SAE International	SURFACE VEHICLE RECOMMENDED PRACTICE	SAE J114 JUN2013
		Issued 1969-08 Cancelled 2013-06 Superseding J114 JUN1994

Seat Belt Hardware Webbing Abrasion Performance Requirements

RATIONALE

Seat belt webbing abrasion and tilt lock performance requirements are defined in SAE J114. The corresponding test methods are defined in SAE J339. Both these documents define abrasion and tilt lock testing for two point adjust tongues.

Two point adjust tongues are currently used in very few new passenger car and multi purpose vehicles. The FMVSS regulations only allow a 2 point belt at the front center seating position. Very few new vehicles have a front center seating position. Occupancy of this seating position, in the vehicles that have it, is low. As a result, abrasion from two point adjust tongues is not a concern in new vehicles.

Two point adjust tongues are more frequently used on off highway vehicles. Tilt lock and abrasion requirements for such vehicles are defined in SAE J386.

The scope of the SAE Belt Systems Standards Subcommittee is new passenger cars and multi purpose vehicles. For these vehicles, SAE J339 and SAE J114 are no longer required. For off road vehicles, that use 2 point adjust tongues, SAE J386 provides direction. Therefore it is proposed that SAE J114 and SAE J339 be changed to CANCELLED

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1. ***Scope***—This SAE Recommended Practice describes the performance requirements for abrasion resistance of webbing when used in adjustment hardware normally used to adjust the length of seat belt assemblies such as those described in SAE J140. These requirements are applicable to tests conducted according to the procedure described in SAE J339. Although adjustment hardware is normally the primary source of webbing abrasion in a seat belt assembly, consideration should be given to other areas of normal webbing contact in the restraint system that may provide a more severe condition of webbing abrasion.

2. ***References***

2.1 **Applicable Publications—**The following publications form a part of this specification to the extent specified herein. The latest issue of SAE publications shall apply.

2.1.1 SAE PUBLICATIONS—Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

SAE J140—Seat Belt Hardware Test Procedure
SAE J339—Seat Belt Assembly Webbing Abrasion Test Procedure

3. ***Requirements***

3.1 **General—**The seat belt assembly webbing abrasion test shall consist of 2500 cycles.

3.2 **Adjustment Force—**See SAE J140. At the completion of the abrasion test, the force required to adjust the length of the seat belt shall not exceed 50 N (11 lb) when tested with that portion of the webbing having undergone the cycle test in the adjustment area.

3.3 **Tilt-Lock Adjustment—**See SAE J140. At the completion of the abrasion test, the adjustment hardware of a seat belt assembly having tilt-lock adjustment normally used to adjust the length of the assembly shall lock the webbing at an angle of not less than 30 degrees between the plane of the adjustment means and the anchor webbing. This test shall be conducted in the abraded area of the webbing.