EU DECLARATION OF CONFORMITY

Distributor: JBM CAMPLLONG, S.L.

Address: CIM La Selva – Crta. Aeroport Km 1.6 Nave 2.2, 17185 Vilobí d'Onyar

CIF (VAT number): B17419292

Concept: CE conformity for safety Belts

Description of the product ROLLABLE COACH SAFETY 2 POINT BELT

Manufacturer's reference: DC-3200

Distributor's reference: 50717

Certificate Nº: CS299-20-TAC

Conformity with the EU Directives 77/541/CEE, E8-16R-08/00*12199*00 and ECE Regulation number 16.08.

Signed by:

Eduard Godoy

Purchasing Department Director

Girona, 7th November, 2022

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

E8

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~~APPROVAL WITHDRAWN~~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*16R08/00*12199*00**

1. ~~Zádržný systém (s)~~ / ~~tříbodový pás~~ / **břišní pás** / ~~pás speciálního typu~~ / ~~opatřený zařízením k pohlcování energie~~ / ~~navíječem~~ / ~~zařízením pro výškové seřízení průvlaku horního kotevního úchytu~~ / ~~poddajným zařízením pro výškové seřízení v úrovni ramene~~
   ~~Restraiunt systém (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~~
2. Obchodní název nebo značka:
   Trade name or mark: XIA YE
3. Označení typu pásu nebo zádržného systému výrobcem:
   Manufacturer's designation of the type of belt or restraining system: **DC-32000**

   Varianty:
   Variants: **N/A**
4. Název výrobce:
   Manufacturer's name: **Changzhou Dongchen Motor Vehicle Parts Co., Ltd.**
5. Popřípadě jméno jeho zástupce:
   If applicable name of his representative: **N/A**
6. Adresa výrobce:
   Address of manufacturer: **No.1, Section of Chengnan, Menghe Road, Menghe Town, Xinbei District, Changzhou City, Jiangsu Province, China 213138**

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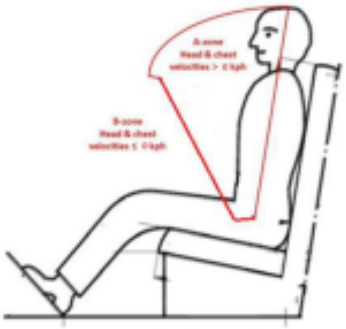
7.	Předloženo ke schválení dne: Submitted for approval on:	**20 October 2020**
8.	Technická zkušebna zodpovědná za provedení zkoušek: Technical service responsible for conducting approval tests:	**E8/C: TÜV SÜD Czech s.r.o. Novodvorská 994/138 142 21 Praha 4 Czech Republic**
9.	Datum zkušebního protokolu vydaného touto organizací: Date of test report issued by that service:	**24 November 2020**
10.	Číslo zkušebního protokolu vydaného touto organizací: Number of test report issued by that service:	**CS299 –20 – TAC**
11.	Druh zařízení: Type of device:	**zpomalení / ~~zrychlení~~ 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 kompatibilnís následujícími rozměrovými podmínkami: žádná vnitřní část nesmí být v citované zóně A, jak je uvedeno níže.
In case a restraint systém has been granted/extended, those can be used for particular types of vehicles compatible wiyh the following dimensional conditions: no interior part in a quoted A-zone as shown below

netýka se
not applicable



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13. Místo a druh označení:
Position and nature of the marking:

Štítek přišitý na spodní straně u kotevního úchytu delšího dílu pásu.
Label stitched at lower outer sill anchor bracket on long end assembly.

Uspořádání značky schválení:
Arrangement of approval mark:

B

E8

08 12199

14. Místo:
Place: **Praha**

15. Datum:
Date: **10 December 2020**

16. Podpis:
Signature:

Jiří Socha

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.

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

TECHNICAL REPORT
No. CS299-20-TAC

Test according to ECE Regulation 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 – date of entry into force: 2019-05-28

Objectives: Document for issue of approval certificate

I. Technical data

0.1.	Make (trade name of manufacturer):	XIA YE
0.2.	Type:	DC-32000
0.2.1.	Commercial name:	N/A
0.3.	Means of identification of type:	By letters and 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/M2/M3
0.4.1.	Vehicle type:	GRAMMER, for general use
0.5.	Name and address of manufacturer:	Changzhou Dongchen Motor Vehicle Parts Co., Ltd. No.1, Section of Chengnan, Menghe Road, Menghe Town, Xinbei District, Changzhou City, Jiangsu Province, China 213138
0.8.	Address of assembly plant:	See 0.5.
0.9.	Location of the approval mark:	Label stitched at lower outer sill anchor bracket on long end assembly.

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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	2020.12.07
2	Safety-belt retractor endurance test bench	JSQ-II	CCAPS/SB-064	2020.12.19
3	Safety-belt tilt lock test bench	QX-1	CCAPS/SB-032	2021.07.09
4	Dust test chamber	FCX-2	CCAPS/SB-092	2021.01.05
5	Rolling force test bench	JSL-II	CCAPS/SB-080	2020.12.19
6	Buckle force test bench	CXL-101	CCAPS/SB-065	2020.12.19
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	2021.07.17
9	Corrosion testing chamber	YWS-750	CCAPS/SB-015	2021.07.17

1.4.	Worst case evaluation:	Single case - no variant.
1.5.	Testing conditions:	The tests were carried out under supervision of the representative TÜV SÜD Czech s.r.o. in lab below
1.6.	Test track or site:	CATARC Automotive Test Center Tianjin

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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 ≥ 20 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 cm^2.	Comply

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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^2 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.	Not applicable
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, ~~adjusts automatically to fit him~~/is such that the manually adjusting device ~~is~~ 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

Sample No.	Strap slip [mm] Desired value ⩽ 25	Sum of shifts [mm] Desired value ⩽ 40
1	12	12
2	14	14

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 ~~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.	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 ± 5 °C…raised to 100 ± 5 °C for two hours. Subsequently kept for 24 hours at a temperature of -30 ± 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

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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

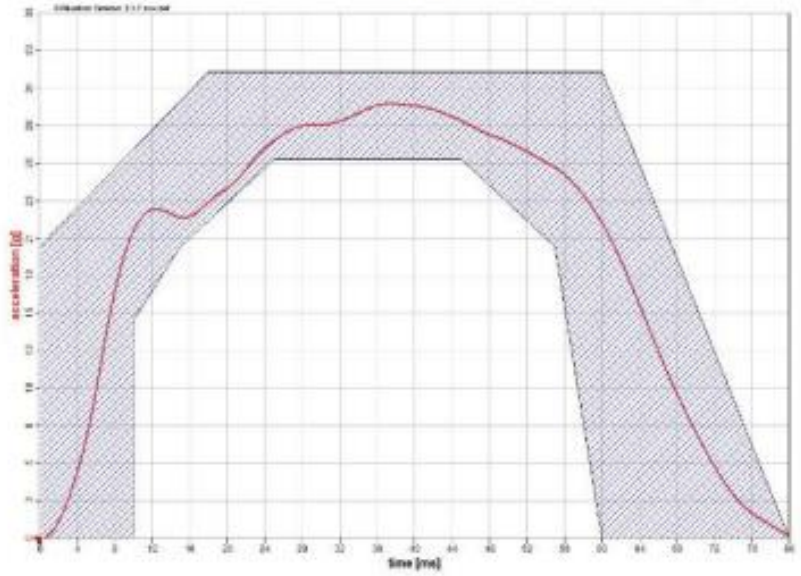
Test (Black)	Sample	Breaking load (daN)	Percent of breaking load (%)	Difference (%)	Width at 980 daN (mm)
7.4.1.1. Room-conditioning	1	2802	---	0.92	46.80
	2	2776			46.50
7.4.1.2. Light conditioning	3	2654	99.53	---	---
	4	2633	95.16	---	---
7.4.1.3. Cold conditioning	5	2621	94.41	---	---
	6	2643	93.98	---	---
7.4.1.4. Heat conditioning	7	2694	94.77	---	---
	8	2625	96.59	---	---
7.4.1.5. Exposure to water	9	2747	94.12	---	---
	10	2698	98.49	---	---
Desired value		≥1470	≥75	≤10	≥46

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.	Not applicable

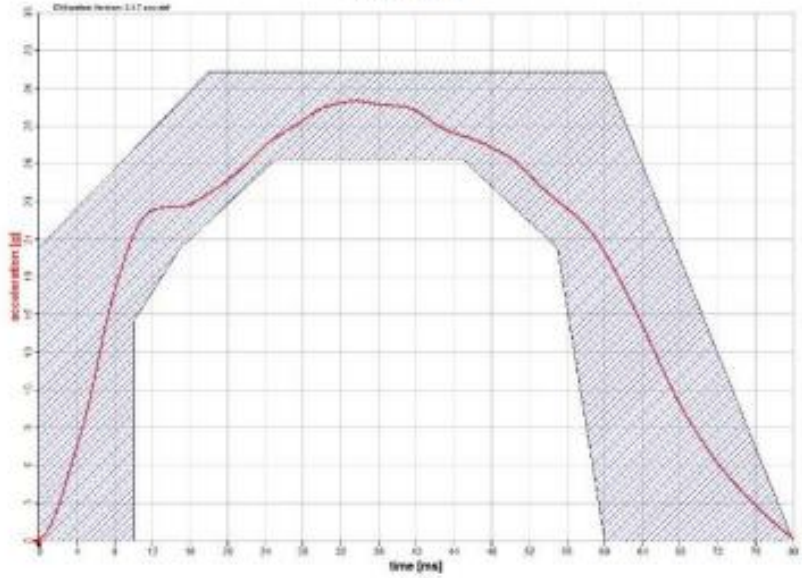
6.4.1.2.3.	In the case of…belt adjustment device for height, the test shall be carried out with the device adjusted in the most unfavourable position(s) chosen by the Technical Service.	Not applicable
6.4.1.2.4.	In the case of safety-belt with a preloading device the minimum displacement specified in 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

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]	49.72	49.72	50 ± 1
Max. forward displacement				
- Chest level	[mm]	N/A	N/A	100/50[1] - 300
- Speed at 300mm chest displacement	[km/h]	N/A	N/A	< 24[2]
- Pelvis level	[mm]	110	110	80/~~40~~[1] - 200
Belt/buckle failed or breakage		complying	complying	No failure
Buckle opening force	[N]	45.3	49.1	≤ 60
The ~~acceleration or~~ deceleration curve during all the velocity change of the trolley				

Test No. 1



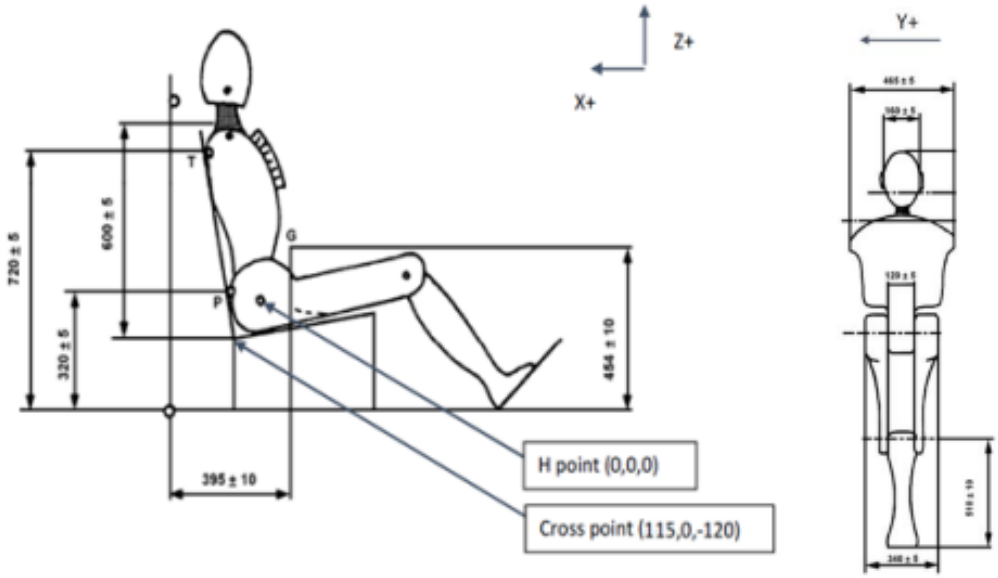
Test No. 2



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

Actual cross point used in the dynamic test and the distance with the H point in the regulation:



Anchor points references to the H-point:

	"X" - Axis	"Y" - Axis	"Z" - Axis
Lower inner anchorage (Buckle)	195	185	-210
Lower outer anchorage (Anchor Bracket)	195	-185	-210

Anchor points references to the Cr-point:

	"X" - Axis	"Y" - Axis	"Z" - Axis
H-point	0	0	0
Cr-point	115	0	-120

3. Specimen submitted to test on: 2020-10-20

4. Date of test: 2020-10-24 to 2020-10-31

III. Manufacturer's information folder: No. DC-32000-00

13 pages total of 2020-10-20

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IV. Other documentation

No other documentations

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 must 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

Complies

with the requirements of ECE Regulation No. 16.08

for issue of approval certificate

This technical report consists of pages No. 1 to 10.

Erin Zeng

Erin Zeng

Test executive

Vít Bursík

Officially recognized expert

Prague, 2020-11-24

End of the technical report