sample (Gray)</td><td>Conditioning</td><td>Breaking load of Strap (daN)</td><td>Width of strap (mm)</td></tr>
<tr><td></td><td></td><td>1’</td><td rowspan="2">room conditioning</td><td>2720</td><td>47.0</td></tr>
<tr><td></td><td></td><td>2’</td><td>2681</td><td>47.1</td></tr>
<tr><td></td><td></td><td>3’</td><td rowspan="2">light conditioning</td><td>2430</td><td>---</td></tr>
<tr><td></td><td></td><td>4’</td><td>2450</td><td>---</td></tr>
<tr><td></td><td></td><td>5’</td><td rowspan="2">cold conditioning</td><td>2510</td><td>---</td></tr>
<tr><td></td><td></td><td>6’</td><td>2489</td><td>---</td></tr>
<tr><td></td><td></td><td>7’</td><td rowspan="2">heat conditioning</td><td>2420</td><td>---</td></tr>
<tr><td></td><td></td><td>8’</td><td>2450</td><td>---</td></tr>
<tr><td></td><td></td><td>9’</td><td rowspan="2">exposure of water</td><td>2432</td><td>---</td></tr>
<tr><td></td><td></td><td>10’</td><td>2380</td><td>---</td></tr>
<tr><td>6.4.2.1</td><td>For both samples conditioned in compliance with paragraph 7.4.1.6, the breaking strength has been assessed as prescribed in paragraphs 7.4.2. and 7.5. It has been at least equal to 75 per cent of the breaking strength average determined during tests on unabraded straps and not less than the minimum load specified for the item being tested. Difference between breaking strength of the two samples have not exceeded 20 per cent of the highest measured breaking strength. For type 1 and type 2 procedures, the breaking strength test has been carried out on strap samples only (para. 7.4.2.). For type 3 procedure, the breaking strength test has been carried out on the strap in combination with the metal component involved (para. 7.5.).</td><td>Test procedure</td><td>Sample (Gray)</td><td>breaking load of Strap (daN)</td><td>percent of difference (%)</td></tr>
<tr><td></td><td></td><td rowspan="2">/</td><td>/</td><td>/<br>/</td><td rowspan="2">/</td></tr>
<tr><td></td><td></td><td>/</td><td>/<br>/</td></tr>
<tr><td></td><td></td><td rowspan="2">2 (Buckle loop)</td><td>4</td><td>2310</td><td rowspan="2">0.4</td></tr>
<tr><td></td><td></td><td>5</td><td>2320</td></tr>
</table>

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| | | | |
|---|---|---|---|
| 6.4 | Belt assembly or restraint system | | |
| 6.4.1 | Dynamic test | | |
| 6.4.1.2 | The dynamic test has been performed on two belt assemblies which have not previously been under load. ~~, except in the case of belt assemblies forming part of restraint systems when the dynamic test shall be performed on the restraint systems intended for one group of seats which have not previously been under load.~~ The buckles of the belt assemblies to be tested have met the requirements of paragraph 6.2.2.4. above. In the case of safety-belts with retractors, the retractor has been subjected to the dust resistance test laid down in paragraph 7.6.3.; in addition, in the case of safety-belts or restraint systems equipped with a pre-loading device comprising pyrotechnic means, the device has been subjected to the conditioning specified in paragraph 7.9.2. | | |
| 6.4.1.2.1 | The belts have undergone the corrosion test described in paragraph 7.2., after which the buckles have been subjected to 500 additional opening and closing cycles under normal conditions of use. | | |
| 6.4.1.2.2 | Safety-belts with retractors have been subjected to the tests described in ~~paragraph 6.2.5.2. or to those described in~~ paragraph 6.2.5.3. If, however, a retractor has already been subjected to the corrosion test in accordance with the provisions of paragraph 6.4.1.2.1., above, this test has not repeated. | | |
| 6.4.1.2.3 | In the case of a belt intended for use with a belt adjustment device for height, as defined in paragraph 2.9.6. above, the test has been carried out with the device adjusted in the most unfavourable position(s) chosen by the technical service responsible for testing. | | |
| 6.4.1.2.4 | In the case of safety-belt with a preloading device the minimum displacement specified in paragraph 6.4.1.3.2. may be reduced by half. For the purpose of this test, the preloading device has been in operation. | | |
| 6.4.1.3 | During this test, the following requirements shall be met: | | |
| 6.4.1.3.1 | No part of the belt assembly or a restraint system affecting the restraint of the occupant did break and no buckles or locking system or displacement system did release or unlock; | 1,2 | Complying |

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| 6.4.1.3.2<br>6.4.1.3.3<br>6.2.2.5 | The forward displacement of the manikin shall be between 80 and 200 mm at pelvic level in the case of lap belts. ~~In the case of other types of belts, the forward displacement shall be between 80 and 200 mm at pelvic level and between 100 and 300 mm at chest level. In the case of a harness belt or safety-belt with a preloading device, the minimum displacements specified above may be reduced by half.~~<br><br>~~In the case of a safety-belt intended to be used in an outboard front seating position protected by an airbag in front of it, the displacement of the chest reference point may exceed that specified in paragraph 6.4.1.3.2. above if its speed at this value does not exceed 24 km/h. (worst case)~~<br><br>The force required to open the buckle in the test as prescribed in paragraph 7.8. shall not exceed 6 daN. | Sample | pelvic level (mm) | chest level (mm) | Velocity (km/h) | force to open the buckle after test (daN) |
| | | 1 | 87 | / | 50.04 | 4.56 |
| | | 2 | 89 | / | 50.16 | 4.26 |
| 6.4.1.4 | In the case of a restraint system | | n.a. | | | |

Remarks:
Anchorage Point Details (Installation): See manufacturer's technical documentation 2.1.6

Place: Ningbo, China
Date: 10/11/2015

Josep Masip
TEST ENGINEER

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