

Ministerstvo dopravy České republiky  
Ministry of Transport of the Czech Republic  
Nábřeží L.Svobody 12, 110 15 Praha 1, Czech Republic



OSVĚDČENÍ o:

UDĚLENÍ SCHVÁLENÍ  
ROZŠÍŘENÍ SCHVÁLENÍ  
ODMÍTNUTÍ SCHVÁLENÍ  
ODEJMUTÍ SCHVÁLENÍ  
UKONČENÍ VÝROBY

COMMUNICATION concerning:

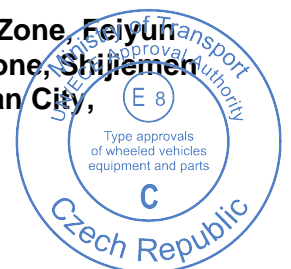
APPROVAL GRANTED  
APPROVAL EXTENDED  
APPROVAL REFUSED  
APPROVAL WITHDRAWN  
PRODUCTION DEFINITELY DISCONTINUED

typu bezpečnostního pásu nebo zádržného systému pro dospělé osoby  
v motorových vozidlech podle předpisu č. 16

of a type of safety-belt or restraint system for adult occupants of power-driven  
vehicles pursuant to Regulation No. 16

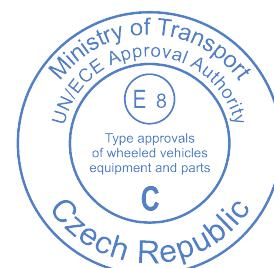
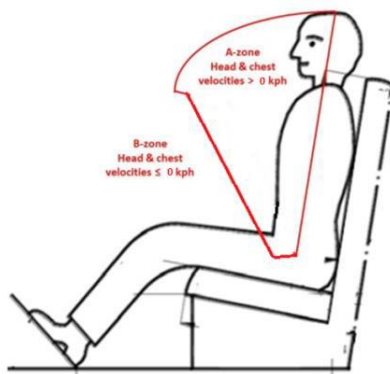
Schválení č.: **E8\*16R08/02\*13088\*00**  
Approval No.:

- Zádržný systém (s)/ třibodový pás / břišní pás / pás speciálního typu / opatřený zařízením k pohlcování energie / navíječem / zařízením pro výškové seřízení průvlatku horního kotevního úchytu / poddajným zařízením pro výškové seřízení v úrovni ramene  
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 / flexible shoulder adjustment device for height
- Obchodní název nebo značka:  
Trade name or mark: (DOON) 
- Označení typu pásu nebo zádržného systému výrobcem:  
Manufacturer's designation of the type of belt or restraining system **DJL-1402**  
Varianty:  
Variants: **N/A**
- Název výrobce:  
Manufacturer's name: **Wenzhou Dongjinlong Safety Equipment Co., Ltd.**
- Popřípadě jméno jeho zástupce:  
If applicable name of his representative: **N/A**
- Adresa výrobce:  
Address of manufacturer: **No.2, South Development Zone, Feiyun Economic Development Zone, Shijiamen village, Feiyun Street, Ruian City, Zhejiang Province**



7. Předloženo ke schválení dne: **1 November 2021**  
Submitted for approval on:
8. Technická zkušebna zodpovědná za provedení zkoušek: **E8/C: TÜV SÜD Czech s.r.o.**  
Technical service responsible for conducting approval tests: **Novodvorská 994/138**  
**142 21 Praha 4**  
**Czech Republic**
9. Datum zkušebního protokolu vydaného touto organizací: **2 December 2021**  
Date of test report issued by that service:
10. Číslo zkušebního protokolu vydaného touto organizací: **CS413 – 21 – TAC**  
Number of test report issued by that service:
11. Druh zařízení: **zpomalení / zrychlení**  
Type of device: **deceleration / acceleration**
12. **SCHVÁLENÍ UDĚLENO / ODMÍTNUTO / ROZŠÍŘENO / ODEJMUTO** pro uchycení do obecně používaných poloh kotevních úchytů popsaných na obrázku 1 v příloze 6 tohoto předpisu / **pro používání v určitém vozidle nebo určitých typech vozidel**  
**APPROVAL IS GRANTED / REFUSED / EXTENDED / WITHDRAWN** for general use / for use in a particular vehicle or in particular types of vehicles
- 12.1 V případě, že bylo zádržnému systému vydáno/rozšířeno schválení, může to být použito pro dílčí typy vozidel, které jsou kompatibilní s následujícími rozměrovými podmínkami: žádná vnitřní část nesmí být v citované zóně A, jak je uvedeno níže.  
In case a restraint system has been granted/extended, those can be used for particular types of vehicles compatible with the following dimensional conditions: no interior part in a quoted A-zone as shown below

**netýka se**  
**not applicable**



13. Místo a druh označení: **Štítek přišitý na spodní straně u kotevního úchytu delšího dílu pásu.**  
Position and nature of the marking: **Label stitched at lower outer sill anchor bracket on long end assembly.**

Uspořádání značky schválení:  
Arrangement of approval mark:



14. Místo: **Praha**  
Place:
15. Datum: **7 January 2022**  
Date:
16. Podpis:  
Signature:

**Oleg Spružina**

17. Schvalovací dokumentace je uložena u schvalovacího orgánu a lze ji obdržet na vyžádání.  
The information package lodged with the approval authority may be obtained on request.



UN/ECE Technical Service No. E8/C and E27/J

TECHNICAL REPORT  
No. CS413-21-TAC

Test according to Regulation ECE No. 16.08

Uniform provisions concerning the approval of safety-belts, restraint system  
for power-driven vehicles

ECE No. 16.00 – date of entry into force: 1970-12-01

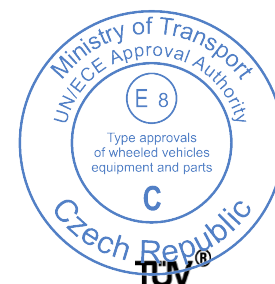
including all amendments up to and including:

ECE No.16.08, supplement 02 – date of entry into force: 2021-06-09

Objectives: Document for issue of approval certificate

I. **Technical data**

- 0.1. Make (trade name of manufacturer): (DOON) 
- 0.2. Type: DJL-1402
- 0.3. Means of identification of type: By digits and letters
- 0.3.1. Location of that marking: Label stitched at lower outer sill anchor bracket on long end assembly
- 0.4. Category of vehicle: M2, M3, N2, N3
- 0.5. Name and address of manufacturer: Wenzhou Dongjinlong Safety Equipment Co., Ltd.  
No.2, South Development Zone, Feiyun Economic Development Zone, Shijiemen village, Feiyun Street, Ruian City, Zhejiang Province
- 0.8. Address of assembly plant: Same as 0.5.
- 0.9. Location of the approval mark: Label stitched at lower outer sill anchor bracket on long end assembly



Technical Report No.: CS413-21-TAC  
 Regulation: ECE No. 16.08  
 Manufacturer: Wenzhou Dongjinlong Safety Equipment Co., Ltd.  
 China  
 Type: DJL-1402



Czech

**II. Test report**

1. Test conditions

1.1. Test sample: Safety belts: 6 pieces  
 Buckles: 6 pieces  
 Straps (for each colour, in applicable): 10m

1.1.1. Technical data from the manufacturer: Testing laboratory does not bear any responsibility for possibly incorrect values of provided by the manufacturer and for test results found out based on these values.

1.2. Test procedures used: According to Regulations No. 16.08

1.3. Measuring and test equipment:

No.	Name Test Apparatus	Model	Serial No.	Expiry Date
1	Car safety-belt emergency lock test bench	SEL-II	CCAPS/SB-021	2022.12.07
2	Safety-belt retractor endurance test bench	JSQ-II	CCAPS/SB-064	2022.12.19
3	Safety-belt tilt lock test bench	QX-1	CCAPS/SB-032	2022.07.09
4	Dust test chamber	FCX-2	CCAPS/SB-092	2022.01.05
5	Rolling force test bench	JSL-II	CCAPS/SB-080	2022.12.19
6	Buckle force test bench	CXL-101	CCAPS/SB-065	2022.12.19
7	Automobile crash simulation test trolley system	WFY-1	CCAPS/SB-022	2022.11.07
8	Temperature chamber	GTGDW-40-100-Z	CCAPS/SB-013	2022.07.17
9	Corrosion testing chamber	YWS-750	CCAPS/SB-015	2022.07.17

1.4. Worst case evaluation: N/A, single case - no variant

1.5. Testing conditions: N/A

1.6. Test track or site: Zhongji Huanyu Certification and Inspection Co. Ltd. Beijing, P.R. China,

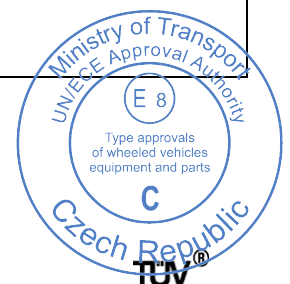




2. Test results

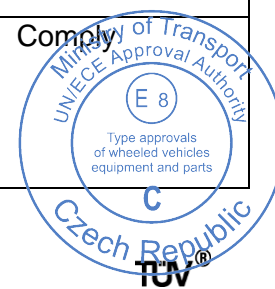
*Following numbering corresponds to numbering of Annex in the UN Regulation No. 16.*

Para.	Requirement	Result / Comment
6.1.	General specifications	
6.1.2.	The belt is so designed ... its satisfactory operation is assured and it reduces the risk of bodily injury in the event of an accident.	Comply
6.1.3.	The straps of the belt are not liable to assume a dangerous configuration.	Comply
6.1.4.	The use of materials with properties of polyamide 6 as regards water retention is prohibited...	Comply
6.2.	Rigid parts	
6.2.1.	General	
6.2.1.1.	The rigid parts of the safety-belt have no sharp edges liable to cause wear or breakage of the straps by chafing.	Comply
6.2.1.2.	All parts...shall be suitably protected against corrosion. After undergoing the corrosion test as para. 7.2, neither signs of deterioration...nor any significant corrosion shall be visible...	Comply
6.2.1.3.	Rigid parts intended to absorb energy or to be subjected to or to transmit a load are not fragile.	Comply
6.2.1.4.	The rigid items and parts made of plastics are not liable...to become trapped under a moveable seat or in a door of vehicle...	Comply
6.2.2.	Buckle	
6.2.2.1.	The buckle is so designed to preclude any possibility of incorrect use. The procedure for opening the buckle is evident. The parts of the buckle likely to contact the body of the wearer shall present a section $\geq 20 \text{ cm}^2$ and at least 46 mm in width ...harness belt buckles...contact area with the wearer's body is comprised between 20 and 40 $\text{cm}^2$ .	Comply





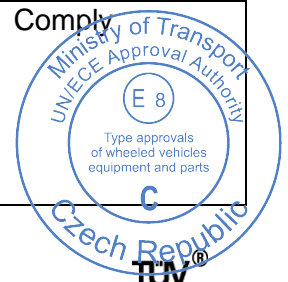
6.2.2.2.	... shall not be possible to release the buckle...with a force of less than 1 daN. The buckle is easy to use and to grasp... capable of being released by the wearer with a single simple movement of one hand in one direction...The buckle shall be released by pressing a button...an area of not less than 4.5 cm <sup>2</sup> and a width of not less than 15 mm. The buckle release area is colored red. No other part of the buckle is of this color. When the seat is occupied, a red warning light ...shall be permitted...	Comply
6.2.2.3.	After low-temperature test, the buckle operated normally.	Comply
6.2.2.4.	The buckle is capable of withstanding repeated operation... prior to the dynamic test...5,000 opening and closing cycles under normal conditions of use...	Comply
6.2.2.5.	After dynamic test, the force required to open the buckle was not exceed 6 daN.	Comply
6.2.2.6.	The buckle is tested for strength as para. 7.5.1. and/or 7.5.5. It did not break, be seriously distorted or became detached under the tension set up by the prescribed load.	Comply
6.2.2.7.	For the buckles which incorporate a component common to two assemblies, the strength and release tests of para. 7.7. and 7.8. were carried out with the part of buckle pertaining to one assembly being engaged in the mating part pertaining to the other...	Comply
6.2.3.	Belt adjusting device	
6.2.3.1.	The belt after being put on by the wearer, <del>adjusts automatically to fit him</del> 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.	Comply
6.2.3.2.	Two samples of each belt adjusting device are tested for micro-slip. The strap slip ≤ 25 mm for each sample of adjusting device and the sum of shifts for all the adjusting devices ≤ 40 mm.	Comply
6.2.3.3.	All the adjustment devices have been tested for strength as prescribed in para. 7.5.1. They did not break or become detached under the tension set up by the prescribed load.	Comply







6.2.3.4.	During test in accordance with para. 7.5.6. the force required to operate any manually adjusting device did not exceed 5 daN.	Comply
6.2.4.	The attachments <del>and the belt adjustment devices for height</del> had been tested for strength as prescribed in para. 7.5.1. and/or 7.5.2. These parts did not break or became detached under the tension set up by the prescribed load.	Comply
6.2.5.	Retractors The retractor has been tested and fulfill the requirements for strength as prescribed in para. 7.5.1. and/or 7.5.2.	Not applicable
6.2.6.	Pre-loading device	
6.2.6.1.	After being submitted to corrosion testing, the pre-loading device...shall operate normally.	Not applicable
6.2.6.2.	...inadvertent operation of the device does not involve any risk of bodily injury for wearer.	Not applicable
6.2.6.3.	In the case of pyrotechnic pre-loading devices	
6.2.6.3.1.	After conditioning in accordance with para. 7.9.1., operation of the pre-loading device shall not have been activated by temperature and the device shall operate normally.	Not applicable
6.2.6.3.2.	Precautions shall be taken to prevent the hot gases expelled from igniting adjacent flammable materials.	Not applicable
7.9.1.	The pre-loading device may be separated from the safety-belt...kept for 24 hours at a temperature of $60 \pm 5 \text{ }^\circ\text{C}$ ...raised to $100 \pm 5 \text{ }^\circ\text{C}$ for two hours. Subsequently kept for 24 hours at a temperature of $-30 \pm 5 \text{ }^\circ\text{C}$ . After being removed... warm up to ambient temperature. If it has been separated it shall be fitted again to the safety-belt.	Not applicable
6.3.1.	Straps	
6.3.1.2	The width of the strap under load of 980 daN shall not less than 46 mm...	Comply
6.3.2	Strength after room-conditioning: ...conditioned in conformity with para. 7.4.1.1. the breaking load of the strap...shall be not less than 1,470 daN. The difference shall not exceed 10% of the greater loads measured.	Comply





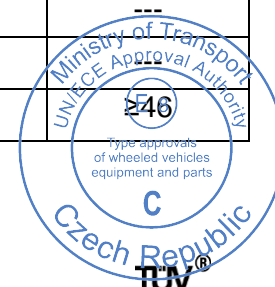


6.3.3	Strength after special conditioning: ...conditioned in conformity with one of the provisions of para. 7.4.1. (except 7.4.1.1.), the breaking load of the strap shall be not less than 75% of average of the loads...and not less than 1,470 daN...				Comply
6.4.2. 6.4.2.1. 6.4.2.2.	Strength after abrasion conditioning: ...conditioned in compliance with paragraph 7.4.1.6. below, the breaking strength shall be at least equal to 75% of the breaking strength...not less than the minimum load specified for the item being tested. Difference between breaking strength of the two samples shall not exceed 20% of the highest measured breaking strength...				Comply
Test (Black)	Sample	Breaking load (daN)	Percent of breaking load (%)	Difference (%)	Width at 980 daN (mm)
7.4.1.1. Room-conditioning	1	2655	---	1.54	47.30
	2	2614			47.10
7.4.1.2. Light conditioning	3	2432	92.31	---	---
	4	2416	91.71	---	---
7.4.1.3. Cold conditioning	5	2585	98.12	---	---
	6	2530	96.03	---	---
7.4.1.4. Heat conditioning	7	2517	95.54	---	---
	8	2548	96.72	---	---
7.4.1.5. Exposure to water	9	2539	96.38	---	---
	10	2554	96.94	---	---
Desired value		≥1470	≥75	≤10	≥46
7.4.1.6. Abrasion conditioning (procedure 2)	Sample	Breaking load (daN)	Percent of breaking load (%)		Difference (%)
Buckle loop	4	2407	91.36		1.07
	5	2433	92.35		
Desired value		≥1470	≥75		≤20



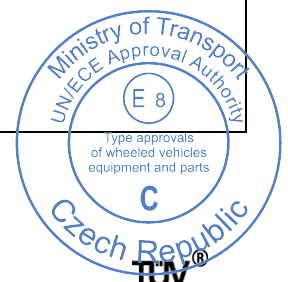


Test (Blue)	Sample	Breaking load (daN)	Percent of breaking load (%)	Difference (%)	Width at 980 daN (mm)
7.4.1.1. Room-conditioning	1	2815	---	0.63	47.30
	2	2833			47.30
7.4.1.2. Light conditioning	3	2617	92.67	---	---
	4	2658	94.12	---	---
7.4.1.3. Cold conditioning	5	2734	96.81	---	---
	6	2696	95.47	---	---
7.4.1.4. Heat conditioning	7	2764	97.88	---	---
	8	2718	96.25	---	---
7.4.1.5. Exposure to water	9	2730	96.67	---	---
	10	2771	98.12	---	---
Desired value		≥1470	≥75	≤10	≥46
7.4.1.6. Abrasion conditioning (procedure 2)	Sample	Breaking load (daN)	Percent of breaking load (%)		Difference (%)
Buckle loop	4	2595	91.89		0.96
	5	2620	92.78		
Desired value		≥1470	≥75		≤20
Test (Red)	Sample	Breaking load (daN)	Percent of breaking load (%)	Difference (%)	Width at 980 daN (mm)
7.4.1.1. Room-conditioning	1	2897	---	1.22	47.30
	2	2933			47.30
7.4.1.2. Light conditioning	3	2708	92.90	---	---
	4	2676	91.80	---	---
7.4.1.3. Cold conditioning	5	2778	95.30	---	---
	6	2734	93.79	---	---
7.4.1.4. Heat conditioning	7	2711	93.00	---	---
	8	2794	95.85	---	---
7.4.1.5. Exposure to water	9	2735	93.83	---	---
	10	2701	92.66	---	---
Desired value		≥1470	≥75	≤10	≥46



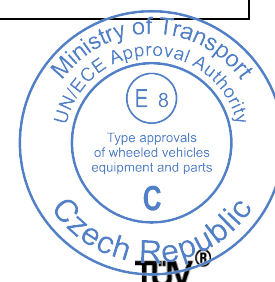


7.4.1.6. Abrasion conditioning (procedure 2)	Sample	Breaking load (daN)	Percent of breaking load (%)		Difference (%)
Buckle loop	4	2633	90.33		0.88
	5	2610	89.54		
Desired value		≥1470	≥75		≤20
Test (Grey)	Sample	Breaking load (daN)	Percent of breaking load (%)	Difference (%)	Width at 980 daN (mm)
7.4.1.1. Room-conditioning	1	2825	---	1.80	47.20
	2	2877			47.20
7.4.1.2. Light conditioning	3	2614	91.69	---	---
	4	2645	92.77	---	---
7.4.1.3. Cold conditioning	5	2781	97.54	---	---
	6	2754	96.60	---	---
7.4.1.4. Heat conditioning	7	2710	95.05	---	---
	8	2735	95.93	---	---
7.4.1.5. Exposure to water	9	2739	96.07	---	---
	10	2750	96.46	---	---
Desired value		≥1470	≥75	≤10	≥46
7.4.1.6. Abrasion conditioning (procedure 2)	Sample	Breaking load (daN)	Percent of breaking load (%)		Difference (%)
Buckle loop	4	2603	91.30		2.80
	5	2677	93.90		
Desired value		≥1470	≥75		≤20
6.4.	Belt assembly or restraint system				
6.4.1.	Dynamic test				
6.4.1.2.	<p>...two belt assemblies which have not previously been under load...The buckles of the belt assemblies to be tested shall have met the requirements of para. 6.2.2.4. In the case of safety-belts with retractors...dust resistance test laid down in paragraph 7.6.3.; in addition, in the case of...pre-loading device comprising pyrotechnic means, the device shall have been subjected to the conditioning specified in paragraph 7.9.1.</p>			Comply	





6.4.1.2.1.	The belts shall have undergone the corrosion test described in paragraph 7.2., after which 500 additional opening and closing cycles under normal conditions of use.	Comply
6.4.1.2.2.	Safety-belts with retractors shall have been subjected <del>either to the tests described in para. 6.2.5.2. or 6.2.5.3.</del> or corrosion test in accordance with para. 6.4.1.2.1.	Not applicable
6.4.1.2.3.	In the case of...belt adjustment device for height, the test shall be carried out with the device adjusted in the most unfavourable position(s) chosen by the Technical Service.	Not applicable
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...the preloading device shall be in operation.	Not applicable
6.4.1.2.5.	In the case of a safety-belt with tension-reducing device, ...durability test according to para. 6.2.5.3.5 before a dynamic test. The dynamic test shall then be conducted with the tension-reducing device in operation mode.	Not applicable
6.4.1.3.	During this test	
6.4.1.3.1.	No part of the belt assembly...shall break and no buckles or locking system or displacement system shall release or unlock.	Comply
6.4.1.3.2.	The forward displacement of the manikin shall be between 80 and 200 mm at pelvic level...and between 100 and 300 mm at chest level...	Comply
6.4.1.3.3.	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 300 mm if its speed at this value does not exceed 24 km/h.	Not applicable
6.4.1.3.4.	In case of a seating position, other than the outboard front seating position...performed with the airbag in a vehicle related environment, reflecting the vehicle coordinates of the airbag mounting and attachment points.	Not applicable



Technical Report No.:  
 Regulation:  
 Manufacturer:  
 Type:

**TÜV SÜD Czech s.r.o.**

CS413-21-TAC  
 ECE No. 16.08  
 Wenzhou Dongjinlong Safety Equipment Co., Ltd.  
 China  
 DJL-1402



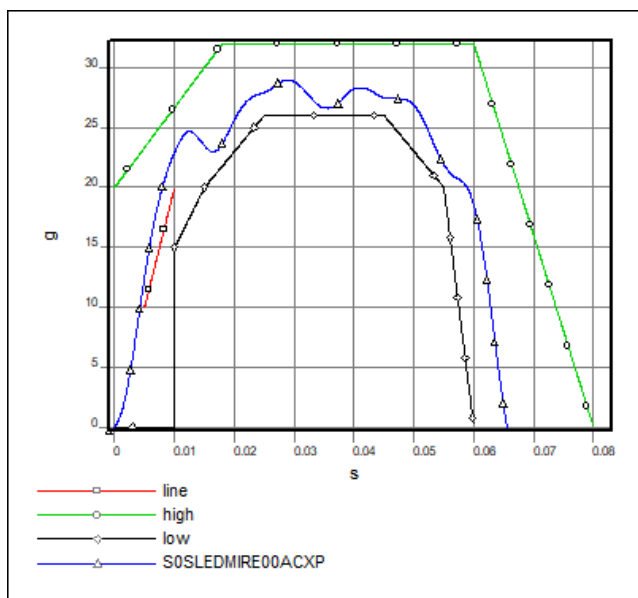
Czech

10/13

Test No.		1	2	Desired value
Type of device used for the test		deceleration / acceleration	deceleration / acceleration	---
Trolley speed before impact test (deceleration) or velocity change (acceleration)	[km/h]	52.14	51.56	51-53
Max. forward displacement				
- Chest level	[mm]	125.97	119.48	100/50 <sup>(1)</sup> -300
- Speed at 300mm chest displacement	[km/h]	N/A	N/A	< 24 <sup>(2)</sup>
- Pelvis level	[mm]	120.78	125.97	80/40 <sup>(1)</sup> - 200
Belt/buckle failed or breakage		complying	complying	No failure
Buckle opening force	[N]	48.9	50.1	≤ 60

The acceleration or deceleration curve during all the velocity change of the trolley

Test No. 1



Technical Report No.:  
 Regulation:  
 Manufacturer:  
 Type:

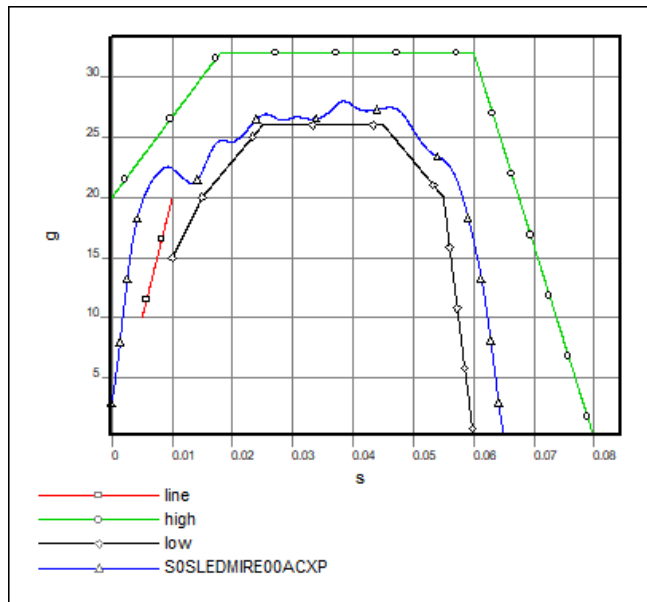
**TÜV SÜD Czech s.r.o.**

CS413-21-TAC  
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 DJL-1402



Czech

No. 2



**Remark:**

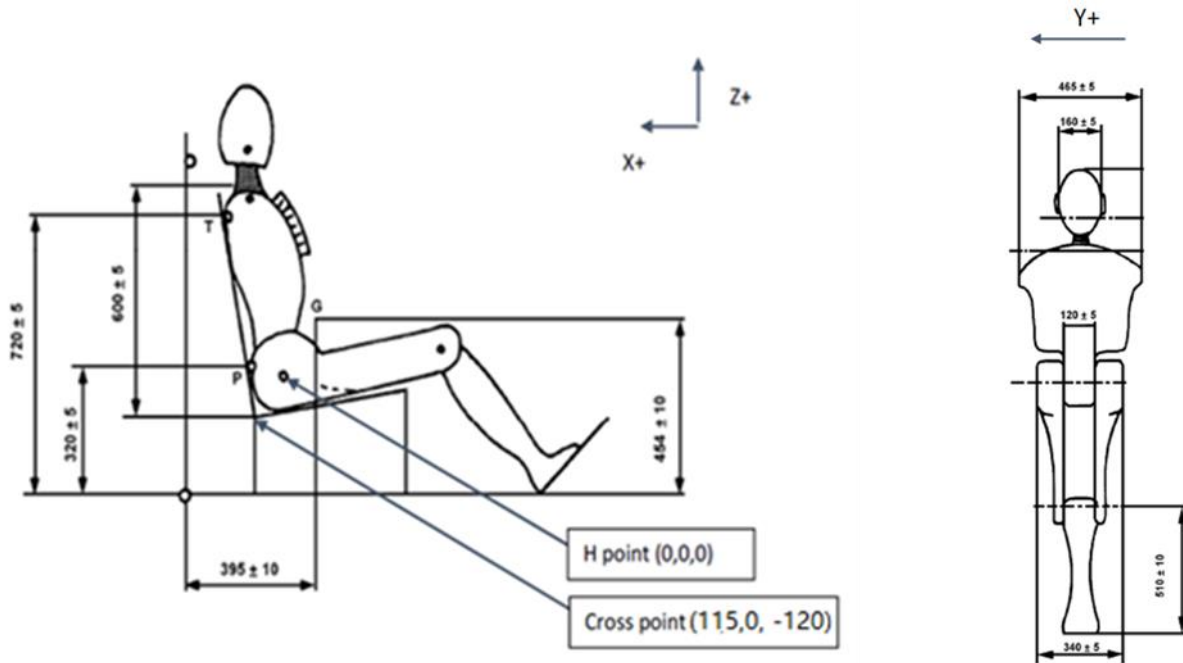
- (1): In the case of safety-belt with a pre-loading device;
- (2): In the case of safety-belt intended to be used in outboard front seating position protected by an airbag in front of it.

6.4.1.4.	In the case of a restraint system	Not applicable
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Actual cross point used in the dynamic test and the distance with the H point in the regulation:



Cr -point coordinates (refer to H-point)	(Transverse) "X" – AXIS	(Longitudinal) "Y" – AXIS	(Horizontal) "Z" – AXIS
Cr-point	115	0	-120
H-point	0	0	0

Each anchorage points in relation to H-point (in mm)	(Transverse) "X" – AXIS	(Longitudinal) "Y" – AXIS	(Horizontal) "Z" – AXIS
LOWER INNER ANCHORAGE (Anchor)	40	-200	75
LOWER OUTER ANCHORAGE (Anchor)	40	200	75
UPPER INNER ANCHORAGE	225	-87.5	590
UPPER OUTER ANCHORAGE	225	87.5	590





Technical Report No.: CS413-21-TAC  
Regulation: ECE No. 16.08  
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China  
Type: DJL-1402



Czech

13/13

3. Specimen submitted to test on: 2021-11-01
4. Date of test: 2021-11-01 to 2021-11-16
- III. Manufacturer's information folder No. DJL-1402-00  
13 pages total of 2021-11-02
- IV. Other documentation  
No other documentation
- V. Attachments  
No attachments

The results presented above relate to the tested items only and to the sample as provided by the customer.

Measuring and test equipment and test site meet the requirements of the applicable legislation. This report shall never be reproduced incomplete and without a written permission of the testing laboratory. TÜV SÜD Czech confidentiality degree: confidential

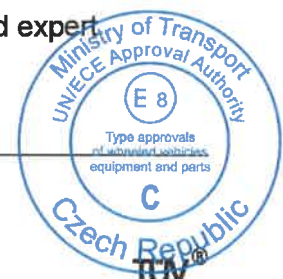
VI. Final assessment

The described sample in tested items **complies** with the requirements of ECE Regulation No. 16.08 for issue of approval certificate.

This technical report consists of pages No. 1 to 13

Leon Zhang  
Test executive

Pavol Bors  
Officially recognized expert



Prague, 2021-12-02

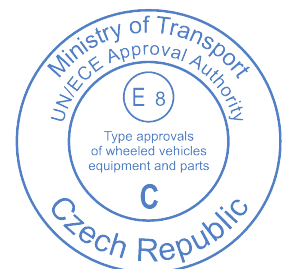
End of the technical report

<b>Wenzhou Dongjinlong Safety Equipment Co., Ltd.</b>	Type: DJL-1402
	Information document No.: DJL-1402-00
	Date: 2021-11-02
	Page 1 of 13

**Application for approval pursuant to UN Regulation No. 16.08 sup 02 relating to safety-belts, restraint systems, child restraint systems and isofix child restraint systems for occupants of power-driven vehicles of Wenzhou Dongjinlong Safety Equipment Co., Ltd.**

**Type: DJL-1402**

Responsible person:   
Wenzhou Dongjinlong Safety Equipment Co., Ltd



0. GENERAL

0.1. Make (trade name of manufacturer) :



0.2. Type and general commercial description(s) : DJL-1402

0.3. Name and address of manufacturer : Wenzhou Dongjinlong Safety Equipment Co., Ltd.  
No.2, South Development Zone, Feiyun Economic Development Zone, Shijiemen village, Feiyun Street, Ruian City, Zhejiang Province

0.4. 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 anchor bracket on long end assembly.

0.5. Address(es) of assembly plant(s) : Same as above item 0.3

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

Vehicle category : M2, M3, N2, N3  
The safety belt is intended for use : For General Use  
Location : Passenger Seat

2. DESCRIPTION OF THE DEVICE

2.1. Safety belt

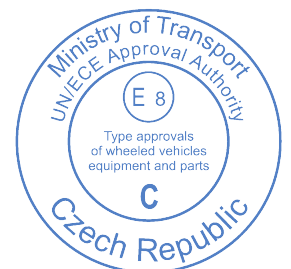
2.1.1. Configuration of safety belt (two-point belt, three-point belt, static, automatic) : Four-point belt

Anchorage points : 2 anchorage point for the outer fixing-anchor bracket,  
2 anchorage point for the inner fixing-anchor bracket,  
All of the anchorage points are located on the seat structure

2.1.2. Details of webbing

Long-end assembly :  
Length : N/A  
Material : Polyester  
Weaving pattern : See page 12  
Width : 47-50mm  
Colour : Red/Blue/Black/ Grey  
Reference (P/N etc.) : See page 12

2.1.3. Type of retractor (designation of retractor as per item 1.1.3.2.2 of



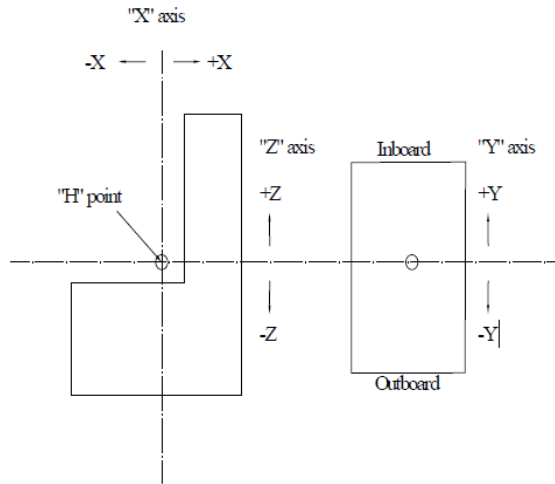
Annex III to Directive 77/541/EEC) : -  
 Mechanism : -  
 Vehicle Sensitivity : -  
 Webbing Sensitivity : -  
 Inclination in relation to transversal plane : -  
 Inclination in relation to longitudinal plane : -  
 Reference : -

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

Description	Part Number	Page
Buckle assembly	DJL-6027	7
Lower Anchor	DJL-6035	8
Buckle Tongue	DJL-C001	9
Adjusting Device	DJL-6005	10
Adjusting Bracket	DJL-5005	11

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

**Anchorage Point Details (Installation)**



VEHICLE : M2/M3 /N2/ N3  
 SEAT POSITION : Passenger Seat  
 SEAT MOVEMENT : -  
 SEAT REFERENCE POINT : "H" point  
 RESTRAINT : -

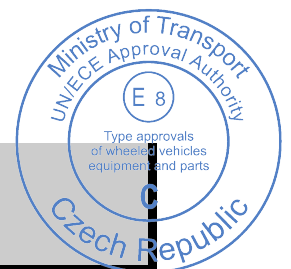


Cr -point coordinates (Refer to H-point)	(Transverse) “X” – AXIS	(Longitudinal) “Y” – AXIS	(Horizontal) “Z” – AXIS
Cr-point	115	0	-120
H-point	0	0	0

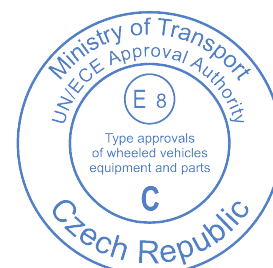
Each anchorage points <b>in relation to H-point (in mm)</b>	(Transverse) “X” – AXIS	(Longitudinal) “Y” – AXIS	(Horizontal) “Z” – AXIS
LOWER INNER ANCHORAGE (Anchor)	40	-200	75
LOWER OUTER ANCHORAGE (Anchor)	40	200	75
UPPER INNER ANCHORAGE	225	-87.5	590
UPPER OUTER ANCHORAGE	225	87.5	590

- 2.1.6. If a device for adjusting the belt height is present, state whether it is considered to be part of the belt : -  
 Travel : -  
 Number of positions : -  
 Assembly bolts : -
- 2.1.7. 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 : -
- 2.2. Restraint system  
 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 : -

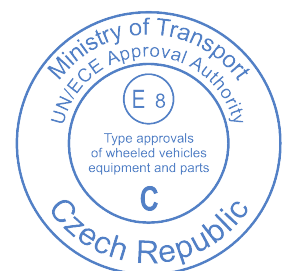
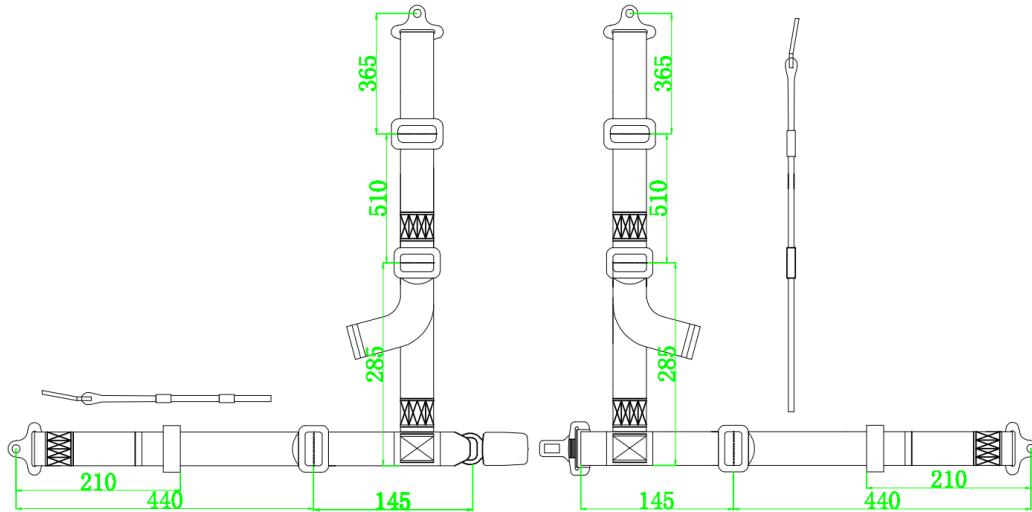
**Note :** This seat belt is not made up of materials with properties of Polyamide 6 as regards water retention. These materials are prohibited in all mechanical parts for which such a phenomenon is likely to have an adverse effect on their operation.



*Photograph of the safety-belt assembly*

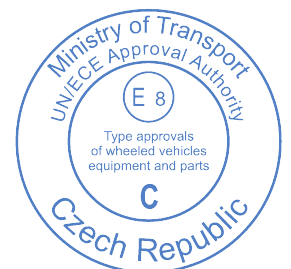
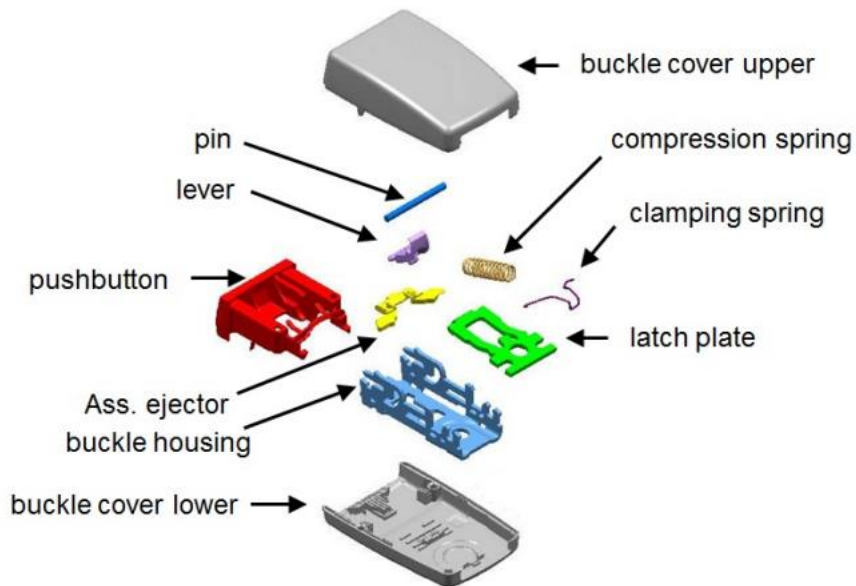
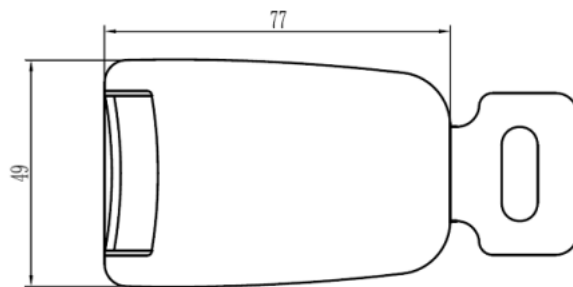
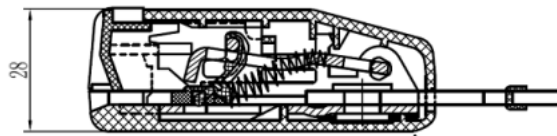


**Long-end assembly**

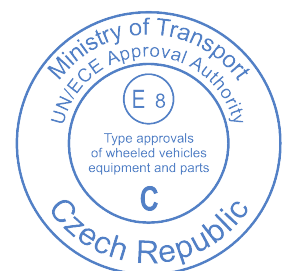
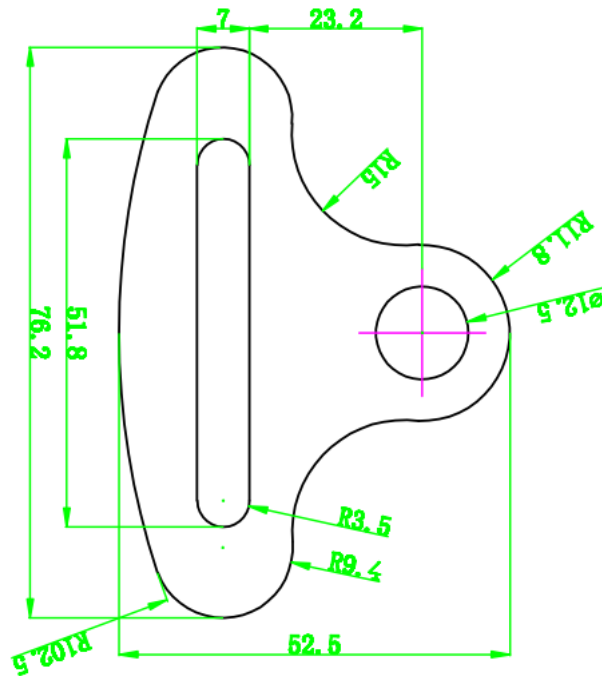




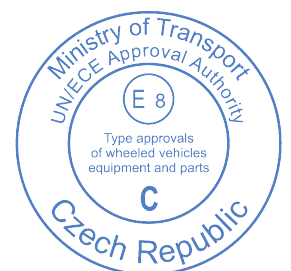
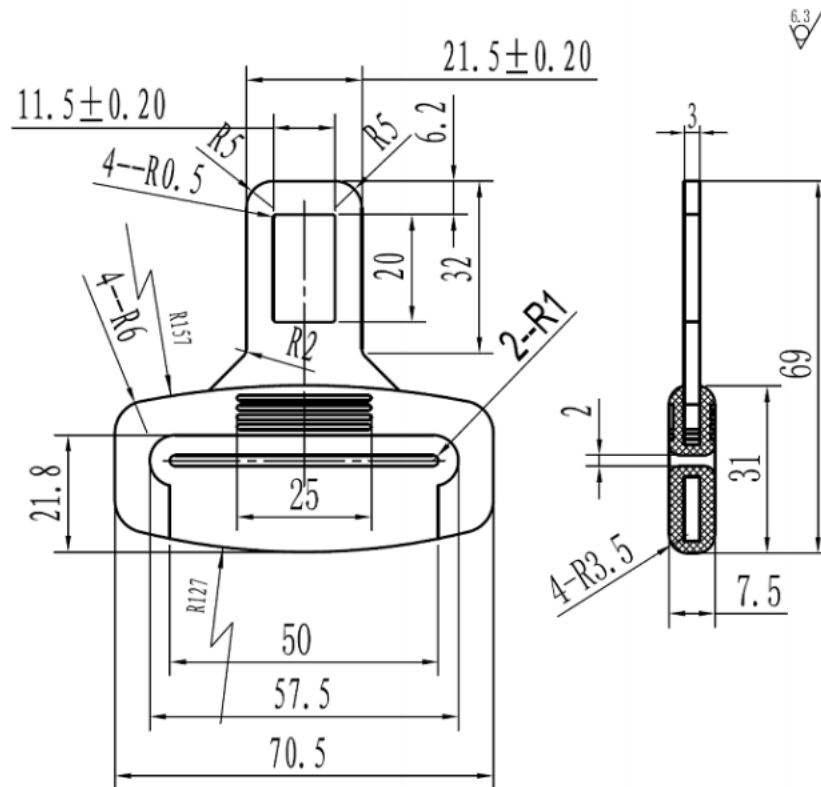
**Buckle assembly**



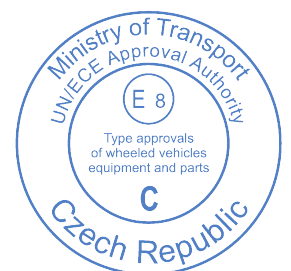
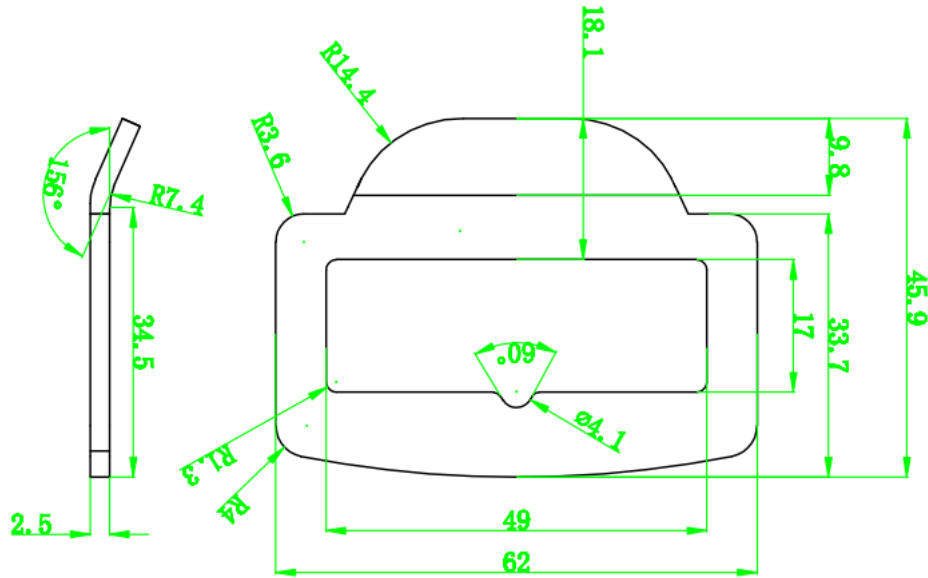
**Lower anchor**



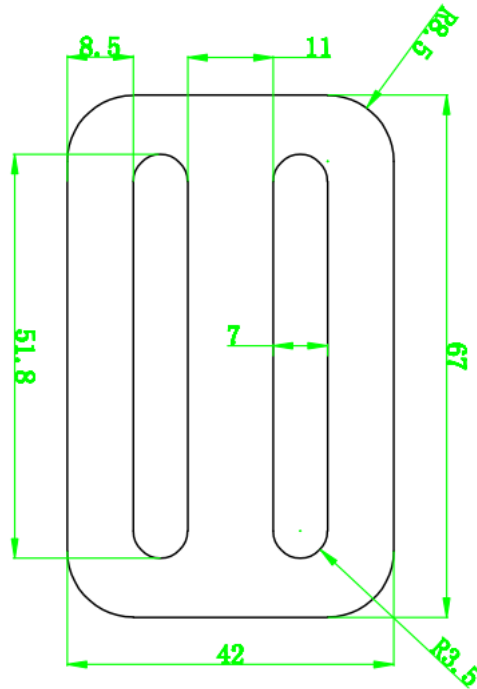
**Buckle tongue**



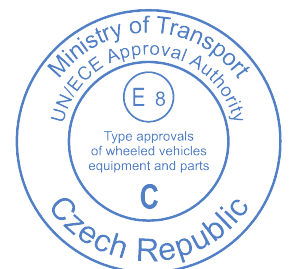
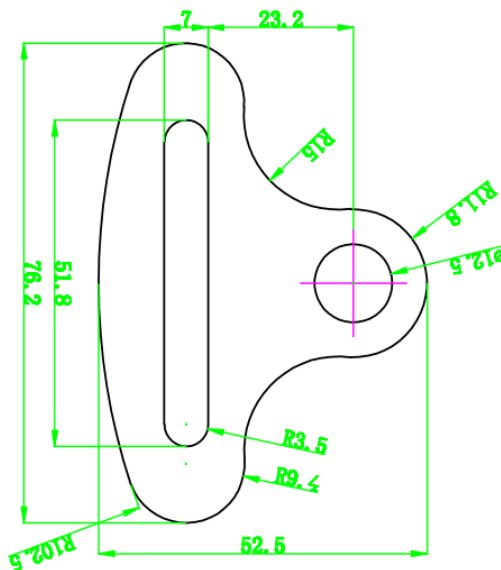
*Adjusting Device*



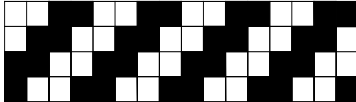
**Adjusting bracket**

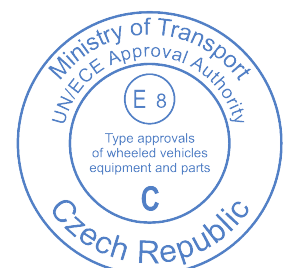


**Buckle Bracket**



**Webbing details**

Material	Polyester
Webbing specification	DJL0001
Color	Red/Blue/Black/Grey
Weaving pattern	
Warp yarn	1111dtex
Weft yarn	555dtex
Thread count	Warp: 400+30/-10, Weft:62-65picks/10cm
Width	47-50mm
Thickness	1.1-1.25mm



**E-mark label drawing**

