

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APPROVAL WITHDRAWN  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

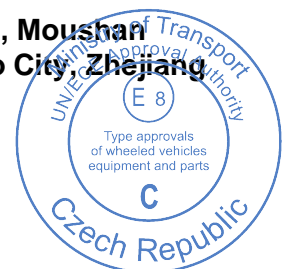
typu bezpečnostního pásu nebo zádržného systému pro dospělé osoby  
v motorových vozidlech podle předpisu č. 16

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

Schválení č.:  
Approval No.: **E8\*16R08/02\*12842\*00**

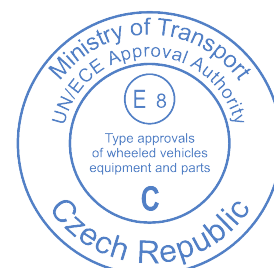
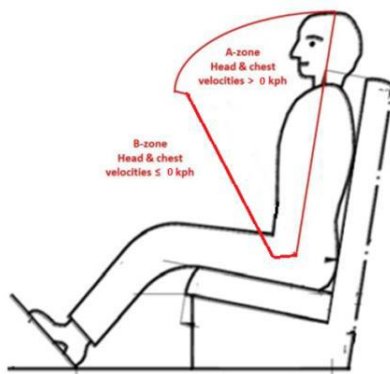
- Zádržný systém (s)/ **tříbodový pás** / břišní pás / pás speciálního typu / **opatřený**  
zařízením k pohlcování energie / **navijáčem** / zařízením pro výškové seřízení  
průvlaku horního kotevního úchytu / ~~poddajným zařízením pro výškové seřízení~~  
v úrovni ramene  
Restraint system (with)/ **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: **(SONGYUAN)** 
- Označení typu pásu nebo zádržného systému  
výrobce:  
Manufacturer's designation of the type  
of belt or restraining system **58358**

Varianty:  
Variants: **N/A**
- Název výrobce:  
Manufacturer's name: **Zhejiang Songyuan Automotive  
Safety Systems Co., Ltd.**
- Popřípadě jméno jeho zástupce:  
If applicable name of his representative: **N/A**
- Adresa výrobce:  
Address of manufacturer: **Yunheyuan Road No.1, Moushan  
Town, Yuyao, Ningbo City, Zhejiang  
Province, P.R. China**



7. Předloženo ke schválení dne: **15 August 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: **8 September 2021**  
Date of test report issued by that service:
10. Číslo zkušebního protokolu vydaného touto organizací: **CS299 – 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

**Ar4m**



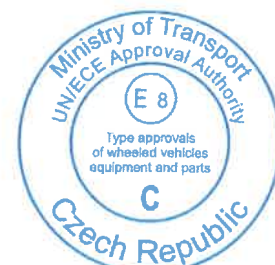
**0812842**

14. Místo: **Praha**  
Place:
15. Datum: **29 September 2021**  
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. CS299-21-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): (SONGYUAN) 
- 0.2. Type: 58358
- 0.3. Means of identification of type: By digits
- 0.3.1. Location of that marking: Label stitched at lower outer sill anchor bracket on long end assembly.
- 0.4. Category of vehicle: N2/N3
- 0.5. Name and address of manufacturer: Zhejiang Songyuan Automotive Safety Systems Co., Ltd.  
Yunheyuan Road No.1, Moushan Town, Yuyao, Ningbo City, Zhejiang Province, P.R. China
- 0.8. Address of assembly plant: Zhejiang Songyuan Automotive Safety Systems Co., Ltd.  
Yunheyuan Road No.1, Moushan Town, Yuyao, Ningbo City, Zhejiang Province, P.R. China
- 0.9. Location of the approval mark: Label stitched at lower outer sill anchor bracket on long end assembly.





**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	2021.12.07
2	Safety-belt retractor endurance test bench	JSQ-II	CCAPS/SB-064	2021.12.19
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	2021.12.19
6	Buckle force test bench	CXL-101	CCAPS/SB-065	2021.12.19
7	Automobile crash simulation test trolley system	WFY-1	CCAPS/SB-022	2021.11.07
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,

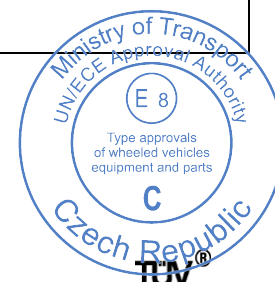




2. Test results

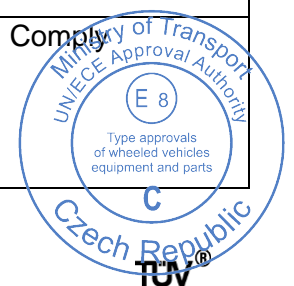
*Following numbering corresponds to numbering of Annex in the UN Regulation No. 16.*

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 assem-bly 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.	Not applicable
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



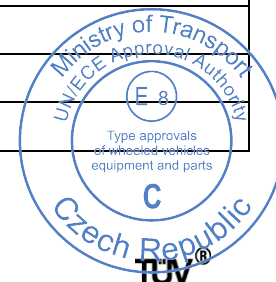


6.2.3.4.	During test in accordance with para. 7.5.6. the force required to operate any manually adjusting device did not exceed 5 daN.			Not applicable		
6.2.4.	The attachments and the belt adjustment devices for height had been tested for strength as prescribed in para. 7.5.1. and/or 7.5.2. These parts 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.			Comply		
6.2.5.1.	Manually unlocking retractors			Not applicable		
6.2.5.2.	Automatically locking retractors			Not applicable		
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 reaches 0.45 g in the case of type 4 or 0.85 g in the case of type 4N retractors. The amount of strap movement which occurred before the retractor locked did not exceed 50 mm before and after conditioning according to 6.2.5.3.5.			Comply		
	Sample No.	Condition	Strap movement at vehicle deceleration 0.45 g [mm] (Desired value ≤ 50)			
			Front	Rear	Left	Right
	1	Before:	17.6	20.1	19.8	22.5
		After:	19.3	22.5	21.4	23.6
	2	Before:	26.2	27.4	23.5	24.7
		After:	27.4	28.9	24.7	25.8
6.2.5.3.1.2. 6.2.5.3.3.	It must not lock for values of acceleration...less than 0.8 g in the case of type 4 retractor or less than 1.0 g in the case of type 4N retractor.			Comply		



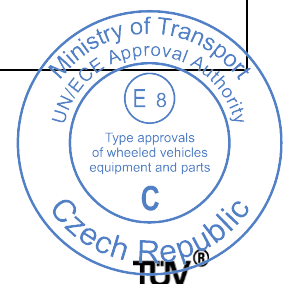


6.2.5.3.1.3. 6.2.5.3.1.4. 6.2.5.3.3.	It shall not lock when its sensing device is tilted 12° or less ...It shall lock when its sensing device is tilted by more than 27° in the case of type 4 or 40° in the case of type 4N retractors...			Comply		
	Sample No.	Condition	Locking angle [°] (12 ≤ Desired value ≤ 27)			
			Front	Rear	Left	Right
1		Before:	22.0	23.0	22.0	20.0
		After:	23.0	23.0	23.0	21.0
2		Before:	22.0	22.0	21.0	21.0
		After:	23.0	22.0	22.0	22.0
6.2.5.3.1.5.	In cases where the operation of a retractor depends on an external signal or power source, the design shall ensure that the retractor locks automatically upon failure or interruption...			Not applicable		
6.2.5.3.2. 6.2.5.3.3.	...an emergency locking retractor with multiple sensitivity, including strap sensitivity...lock up when strap acceleration measured in the direction of unreeling is not less than 3.0 g. The amount of strap movement which occurred before the retractor locked did not exceed 50 mm before and after conditioning according to 6.2.5.3.5.			Comply		
	Sample No.	Condition	Strap movement at strap acceleration 3.0 g [mm] (Desired value ≤ 50)			
1				Before:	35.9	
	After:	37.7				
2		Before:	40.0			
		After:	41.3			
6.2.5.3.4.	The retracting force of the strap when similarly measured in the free length between dummy and guide or pulley, before and after durability test acc. to 6.2.5.3.5.			Comply		
	Sample No.	Condition	Retracting force [N] [ ] part of lap belt: desired value ≥ 7 [√] part of upper torso restraint: 1 ≤ desired value ≤ 7			
1				Before:	4.20	
	After:	4.10				
2		Before:	4.10			
		After:	4.00			



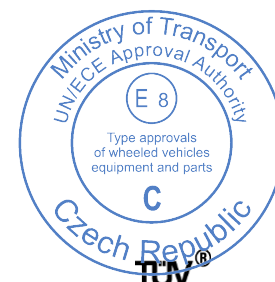


6.2.5.4.	Retractors shall fulfil, after durability test...and immediately after the retracting force...all next two specifications:	Comply
6.2.5.4.1.	When retractors except automatically locking retractors are tested according to paragraph 7.6.4.2. below, the retractors shall be able to avoid any slack between torso and belt.	Comply
6.2.5.4.2.	When the buckle is unlatched to release the tongue, the retractor alone shall be able to retract strap fully.	Comply
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 $60 \pm 5$ °C...raised to $100 \pm 5$ °C for two hours. Subsequently kept for 24 hours at a temperature of $-30 \pm 5$ °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



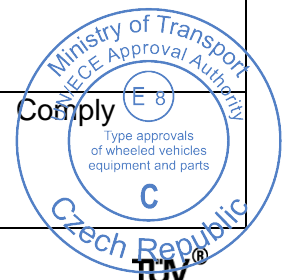


6.3.3	Strength after special conditioning: ...conditioned in conformity with one of the provisions of para. 7.4.1. (except 7.4.1.1.), the breaking load of the strap shall be not less than 75% of average of the loads...and not less than 1,470 daN...				Comply	
6.4.2. 6.4.2.1. 6.4.2.2.	Strength after abrasion 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	2654	---	0.10	47.30	
	2	2677			47.30	
7.4.1.2. Light conditioning	3	2635	98.86	---	---	
	4	2611	97.96	---	---	
7.4.1.3. Cold conditioning	5	2617	98.18	---	---	
	6	2600	97.54	---	---	
7.4.1.4. Heat conditioning	7	2538	95.22	---	---	
	8	2622	98.37	---	---	
7.4.1.5. Exposure to water	9	2608	97.84	---	---	
	10	2554	95.82	---	---	
Desired value		≥1470	≥75	≤10	≥46	
7.4.1.6. Abrasion conditioning (procedure 2)	Sample	Breaking load (daN)	Percent of breaking load (%)		Difference (%)	
Guide loop	4	2433	91.28		0.74	
	5	2451	91.95			
Buckle loop	4	2478	92.85		0.52	
	5	2491	93.45			
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	3071	---	0.67	47.40
	2	3092			47.40
7.4.1.2. Light conditioning	3	2934	95.21	---	---
	4	2988	96.97	---	---
7.4.1.3. Cold conditioning	5	2917	94.66	---	---
	6	2965	96.22	---	---
7.4.1.4. Heat conditioning	7	2908	94.37	---	---
	8	2910	94.43	---	---
7.4.1.5. Exposure to water	9	2900	94.11	---	---
	10	2932	95.14	---	---
Desired value		≥1470	≥75	≤10	≥46
7.4.1.6. Abrasion conditioning (procedure 2)	Sample	Breaking load (daN)	Percent of breaking load (%)		Difference (%)
Guide loop	4	2733	88.69		2.17
	5	2793	90.64		
Buckle loop	4	2765	89.73		1.86
	5	2714	88.07		
Desired value		≥1470	≥75		≤20
6.4.	Belt assembly or restraint system				
6.4.1.	Dynamic test				
6.4.1.2.	...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.			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 either to the tests described in para. 6.2.5.2. or 6.2.5.3. or corrosion test in accordance with para. 6.4.1.2.1.			Comply	





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.**

CS299-21-TAC  
 ECE No. 16.08  
 Zhejiang Songyuan Automotive Safety Systems Co.,  
 Ltd. China  
 58358



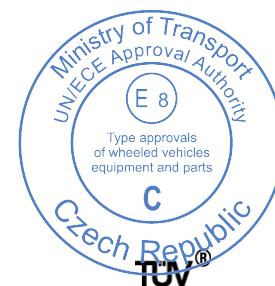
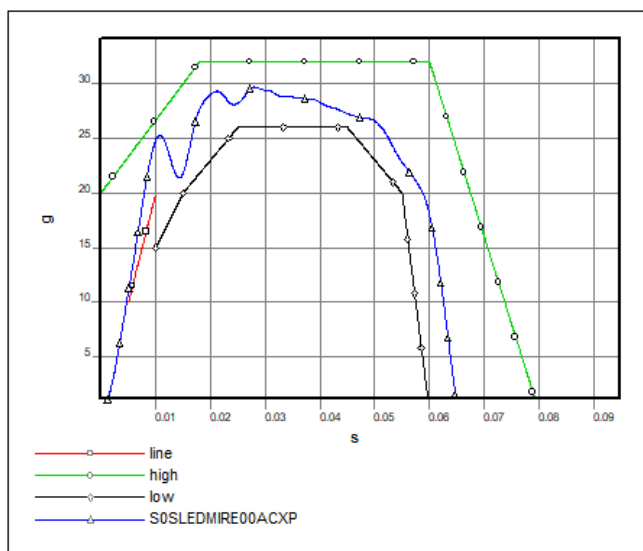
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Test No.		1	2	Desired value
Type of device used for the test		deceleration / acceleration	deceleration / acceleration	---
Trolley speed before impact test (deceleration) or velocity change (acceleration)	[km/h]	51.85	52.76	51-53
Max. forward displacement				
- Chest level	[mm]	209.19	214.08	100/50 <sup>(1)</sup> -300
- Speed at 300mm chest displacement	[km/h]	N/A	N/A	< 24 <sup>(2)</sup>
- Pelvis level	[mm]	102.62	117.94	80/40 <sup>(1)</sup> - 200
Belt/buckle failed or breakage		complying	complying	No failure
Buckle opening force	[N]	41.3	39.8	≤ 60

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

No. 1



Technical Report No.:  
 Regulation:  
 Manufacturer:  
 Type:

**TÜV SÜD Czech s.r.o.**

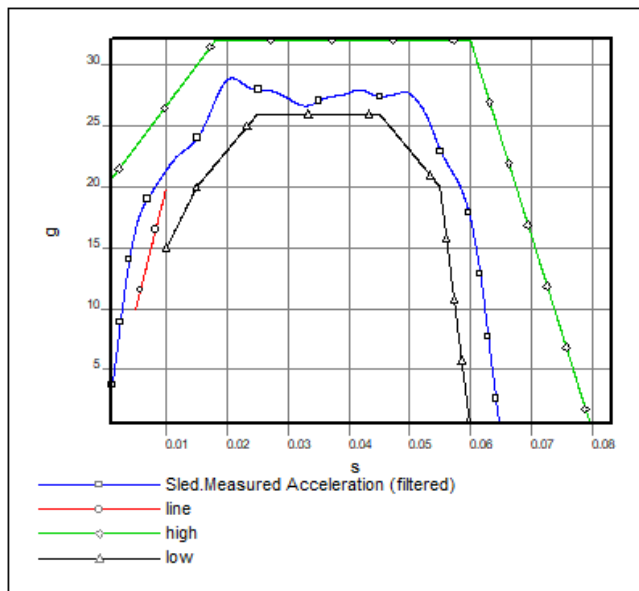
CS299-21-TAC  
 ECE No. 16.08  
 Zhejiang Songyuan Automotive Safety Systems Co.,  
 Ltd. China  
 58358



Czech

12/14

No. 2



**Remark:**

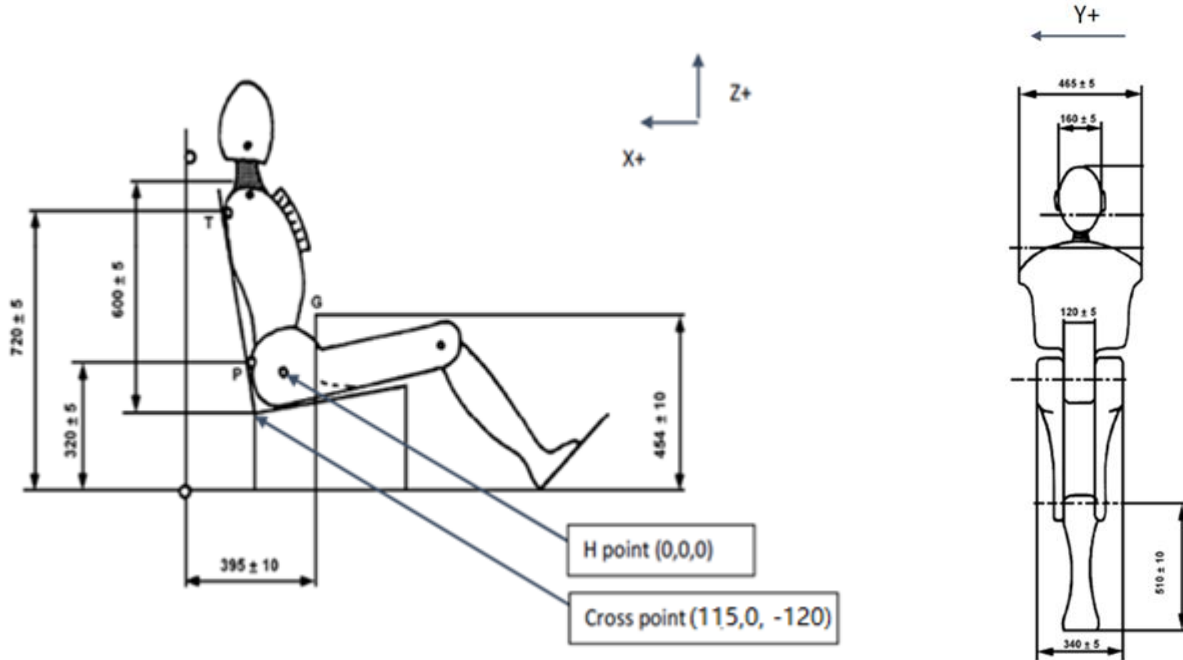
- (1): In the case of safety-belt with a pre-loading device;
- (2): In the case of safety-belt intended to be used in outboard front seating position protected by an airbag in front of it.

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 <b>in relation to H-point (in mm)</b>	(Transverse) "X" – AXIS	(Longitudinal) "Y" – AXIS		(Horizontal) "Z" – AXIS
		LH	RH	
RETRACTOR ANCHORAGE	187	0	0	-200
LOWER INNER ANCHORAGE (Buckle)	53	206	-206	-174
LOWER OUTER ANCHORAGE (Anchor Bracket)	53	-206	206	-174
D-RING ANCHORAGE	277	-192	192	587



Technical Report No.: CS299-21-TAC  
Regulation: ECE No. 16.08  
Manufacturer: Zhejiang Songyuan Automotive Safety Systems Co.,  
Ltd. China  
Type: 58358



Czech

14/14

3. Specimen submitted to test on: 2021-08-15
4. Date of test: 2021-08-15 to 2021-08-30
- III. Manufacturer's information folder No. 58358-00  
16 pages total of 2021-08-19
- 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.

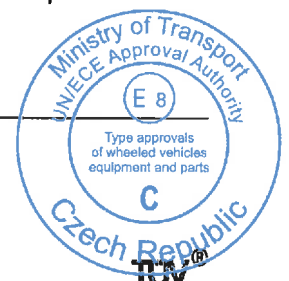
This technical report consists of pages No. 1 to 14

Leon Zhang  
Test executive

Pavol Bors  
Officially recognized expert

Prague, 2021-09-08

End of the technical report



Zhejiang Songyuan Automotive Safety Systems Co., Ltd.	Type: 58358
	ID No.:58358-00
	Date: 2021-8-19
	Page 1 of 16

**INFORMATION DOCUMENT**

**Of**

**ECE REGULATION NO. 16.08**

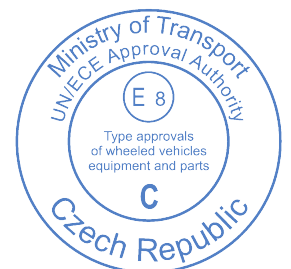
**UNIFORM PROVISIONS CONCERNING THE APPROVAL OF SAFETY-BELTS FOR ADULT  
OCCUPANTS OF POWER-DRIVEN VEHICLES**

**FOR PRODUCT TYPE:**

**58358**

Responsible person: Zhao Hong

Zhejiang Songyuan Automotive Safety Systems Co., Ltd.



Zhejiang Songyuan Automotive Safety Systems Co., Ltd.	Type: 58358
	ID No.:58358-00
	Date: 2021-8-19
	Page 2 of 16

**0. GENERAL**

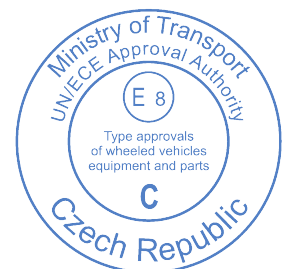
- 0.1. Make (trade name of manufacturer) : (SONGYUAN) 
- 0.2. ~~Type and general commercial description(s)~~ : 58358
- 0.5. Name and address of manufacturer : Zhejiang Songyuan Automotive Safety Systems Co., Ltd.  
Yunheyuan Road No.1, Moushan Town, Yuyao, Ningbo City, Zhejiang Province, P.R. China
- 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 category : ~~M1/M2/M3/ N1/N2/N3~~
- The safety belt is intended for use : FOTON GTL, FOTON EST
- Location : 1st row outer

**2. DESCRIPTION OF THE DEVICE**

- 2.1. Safety belt
  - 2.1.1. Configuration of safety belt (two-point belt, three-point belt, static, automatic) : Three-point belt
  - Anchorage points : 1 anchorage point for the upper outer fixing - pillar loop,  
1 anchorage point for the lower outer fixing- anchor bracket,  
1 anchorage point for the retractor;  
1 anchorage point for the lower inner fixing - buckle assembly;  
All the above anchorage points are located on seat structure.



Zhejiang Songyuan Automotive Safety Systems Co., Ltd.	Type: 58358
	ID No.:58358-00
	Date: 2021-8-19
	Page 3 of 16

2.1.2. Details of webbing

Long-end assembly  
Length : 2950±50 mm  
Material : Polyester, Piece Dyed  
Weaving pattern : 2:2 Broken Twill (5 Panel)  
Width : 46.0 – 48.0 mm  
Colour : Grey, Black  
Reference (P/N etc.) : SY-ZD-

2.1.3. Retractor : Ar4m  
Mechanism : HA301  
Vehicle Sensitivity : ≤ 0.45g  
Webbing Sensitivity : ≥ 0.8g and ≤ 3.0g  
Inclination in relation to transversal plane : 90°  
Inclination in relation to longitudinal plane : 15°

2.1.4. Drawing of the rigid parts :

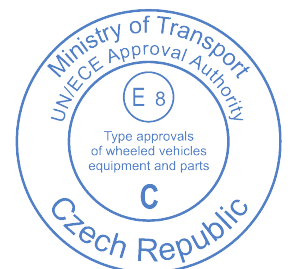
Description	Part Number
Retractor assembly	02440
Tongue assembly	37004
Slip guide assembly	38288
Belt anchor bracket	39047
Buckle anchor bracket	28322
Webbing details	-----
E-mark label drawing	34222

Note: Part numbers are moulded on each part

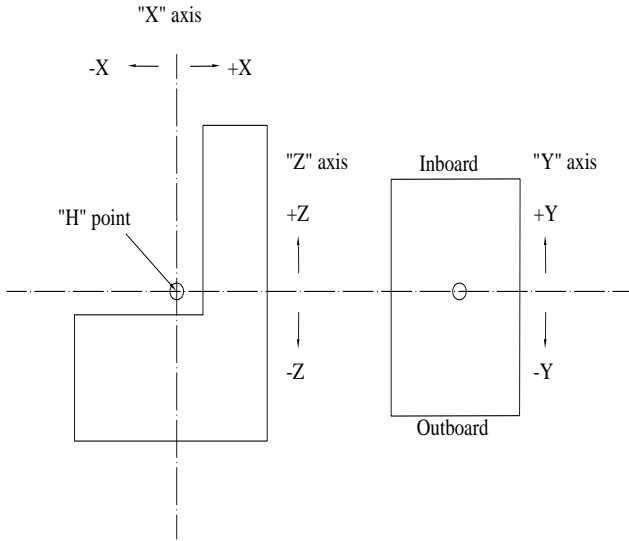
2.1.5. Diagram of the safety belt assembly enabling identification and location of rigid parts :

Description	Part Number
Photograph of the safety-belt assembly	--
Long-end assembly	58358
Buckle assembly (LH)	60781
Buckle assembly (RH)	60782

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



**Anchorage Point Details (Installation)**



VEHICLE	:	FOTON GTL, FOTON EST
SEAT POSITION	:	1st row outer
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

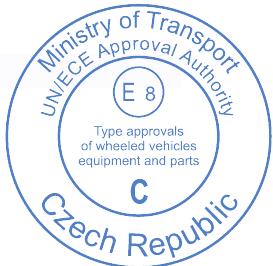
Each anchorage points <b>in relation to H-point (in mm)</b>	(Transverse) "X" – AXIS	(Longitudinal) "Y" – AXIS		(Horizontal) "Z" – AXIS
		LH	RH	
RETRACTOR ANCHORAGE	187	0	0	-200
LOWER INNER ANCHORAGE (Buckle)	53	206	-206	-174
LOWER OUTER ANCHORAGE (Anchor Bracket)	53	-206	206	-174
D-RING ANCHORAGE	277	-192	192	587

2.1.7. If a device for adjusting the belt height is present, state whether it is considered to be part of the belt

Travel : Not applicable

Number of positions : Not applicable

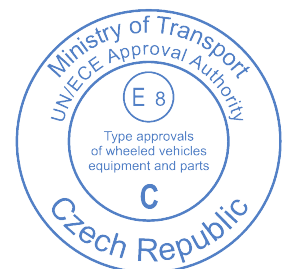
Assembly bolts : Not applicable



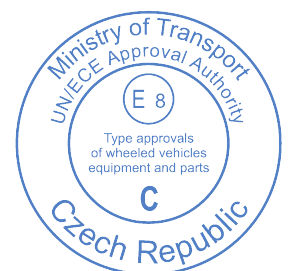
Zhejiang Songyuan Automotive Safety Systems Co., Ltd.	Type: 58358
	ID No.:58358-00
	Date: 2021-8-19
	Page 5 of 16

- 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
- 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.

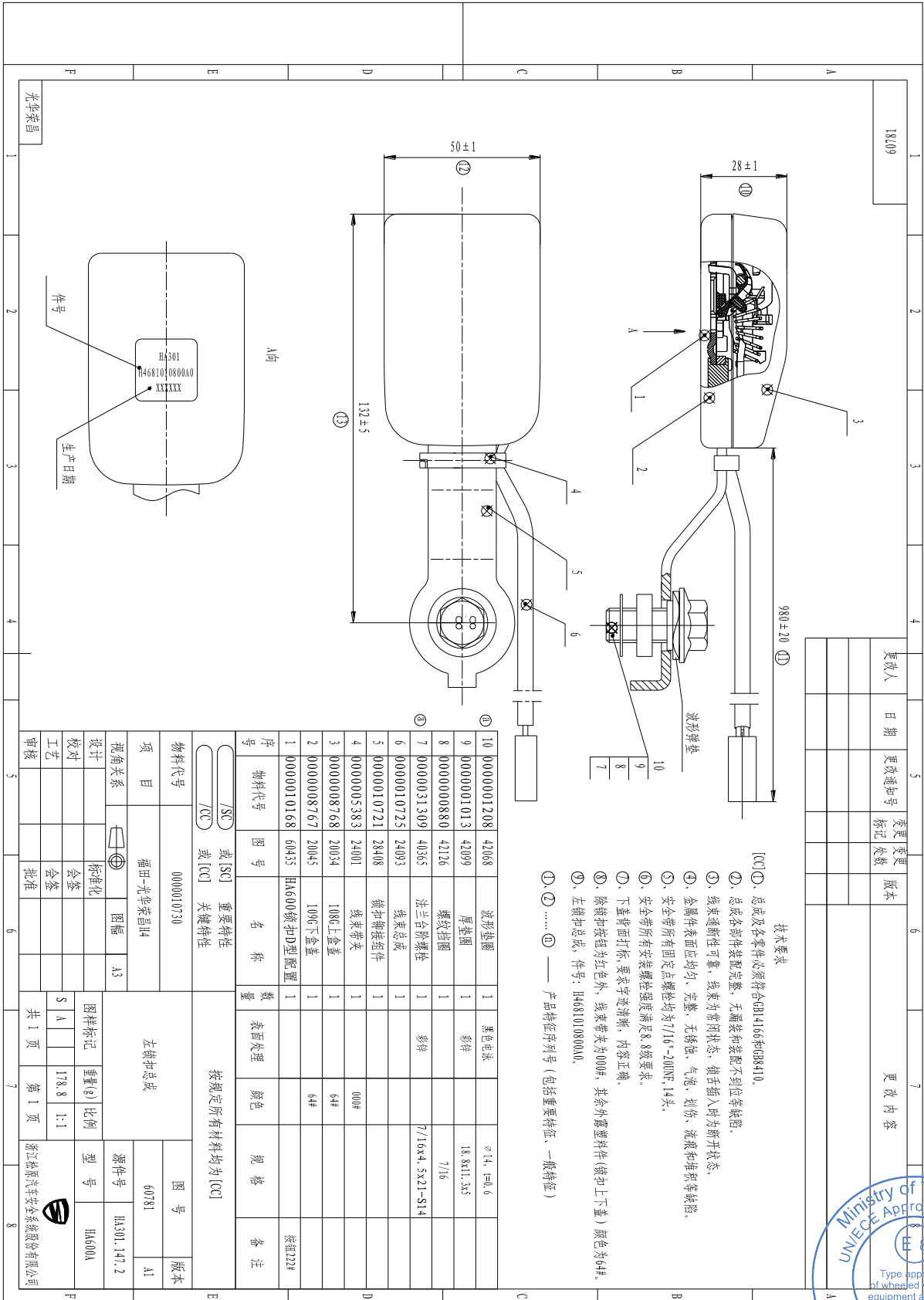


***Photograph of the safety-belt***





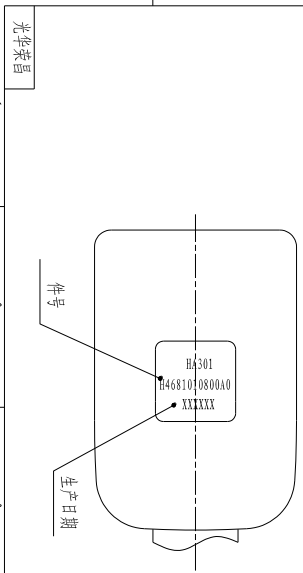
**Buckle assembly(LH)**



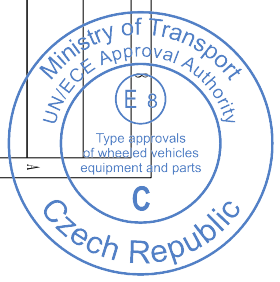
技术要求

- [CC] ①. 总成及各零件必须符合GB14166和GB8410.
- ②. 总成各部件装配完整, 无漏装和装配不到位等缺陷.
- ③. 线束通断性可靠, 线束为常闭状态, 锁舌插入时为断开状态.
- ④. 金属件表面应均匀、完整, 无锈蚀、气泡、划伤、流痕和堆积等缺陷.
- ⑤. 安全带所有固定点螺栓均为7/16"-20UNF, 14头.
- ⑥. 安全带所有安装螺栓强度满足8.8级要求.
- ⑦. 下盖背面打标, 要求字迹清晰, 内容正确.
- ⑧. 除锁扣按钮为红色外, 线束带夹为000#, 其余外露塑料件(锁扣上下盖)颜色为64#.
- ⑨. 左锁扣总成, 件号: HA681010800A0.
- ⑩. ⑪. ⑫. .... ⑬. 产品特征序列号(包括重要特征、一般特征)

更改人	日期	更改通知号	变更次数	版本	更改内容

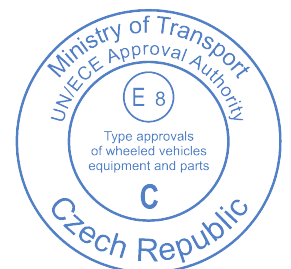
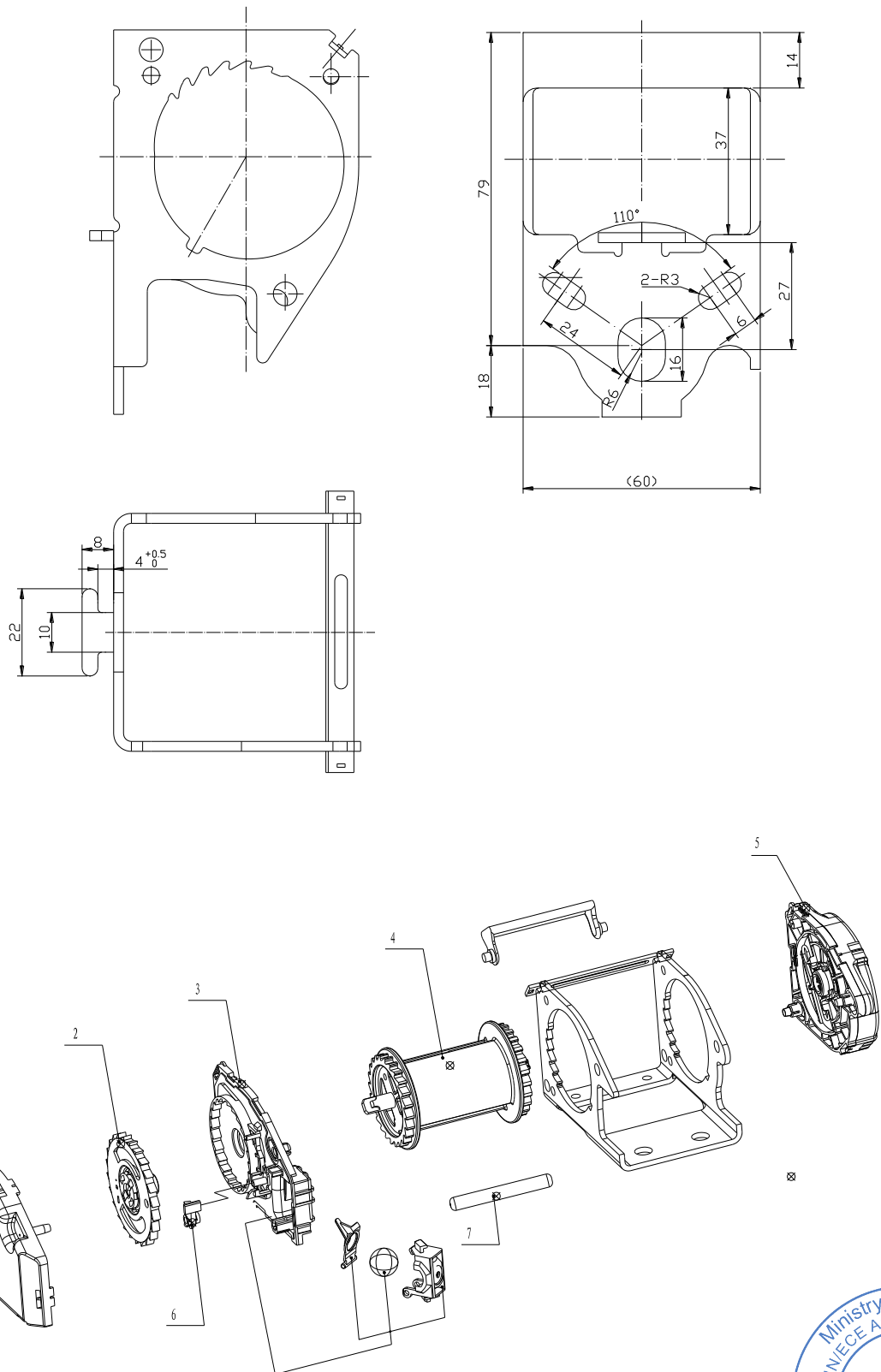


物料代号	0000010730	项 目	福田-光华荣昌114
视图关系	图幅	图框	A3
设计	标准化	会签	
校对	会签	批准	
工艺			
审核			

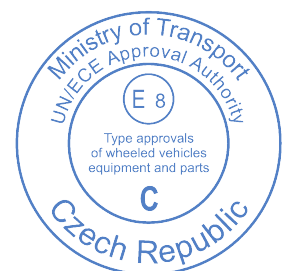
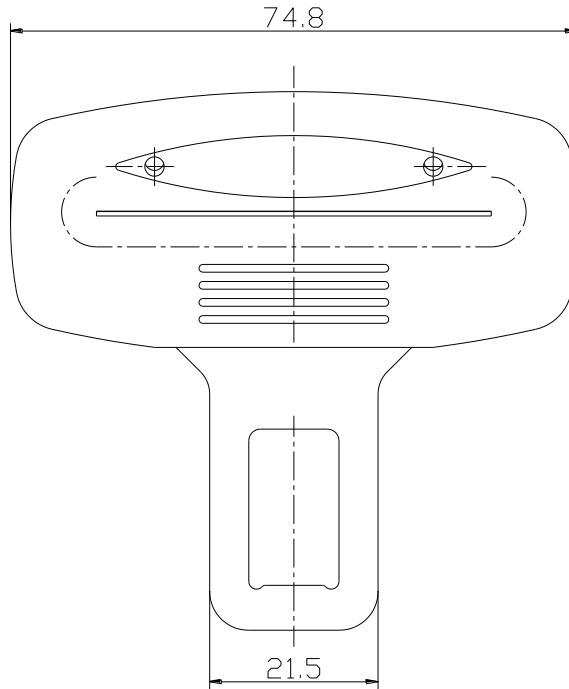
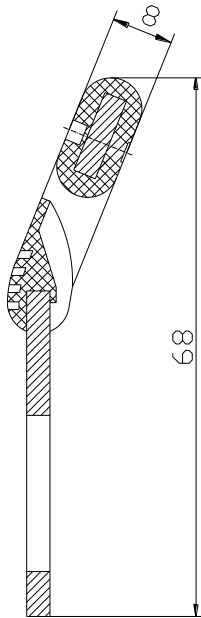




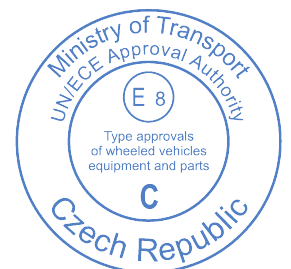
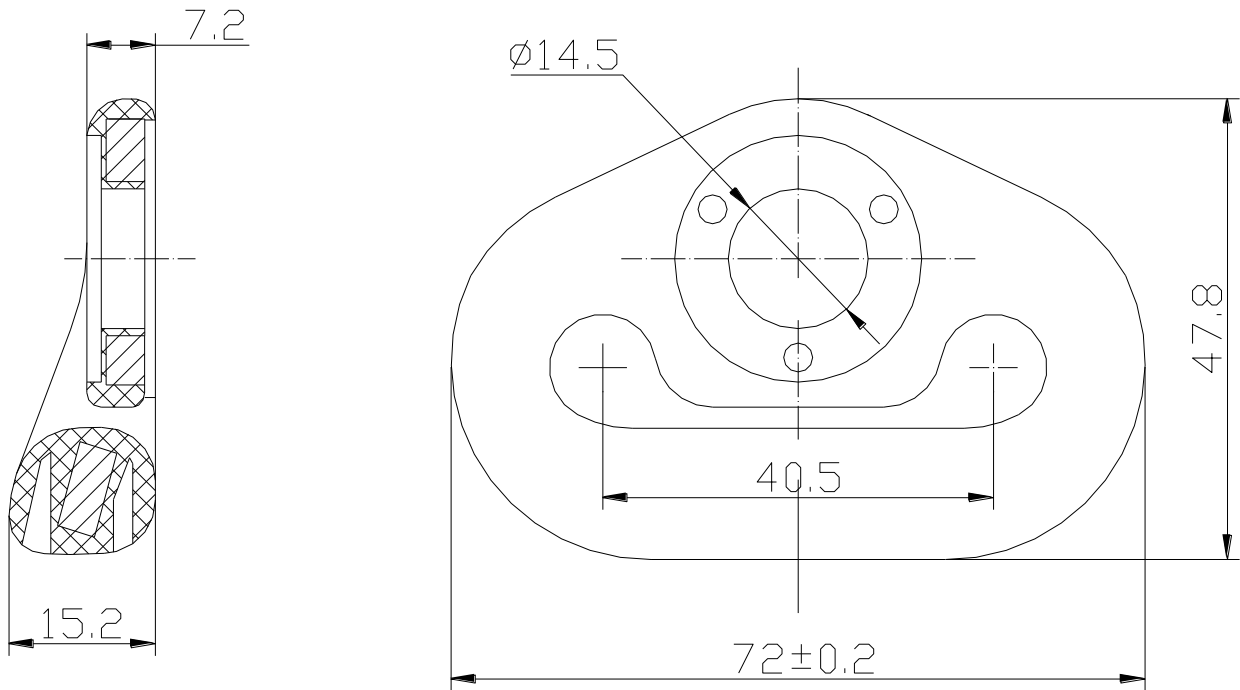
**Retractor assembly**



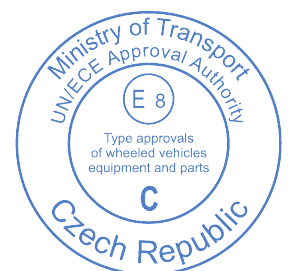
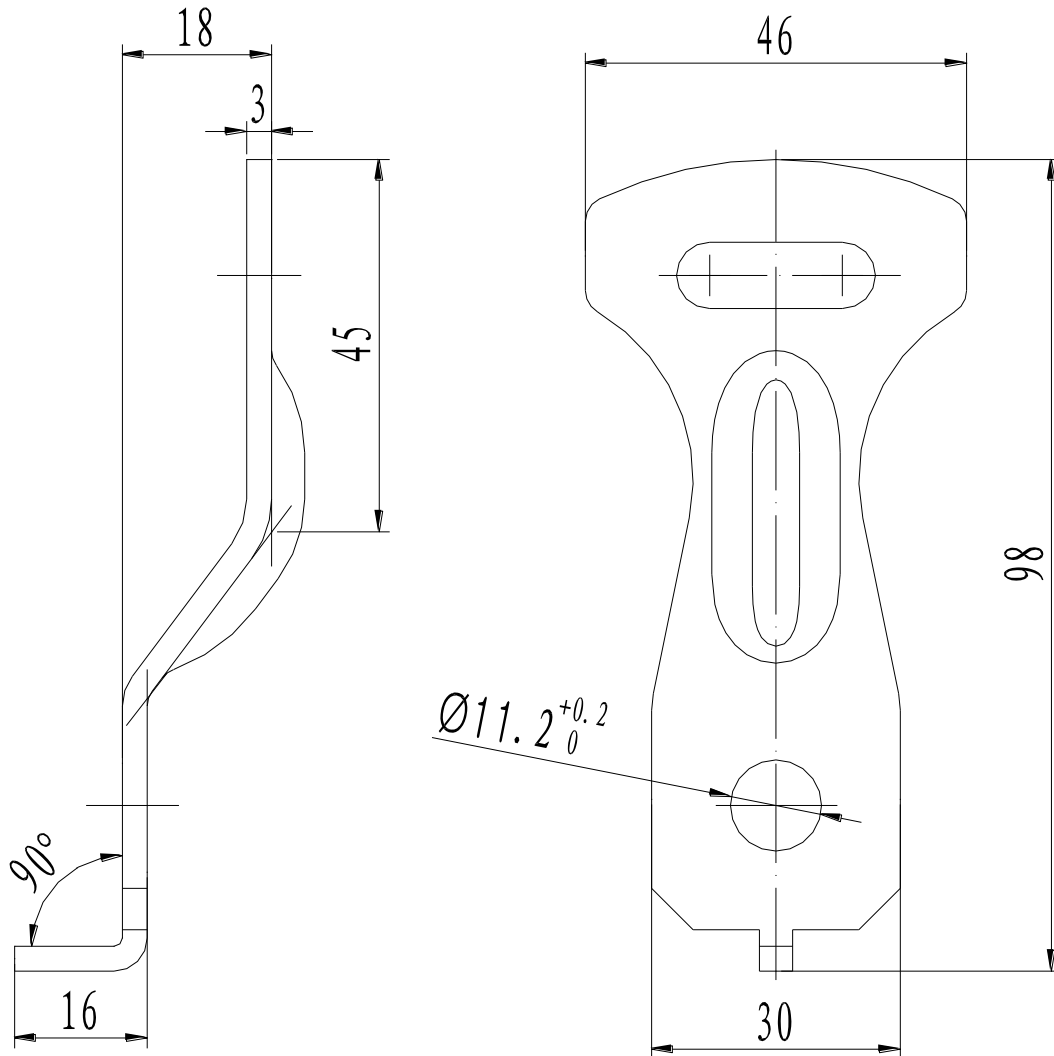
**Tongue assembly**



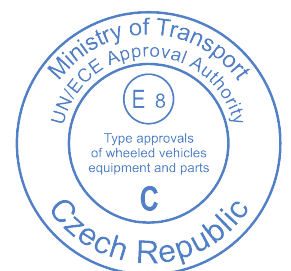
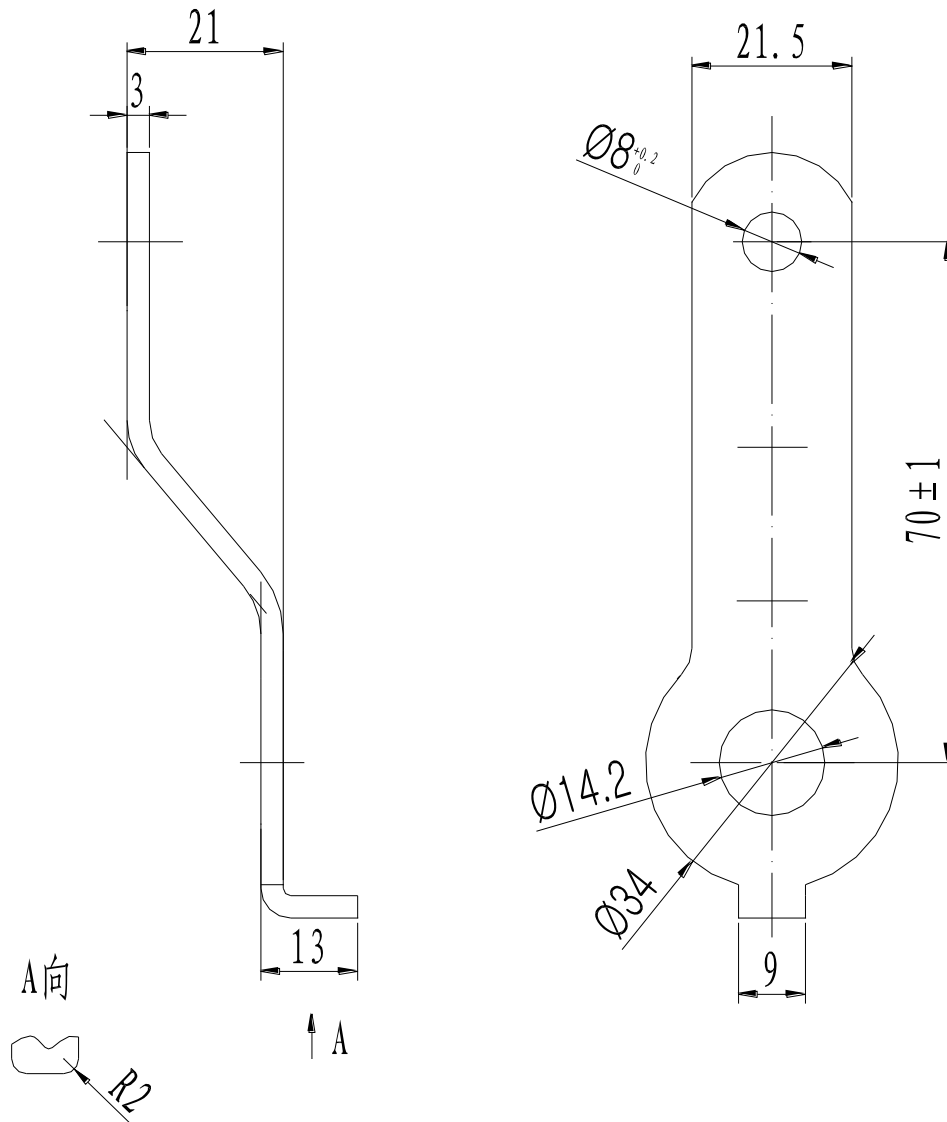
**Slip guide assembly**



**Belt anchor bracket**



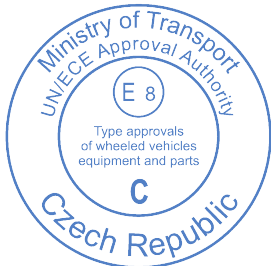
**Buckle anchor bracket**



Zhejiang Songyuan Automotive Safety Systems Co., Ltd.	Type: 58358
	ID No.:58358-00
	Date: 2021-8-19
	Page 15 of 16

**Webbing details**

Material	Polyester
Webbing specification	SY-ZD-
Color	Grey/Black
Weaving pattern	
Warp yarn	1111dtex
Weft yarn	555dtex
Thread count	Warp: 70-80, Weft:19-21picks/inch
Width	46~48mmm
Thickness	1.05-1.25mm



Zhejiang Songyuan Automotive Safety Systems Co., Ltd.	Type: 58358
	ID No.:58358-00
	Date: 2021-8-19
	Page 16 of 16


**E-mark label drawing**

**Ar 4m**

**E 8**

**XXXXXXXX**

MODEL: XXXXX  
P/NO: XXXXXXXXXXXXX  
MFD DATE:



Zhejiang Songyuan Automotive  
Safety Systems Co., Ltd.

