ECE TYPE-APPROVAL CERTIFICATE

Communication concerning the approval granted of a type of safety belt or restraint system
for adult occupants of power driven vehicles
pursuant to Regulation No. 16.

E24

Approval No: ***E24 16R-060087*** Extension No: ***N/A***

Reason for extension: ***- N/A***

1. Restraint System (with)/~~three-point belt~~/lap belt/~~special type belt~~/fitted (with) ~~energy absorber~~/retractor ~~and device for height adjustment of the upper pillar loop.~~

2. Trade name or mark: [redacted]

3. Manufacturer's designation of the type of belt or restraining system: ***HN-201-1***

4. Manufacturer's Name: [redacted]

5. If applicable, name of manufacturer's representative: ***N/A***

6. Address: ***N/A***

7. Submitted for approval on: ***25.05.2013***

NATIONAL STANDARDS AUTHORITY OF IRELAND
NSAI Certification
TRANSPORT DEPARTMENT
49.73U.48.1.3

NSAI, 1 Swift Square, Northwood, Santry, Dublin 9, Ireland. Telephone: (+353+1) 807 3800, Facsimile: 01-807 3844

Approval No: ***E24 16R-060087*** Extension No: ***N/A***

8.	Technical Service responsible for conducting approval tests:	***TÜV Rheinland Kraftfahrt GmbH, Technologiezentrum Verkehrssicherheit, Typprüfstelle Fahrzeuge/Fahrzeugteile, Am Grauen Stein, D-51105 Köln (Poll), Germany.***
9.	Date of report issued by that service:	***08.06.2013***
10.	Number of report issued by that service:	***87-R16-601/13***
11.	Type of device: deceleration/~~acceleration:~~	***Deceleration.***
12.	Approval granted/~~refused/extended/withdrawn for general use~~/for use in a particular vehicle or in particular vehicle types.	
13.	Position and nature of the marking:	***Label sewed on long end assembly.***
14.	Place:	***Dublin***
15.	Date:	***25th July 2013.***
16.	Signature:	

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.

NATIONAL STANDARDS AUTHORITY OF IRELAND
NSAI Certification
TRANSPORT DEPARTMENT

49.73U.48.1.3

NSAI, 1 Swift Square, Northwood, Santry, Dublin 9, Ireland. Telephone: (+353+1) 807 3800, Facsimile: 01-807 3844

Approval No: ***E24 16R-060087*** Extension No: ***N/A***

Index to the Information Package

Date of issue:	***25th July 2013.***
Date of latest amendment:	***N/A***
Reason for extension/revision:	***N/A***

1. Additional conditions, and advisory notes on legal alternatives.

2. Test report(s)

- numbers(s):	***87-R16-601/13***
- date of issue:	***08.06.2013***
- date of latest amendment:	***N/A***

3. Information document

- number(s):	***HN-200-1 V00***
- date of issue:	***25.05.2013***
- date of latest amendment:	***N/A***
Documentation:	***23 pages***

NATIONAL STANDARDS AUTHORITY OF IRELAND NSAI Certification TRANSPORT DEPARTMENT

NSAI, 1 Swiftsquare, Northwood, Santry, Dublin 9, Ireland. Telephone: (+353+1) 807 3800, Facsimile: 01-807 3844

Approval No: ***E24 16R-060087*** Extension No: ***N/A***

Appendix: **Additional conditions, and advisory notes on legal alternatives**

A: Additional conditions:

1. The attached technical report, with any of its attachments, forms part of this Type Approval certificate.
2. Each type from series production shall be to the measurements specified in the attached drawings, and shall be manufactured only from the materials specified in the Approval documents.
3. Changes in the type are permitted only with the explicit permission of NSAI. Breaches of this requirement will lead to a withdrawal of the Type Approval, and in addition may be subject to criminal prosecution.
4. At regular intervals, any tests or associated checks prescribed by the applicable legislation to verify continued conformity with the approved type shall be carried out. The manufacturer shall demonstrate compliance with this by submitting to NSAI evidence of adequate arrangements and documented control plans for each type approved.
5. Any set of samples or test pieces showing evidence of non-conformity shall give rise to further sampling and testing and all steps shall be taken to restore conformity of production.
6. This Type Approval will expire when it is surrendered by the holder, or withdrawn by NSAI, or when the approved type no longer conforms to legal requirements. The recall of the Type Approval can be issued by NSAI when the conditions required for the issuing or continuation of the Type Approval are no longer current, or when the Approval holder is in breach of the duties attached to the Type Approval, or when it is established that the approved type no longer meets the requirements of traffic safety.
7. Changes in the company name, address or manufacturing site, as well as in any of the sales or other agents specified in the issuing of the approval must immediately be notified to NSAI.
8. The duties imposed by the issuing of this certificate are not transferable. The legal protection of third parties is not affected by this certificate.
9. When the manufacture or sale of the system, component or separate technical unit has not been started within one year of the date of issue of this certificate, then NSAI is to be informed. This requirement also applies when the manufacture or sale has been halted for more than one year, or when it ought to have been halted for more than one year. The initial commencement of manufacture or sale, or the resumption of manufacture or sale, shall then be notified to NSAI within one month of commencement or resumption.

B: Legal Options:

Any objection to the requirements set out in this certificate shall be made within one month of the date of issue. The objection shall be made, in writing, to NSAI in Dublin.

NATIONAL STANDARDS AUTHORITY OF IRELAND NSAI Certification TRANSPORT DEPARTMENT

49.73U.48.1.3

NSAI, 1 Swiftsquare, Northwood, Santry, Dublin 9, Ireland. Telephone: (+353+1) 807 3800, Facsimile: 01-807 3844

Type : **HN-201-1**
Manufacturer : [redacted]**d.**

T E S T R E P O R T

according to ECE-Regulation

Uniform provisions concerning the approval of
Safety-belts, restraint systems, child restraint systems and isofix child restraint systems for occupants of power-driven vehicles

ECE-R16

including all amendments until

Series of amendments : 06
Amendment 2

Previously granted		
ECE - certificate	:	---

Structure of report : 0. General information
1. Test object(s) and general test information
2. Test minutes
3. Remarks concerning tested object(s)
4. Appendices
5. Statement of conformity

Type : HN-201-1
Manufacturer : [redacted]d.

0. General information

0.1. Make (trade name of the manufacturer) :

0.2. Type

Type of safety belt : HN-201-1

Versions : ---

0.3. Category of safety belt : Lap-belt with automatic locking retractor

0.4. Name and address of the manufacturer : Danyang Hazna Vehicle Parts Co., Ltd.
Fangnan Village, Fangxian Town, Danyang City, Jiangsu Province, China

0.5. No. of information folder : HN-201-1 V00
date of issue : May. 25, 2013

1. Test object(s) and general test information

1.1. Test object(s)

identification number : ---

Type : HN-201-1

1.2. General test information

1.2.1. Test date : May 29, 2013 to June 7, 2013

1.2.2. Test site : Wuhu Golden Safety System Co., Ltd. (Nanjing plant) Test Lab Industrial Zone of Zhetang Town, Lishui County, Nanjing City, Jiangsu Province, China 211215

1.2.3. Remark : The results of the test refer exclusively to the object(s) mentioned under point 1.1 of this report.

Type : **HN-201-1**
Manufacturer : [redacted]**d.**

2. Test minutes

2.1. Test facilities : The test equipment used was in compliance with the requirements of the ~~directive/~~ regulation.

2.2. Test results : ~~The type has been examined according to the amendments mentioned in appendix 0~~.

~~An actual test of the type was not required. The results of the previous tests are still valid.delete if unnecessary~~

Markings : The approval mark is marked clearly and indelibly.

2.3. General specifications : The components comply with the requirements of the ~~directive/~~ regulation (see Appendix 1 for test results).

2.4. Special requirements : The components comply with the special requirements of the ~~directive/~~ regulation (see Appendix 1 for test results).

3. Remark concerning tested object(s)

: All versions as stated in the information document are covered with the tested version(s) and test object(s) respectively.

4. Appendices

0 List of modifications

1 Test protocol

L Technical information about safety-belt type according to Annex 1B for the communication of the ECE-type approval

Information folder No. : HN-201-1 V00

5. Statement of conformity

The information folder and the type described there comply with the requirements in the above mentioned directive/ regulation.

The test laboratory is accredited for the above mentioned tests by the accreditation body of the NSAI, Motor Vehicle Type Approval, as the competent Administrative Department for the Ireland;
Accreditation Number: NSAI-73

The technical report comprises the pages 1 to 11 and shall not be reproduced except in full without the written approval of the test laboratory.

Engineering Center Guangdong, June.8, 2013
ZLJ

B.S.M.E. Liangjun Zhang

NATIONAL STANDARDS AUTHORITY OF IRELAND NSAI Certification TRANSPORT DEPARTMENT

LIST OF MODIFICATIONS **APPENDIX 0**

Correction of : ---

Modification of : ---

Addition of : ---

Deletion of : ---

TEST PROTOCOL

APPENDIX 1

Paragraphs	Requirements and test description	Sample	Result of examination
6.1	General specifications		
6.1.2 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 cm^2 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
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 cm^2 and a width of not less than 15 mm; for non-enclosed buttons, an area of not less than 2.5 cm^2 and a width of not less than 10 mm. The buckle release area is coloured red. No other part of the buckle is of this colour.	1,2,3,4, 5	Complying
6.2.2.3	The buckle, when tested in accordance with paragraph 7.5.3, operates normally.	1,2	Complying
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
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.		

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.	4		n.a.	
		5			
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.	3		n.a.	
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.	4		n.a.	
6.2.4	Attachments and belt adjustment devices for height. 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		n.a.	
6.2.5	Retractors				
6.2.5.1	Requirements for manually unlocking retractors.	1,2		n.a.	
6.2.5.2	Requirements for Automatically locking retractors.	1,2			
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: 20 mm After : 20 mm	
		2		Before: 20 mm After : 20 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. 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	Before: 0.71 daN After : 0.71 daN	
		2	[ ]part of an upper torso restraint	Before: 0.72 daN After : 0.72 daN	
6.2.5.3	Emergency locking retractors				
6.2.5.3.1.1 6.2.5.3.3	The locking occurred when the deceleration of the vehicle reached 0.45 g in the case of type 4 or 0.85g in the case of type 4N retractors. 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		n.a.	
		2		n.a.	

6.2.5.3.1.2 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.	
6.2.5.3.1.3 6.2.5.3.1.4 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. It locked when its sensing device was tilted by more than 27° in the case of type 4 or 40° in the case of type 4N retractors in any direction from the installation position specified by its manufacturer.	1	n.a.	
		2	n.a.	
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 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 2.0 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	n.a.	
		2	n.a.	
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.. 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 [ ]part of an upper torso restraint	n.a.
		2		n.a.
6.2.6	Pre-loading device			
6.2.6.1	After corrosion testing in accordance with paragraph 7.2, the pre-loading device (including the impact sensor connected to the device by the original plugs but without any current passing through them) operates normally.	1,2	n.a.	
6.2.6.2	It has been verified that inadvertent operation of the device does not involve any risk of bodily injury for wearer.	1,2	n.a.	
6.2.6.3.1	After conditioning in accordance with paragraph 7.9.2, operation of the pre-loading device has not been activated by temperature and the device operates normally.	1,2	n.a.	
6.2.6.3.2	Precautions have been taken to prevent the hot gases expelled from igniting adjacent flammable materials.	1,2	n.a.	

6.3	Straps					
6.3.1.2 6.3.2 6.3.3	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. Strength after room-conditioning 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. Strength after special conditioning 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.	Sample (Black color)	Conditioning	Breaking load of Strap (daN)	Percent of breaking load/difference (%)	Width of strap (mm)
		1’	room conditioning	2860	0.7	47
		2’		2840		47
		3’	light conditioning	2825	99.1	---
		4’		2850	100	---
		5’	cold conditioning	2828	99.2	---
		6’		2820	98.9	---
		7’	heat conditioning	2830	99.3	---
		8’		2768	97.1	---
		9’	exposure of water	2808	98.5	---
		10’		2818	98.9	---
6.4.2.1	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.).	Test procedure	Sample	breaking load of Strap (daN)	percent of breaking load (%)	percent of difference (%)
		2 (Guide)	n.a.			
		2 (Buckle loop)	4	2790	97.9	0.5
			5	2775	97.4	

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		
6.4.1.3.2 6.4.1.3.3 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.~~ ~~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)~~ 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)	force to open the buckle after test (daN)
		1	90	-	5.0
		2	90	-	5.2
6.4.1.4	In the case of a restraint system		n.a.		

Type : **HN-201-1**
Manufacturer : [redacted]td.

Technical information about safety-belt type according to Annex 1B for the communication of the ECE-type approval **Appendix L**

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	:	[redacted]
3.	Manufacturer's designation of the type of belt or restraining system	:	HN-201-1
4.	Manufacturer's name	:	[redacted]td.
5.	If applicable, name of his representative	:	n.a.
6.	Address	:	[redacted]ity,
7.	Submitted for approval on	:	May. 25, 2013
8.	Technical service responsible for conducting approval tests	:	TÜV Rheinland Kraftfahrt GmbH Technologiezentrum Verkehrssicherheit Typprüfstelle Fahrzeuge/Fahrzeugteile Am Grauen Stein D-51105 Köln (Poll)
9.	Date of test report issued by that service	:	June.8, 2013
10.	Number of test report issued by that service	:	87-R16-601/13
11.	Type of device	:	deceleration ~~/ acceleration~~ (1)
12.	Approval	:	granted~~/refused/withdrawn~~ (1) ~~for general use /~~for use in a particular vehicle or in particular types of vehicles (1) (3)
13.	Position and nature of the marking	:	Label sewed on long end assembly

PARTIAL MODEL INFORMATION DOCUMENT NO. : HN-201-1 V00

according to ECE-Regulation

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF SAFETY-BELTS, RESTRAINT SYSTEMS, CHILD RESTRAINT SYSTEMS AND ISOFIX CHILD RESTRAINT SYSTEMS FOR OCCUPANTS OF POWER-DRIVEN VEHICLES

ECE-R16
Including all amendments until
Series of amendments : 06

Type: HN-201-1

This model information document consists of page 1 to 12

•

Content of attachment	**Subject Drawing No.**
Safety belt and buckle assembly	**HN-201-1**
Webbing Color Overview	**Refer to page 6**
Retractor Assy.	**HN-201-1-001**
Buckle tongue	**HN-201-1-002**
Buckle head assy	**HN-201-1-003**
Label	**HN-201-1-004**
Buckle anchor bracket	**HN-201-1-005**
Position of safety belt anchorages	**Refer to Page 12**

Information document in respect of safety-belt

0.	GENERAL		
0.1.	Make (trade name of manufacturer)	:	[redacted]
0.2.	Type and general commercial description(s)	:	HN-201-1
0.5.	Name and address of manufacturer	:	[redacted]
0.7.	Location and method of affixing of the approval mark	:	Label sewed on the belt , Refer to drawing no. : HN-201-1
0.8.	Name and address(es) of assembly plant(s)	:	[redacted]
1.	LIST OF VEHICLE(S)TO WHICH THE DEVICE IS INTENDED TO BE FITTED (if applicable)	:	Can be used in vehicles conforming to installation positions of page 12
	Location	:	Outboard seat positions and center seating positions
2.	DESCRIPTION OF THE DEVICE		
2.1.	Safety belt		

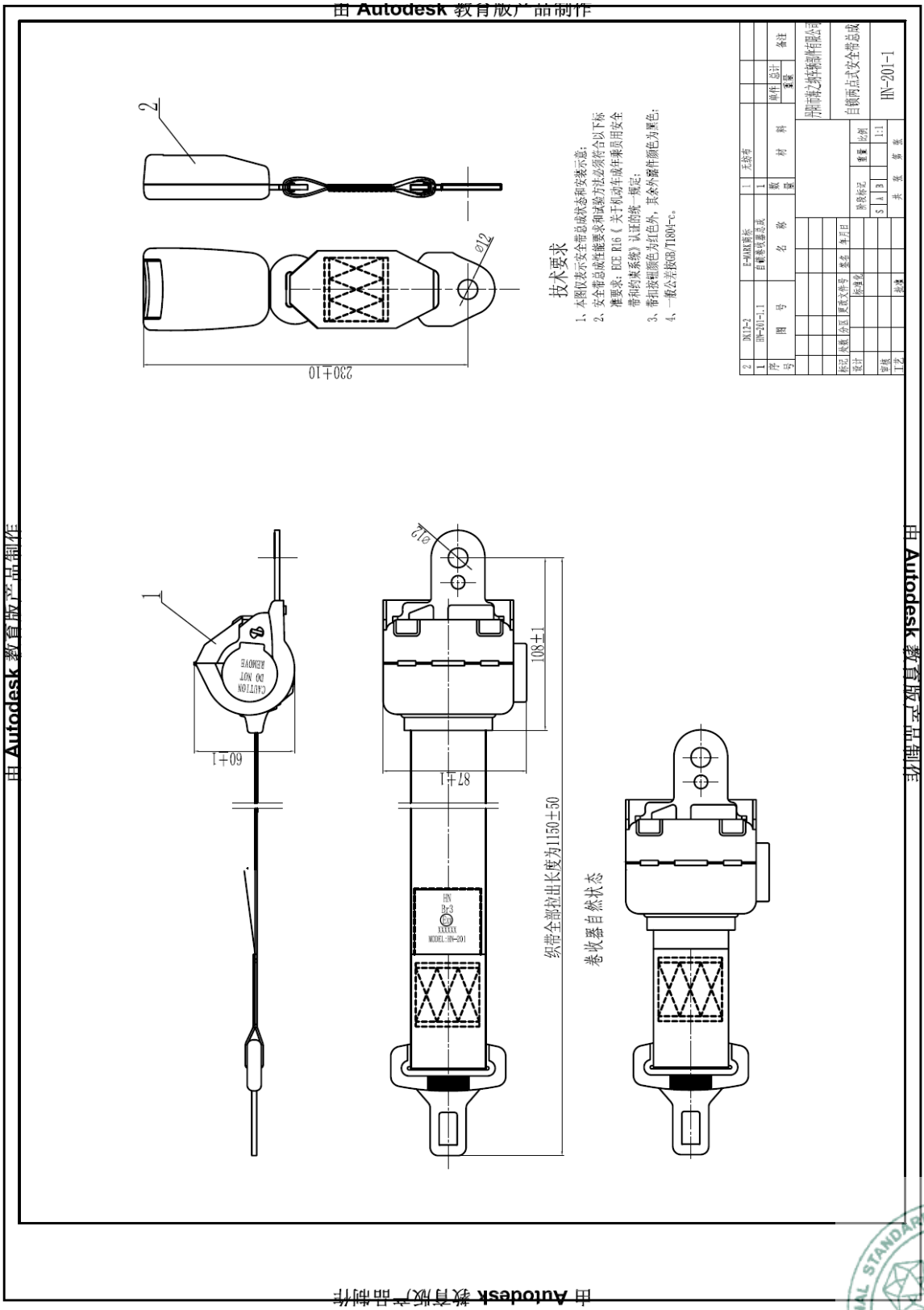
2.1.1.	Configuration of safety belt	:	2-point lapbelt with automatic locking retractor
	Longest length of webbing	:	1150 ± 50mm
2.1.2.	Details of webbing		
	Long end assembly		
	Material	:	Polyester, Piece Dyed
	Weave	:	5 Panel
	Thickness	:	1.15-1.2mm
	Width	:	46-49mm
	Color	:	Black
	Buckle Assembly		
	Material	:	Polyester, Piece Dyed
	Weave	:	5 Panel
	Thickness	:	1.15-1.2mm
	Width	:	46-49mm
	Color	:	Black
2.1.3.	Retractor		
	Designation	:	Automatic locking retractor
	Type	:	ALR series
2.1.3.1.	Additional information	:	Not applicable
2.1.4.	Drawings of the rigid parts	:	Refer to drawing no. HN-201-1-001, HN-201-1-005
2.1.5.	Diagram of the safety belt assembly enabling identification and location of the rigid parts	:	Refer to drawing no. HN-201-1
2.1.6.	Mounting instructions showing, inter alia, the installation of the retractor and its sensing device	:	Refer to drawing no. HN-201-1
2.1.7.	Device for adjusting the height	:	Not applicable
	Travel		
	Number of positions		
2.1.8.	Pre-loading device or system	:	Not applicable
	All fire		
	No fire		
	Resistance		

- Monitor current
  Temperature

2.2.	Restraint system In addition to the information required in 2.1 above	
2.2.1.	Drawings of the relevant parts of the vehicle structure and any seat anchorage reinforcements(1)	: Not applicable
2.2.2.	Drawings of the seat, showing its structure, adjustment system and fixing components, with an indication of the materials used(1)	: Not applicable
2.2.3.	Drawing or photograph of the restraint system as installed(1)	: Not applicable
2.2.	Restraint system In addition to the information required in 2.1 above	: Not applicable
2.3.	Child restraint system	
2.3.1.	Category(ies) (1)	: Not applicable
2.3.2.	Mass group(s) (1)	: Not applicable
2.3.3.	Forward-facing child restraint/rearward-facing child restraint/carry-cot (1)	: Not applicable
2.3.4.	Integral/non-integral/partial/booster cushion (1)	: Not applicable
2.3.5.	Belt type: (adult) three-point belt/(adult)lap belt/special type belt/retractor (1)	: Not applicable
2.3.6.	Other features: chair assembly/impact shield (1)	: Not applicable
2.3.7.	Drawings, diagrams and plans of the child restraint, including any retractor, chair assembly, impact shield fitted(1)	: Not applicable
2.3.8.	Declaration on toxicity(1)	: Not applicable
2.3.9.	Declaration on flammability(1)	: Not applicable

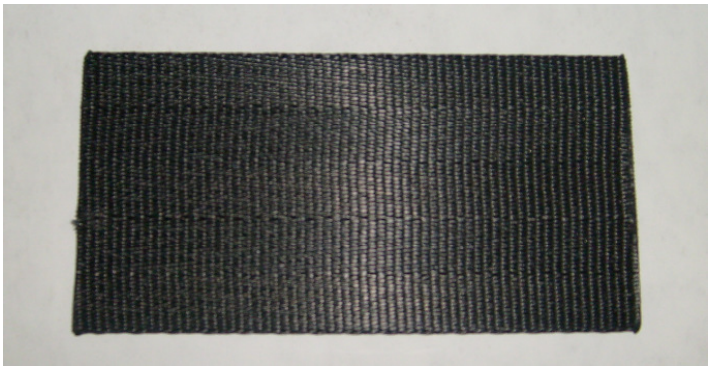
•

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.

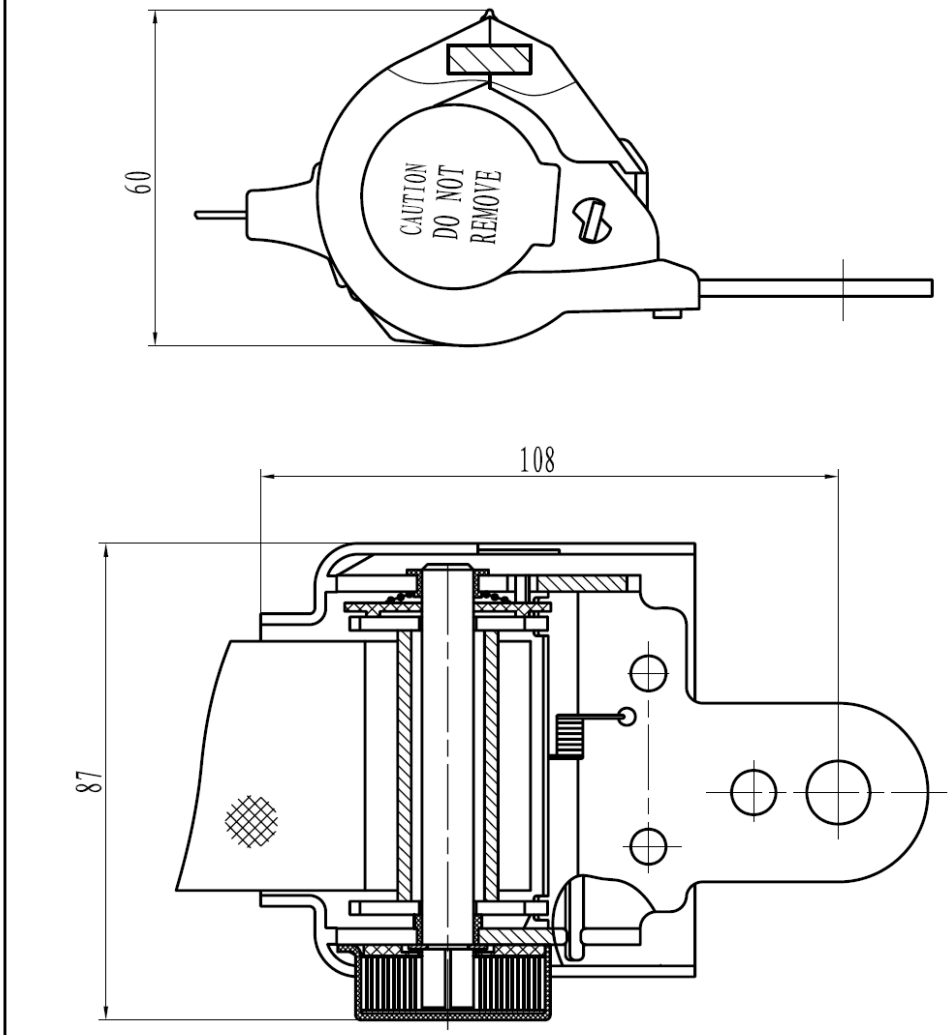


•

Straps color overview

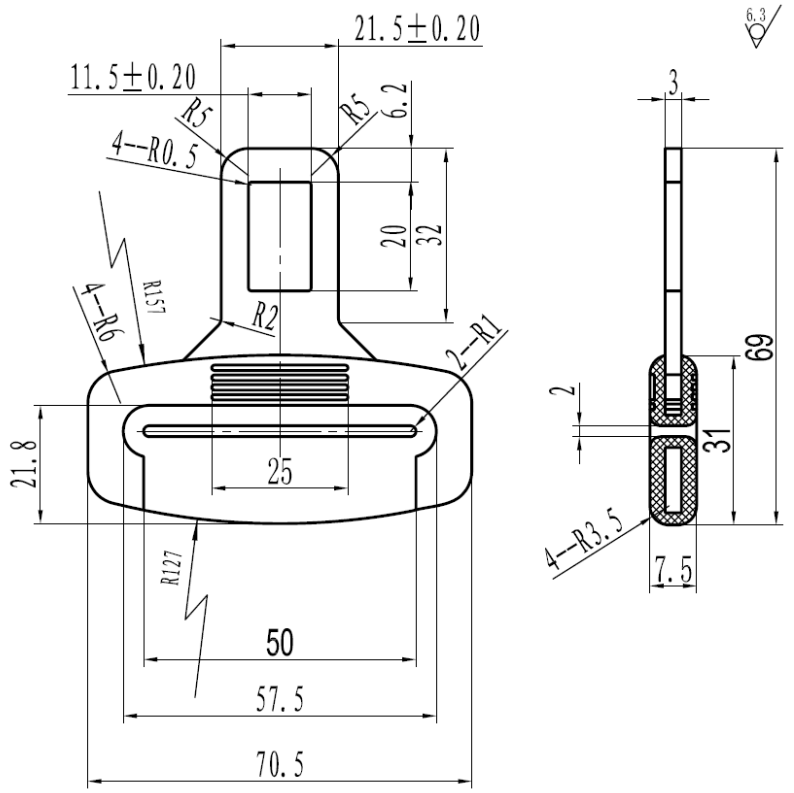


Black color



						丹阳市海之纳车辆部件有限公司	
标记	处数	更改文件号		签字	日期	自锁两点式卷收器装配图	
设计			标准化			图样标记	重量	比例
校对								1:1
审核								
工艺			批准			共 张	第 张	

Drawing No.:
HN-201-1-001

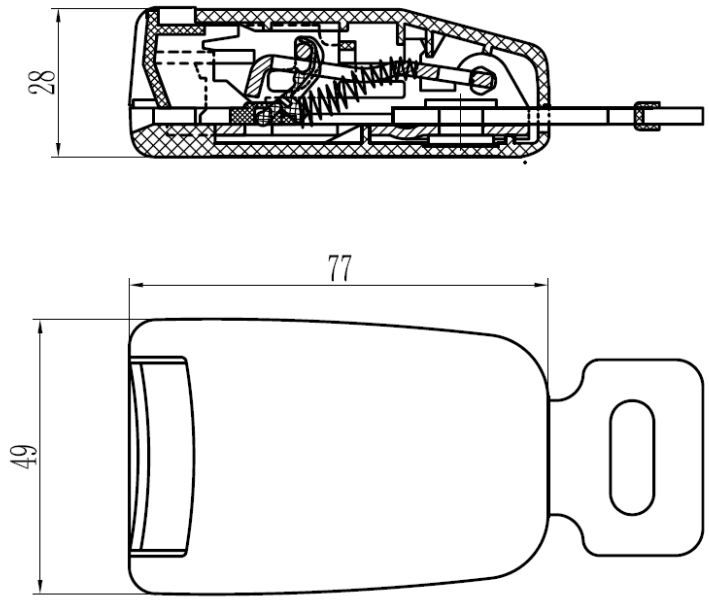


技术要求

1、锐边倒钝，去毛刺。
2、一般公差按GB/T1804-m。
3、铁件表面镀铬，中性盐雾试验50H。
4、热处理硬度 HRC 38-43。
5、抗拉强度不低于18000N.

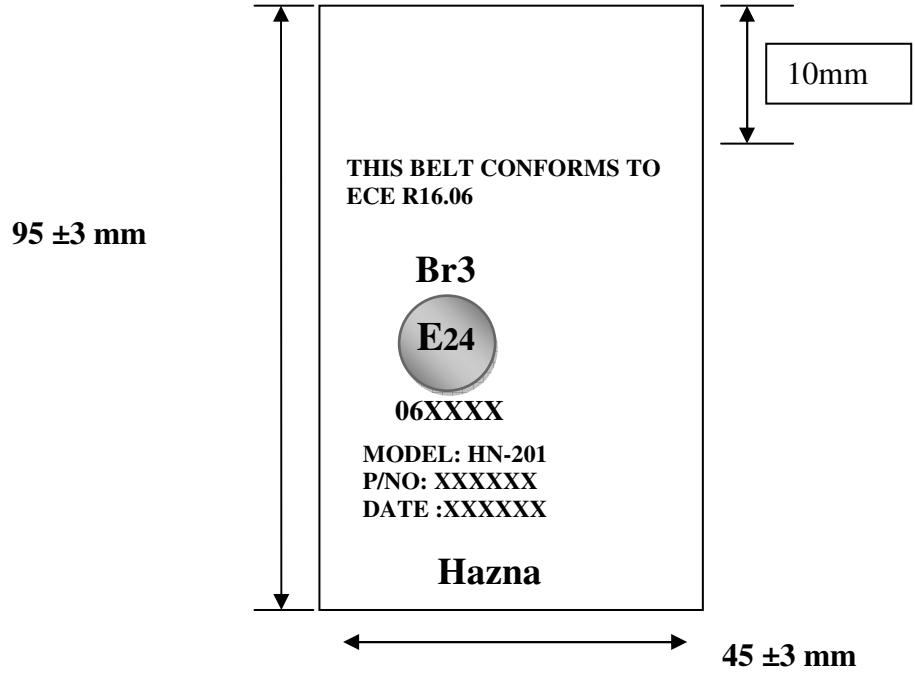
					45	丹阳市海之纳车辆部件有限公司
						S1锁舌
标记	处数	更改文件号	签字	日期		
设计		标准化			图样标记	重量	比例
校对							1
审核							
工艺		批准			共 张	第 张	第

Drawing No.:
HN-201-1-002

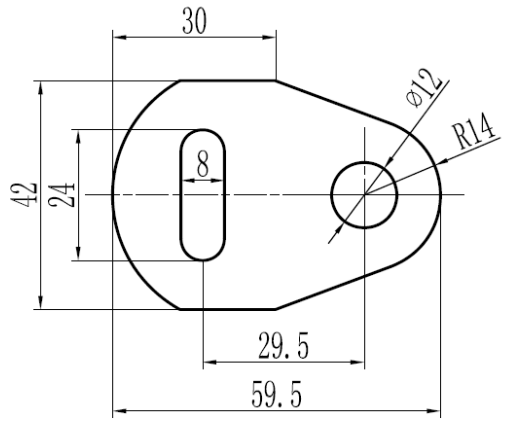


							丹阳市海之纳车辆部件有限公司
标记	处数	更改文件号		签字	日期		带扣装配图
设计			标准化			图样标记 重量 比例	
校对							
审核							Drawing No.: HN-201-1-003
工艺			批准			共 张 第 张	

•



Drawing No.:
HN-201-1-004

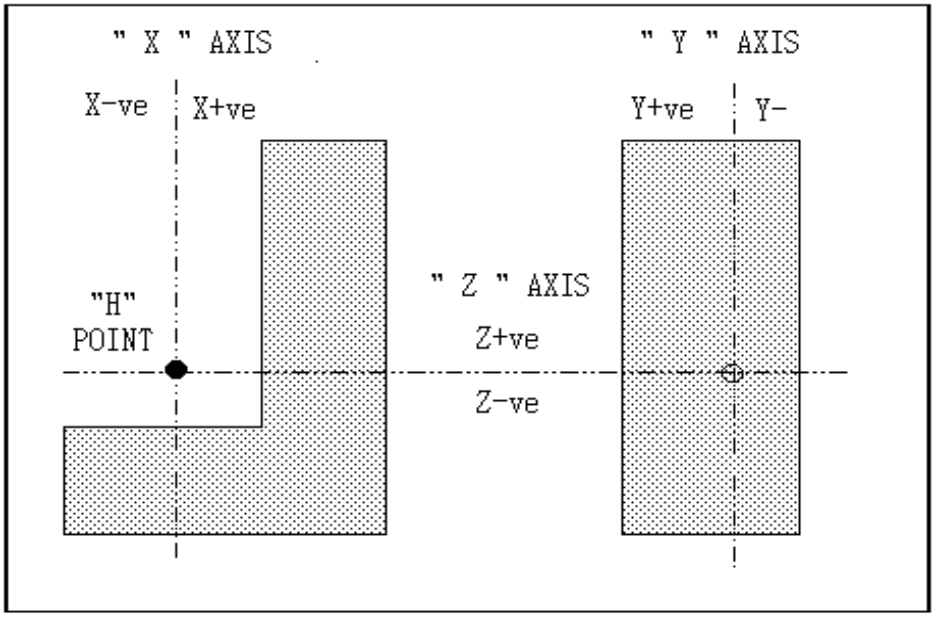


技术要求

1、锐边倒钝，去毛刺。
2、一般公差按GB/T1804-m。
3、表面黑色电泳漆，中性盐雾试验50H。
4、热处理硬度 HRC 35-40。
5、抗拉强度不低于18000N.

标记	处数	更改文件号	签字	日期	45	丹阳市海之纳车辆部件有限公司
设计		标准化			图样标记 重量 比例	平带头
校对						Drawing No.: HN-201-1-005
审核						
工艺		批准			共 张 第 张	

SEAT BELT ANCHORAGE DETAILS



	"X" - Axis	**"Y" - Axis**	**"Z" - Axis**
buckle	50	230	-210
retractor	180	-240	-160