

Council Directive of 28 June 1977 on the approximation of the laws of the Member States relating to safety belts and restraint systems of motor vehicles (77/541/EEC) (repealed)

[<sup>F1</sup>ANNEX VEXAMPLE OF AN APPARATUS TO TEST LOCKING  
OF EMERGENCY LOCKING RETRACTORS**Textual Amendments**

- F1** Substituted by [Commission Directive 2000/3/EC of 22 February 2000](#) adapting to technical progress [Council Directive 77/541/EEC](#) relating to safety belts and restraint systems of motor vehicles (Text with EEA relevance).

A suitable apparatus is illustrated in the figure and consists of a motor-driven cam, the follower of which is attached by wires to a small trolley mounted on a track. The cam follower incorporates a 'lost motion' device which absorbs any movement should the reel lock before the full stroke of the follower is completed. The cam design and motor speed combination is such as to give the required acceleration at a rate of increase of acceleration as specified in 2.7.7.2.2 of Annex 1, and the stroke is arranged to be in excess of the maximum permitted strap movement before locking.

On the trolley a carrier is mounted which can be swivelled to enable the retractor to be mounted in varying positions relative to the direction of movement of the trolley.

When testing retractors for sensitivity to strap movement, the retractor is mounted on a suitable fixed bracket and the strap is attached to the trolley.

When carrying out the above tests any brackets, etc. supplied by the manufacturer or by his representative shall be incorporated in the test installation to simulate as closely as possible the intended installation in a vehicle.

Any additional brackets, etc., that may be required to simulate the installation as intended in a vehicle shall be provided by the manufacturer or by his representative.

