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**Safety-belt Anchorages and Restraint Systems Anchorages
for Occupants of Power-driven Vehicles**

机动车乘员用安全带和约束系统

安装固定点

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Safety-belt Anchorages and Restraint Systems Anchorages for Occupants of Power-driven Vehicles

1 Scope

This document specifies the technical requirements for the safety-belt anchorages and restraint systems anchorages for occupants of power-driven vehicles and describes the test methods and determination of the same type.

This document is applicable to the following vehicles:

- Category-M and Category-N vehicles equipped with safety-belt anchorages for adult occupants of forward-facing, rear-facing or side-facing seats;
- Category-M₁ vehicles equipped with ISOFIX anchorages system for child restraint system and their top tether anchorage, and other categories of vehicles equipped with ISOFIX anchorages system;
- Vehicles with i-Size seating position.

2 Normative References

The contents of the following documents constitute indispensable clauses of this document through the normative references in the text. In terms of references with a specified date, only versions with a specified date are applicable to this document. In terms of references without a specified date, the latest version (including all the modifications) is applicable to this document.

GB 11551-2014 The Protection of the Occupants in the Event of a Frontal Collision for Motor Vehicle

GB 11552-2009 The Interior Fittings of Passenger Car

GB 13057 The Strength of the Seats and Their Anchorages of Passenger Vehicles

GB 13094-2017 The Safety Requirements for Bus Construction

GB 14166-2024 Safety-belts and Restraint Systems for Occupants of Power-driven Vehicles

GB 27887 Restraining Devices for Child Occupants of Power-driven Vehicles

GB/T 29120 Procedure for H-point and R-point Determination

ISO 6487 Road Vehicles - Measurement Techniques in Impact Tests - Instrumentation

- 2) The included angle between the template torso line and the transverse vertical plane is the same as the angle between the seat back when it is in its most upright position;
 - 3) The template is placed on the longitudinal vertical plane passing through the point H.
- c) As shown in Figure A.11, the ISOFIX low anchorage is installed in the ISOFIX position. Utilize the fixture ISO/F2 alternative method of Figure A.5 in GB 14166-2024 to determine the position of the top tether anchorage. The seating position shall be with the seat adjusted to the rearmost and lowest position, and the seat back in the normal position or the position recommended by the manufacturer. In the side view, the ISOFIX top tether anchorage shall be behind the ISO/F2 rear surface. The intersection point of the ISO/F2 rear surface and the horizontal line passing through the last rigid point of the top of the seat backrest with a Shore A hardness exceeding 50 (Figure A.11) and the ISO/F2 center line is determined as datum point 4. At this point, the maximum 45° upward from the horizontal line is defined as the upper limit of the top tether anchorage area. In the top view, make an area with a maximum angle of 90° through datum point 4 to both sides of the back. In the rear view, make an area with a maximum angle of 40° through datum point 4. The ISOFIX top tether anchorage is located in the two three-dimensional areas. The starting point 5 of the ISOFIX top tether strap is located at the intersection of a plane 550 mm upward from plane 1 of the ISO/F2 fixture and the center line 6. Measure along the strap from the seat back to the ISOFIX top tether anchorage, and the distance between the ISOFIX top tether anchorage and the starting point of the ISOFIX top tether strap on the rear surface of the ISO/F2 fixture shall be greater than 200 mm, but not greater than 2,000 mm.
- d) If the ISOFIX top tether anchorage cannot be placed within the specified shadow area and the vehicle is equipped with an ISOFIX top tether anchorage path guidance device, then, the ISOFIX top tether anchorage of the vehicle connected to the ISOFIX top tether strap connector may exceed the shadow area specified in 4.1.4 b) or 4.1.4 c). Meanwhile, the ISOFIX top tether anchorage path guidance device shall satisfy:
- 1) The ISOFIX top tether strap shall have equivalent functionality to the fixtures located within the shadow area and used to connect the ISOFIX top tether anchorage;
 - 2) The non-rigid webbing type path guidance device or extensible path guidance device shall be no less than 65 mm away from the torso line, and the fixed rigid path guidance device shall be no less than 100 mm away from the torso line;
 - 3) After being installed in the state of usage, carry out the tests in accordance with the ISOFIX top tether anchorage loading specified in 5.6, and the device shall satisfy the requirements of 4.5.4.

- e) If the top tether anchorage device is not within the strap winding area at the top of the seat back, it is allowed to be hidden on the seat back.
- f) The ISOFIX top tether anchorage shall satisfy the connection size requirements of the ISOFIX top tether hook specified in Figure A.3. Space shall be provided around each ISOFIX top tether anchorage to allow its locking and unlocking operations. All anchorages located behind any ISOFIX anchorages system that can be used to connect the ISOFIX top tether hook or ISOFIX top tether strap connector shall adopt one or more of the following measures to avoid misuse:
 - 1) Design all such anchorages within the ISOFIX top tether anchorage area as ISOFIX top tether anchorages;
 - 2) Only use one of the symbols shown in Figure A.13 or its mirror image symbol to identify the ISOFIX top tether anchorages;
 - 3) For the identification of anchorages that do not satisfy the requirements of 4.1.4 f) 1) and 4.1.4 f) 2), it shall be clearly stated that these anchorages cannot be combined with any ISOFIX anchorages system.
- g) For each covered ISOFIX top tether anchorage, the cover shall be marked with one of the symbols shown in Figure A.13 or a mirror image of the symbol, and the cover shall be able to be removed without using tools.

4.1.5 Each i-Size seating position shall comply with the requirements of 4.1.2 ~ 4.1.4 and below.

- a) Each i-Size seating position shall be permanently marked adjacent to the ISOFIX anchorages system (rod or guidance device). The minimum marking symbol is shown in Figure A.14, which is a square icon with a side length of not less than 13 mm, and it satisfies the following conditions:
 - 1) The icon shall sharply contrast with its background;
 - 2) The icon shall be located close to the rod position of each anchorages system.
- b) In addition to satisfying the requirements of 4.1.3 and 4.1.4, the i-Size seating position connected to the i-Size support leg shall also verify that both the two limit surfaces in the *X* direction between the upper surface of the vehicle floor and the support leg foot assessment volume intersect with the two limit surfaces in the *Y* direction, as shown in Figure A.15 and Figure A.16. The characteristics of the support leg foot assessment volume are as follows:
 - 1) In the width direction, it is determined by two parallel planes respectively 100 mm apart from the longitudinal mid-plane of the child restraint fixture installed in the seating position;
 - 2) In the length direction, it is determined by two planes respectively perpendicular

anchorages in the outer position of the front row.

4.2.2 Minimum quantity requirements for ISOFIX positions and i-Size seating positions

4.2.2.1 All Category-M₁ vehicles shall be equipped with at least 1 ISOFIX position and 1 i-Size seating position. The ISOFIX position shall simultaneously be equipped with both the ISOFIX anchorages system and ISOFIX top tether anchorage. The i-Size seating position may replace the above-mentioned ISOFIX position. The type and quantity of ISOFIX fixtures installed in each ISOFIX position are determined in accordance with GB 14166-2024.

4.2.2.2 If the vehicle is equipped with only one row of seats, it is allowed not to set the ISOFIX positions and i-Size seating positions specified in 4.2.2.1.

4.2.2.3 At least one of the ISOFIX positions and i-Size seating positions specified in 4.2.2.1 is located on the second row of seats. If the second row of seats or seat group is permanently rear-facing, then, this requirement does not apply. However, if there are additional forward-facing seats in the rear row, then, this requirement applies to the next row of forward-facing seats after the second row.

4.2.2.4 Category-M₁ vehicles that simultaneously satisfy the following conditions can be equipped with only one ISOFIX position. Such vehicles can be equipped with only one ISOFIX anchorages system and one ISOFIX top tether anchorage on the front row of passenger seat. This position shall have a device to disable the airbag protection function (if an airbag is installed in this position) and a warning label stating that there are no ISOFIX positions available for the second row of seats.

- a) There are no more than two passenger doors.
- b) The designated position in the rear row interferes with the transmission and / or suspension components of the vehicle, resulting in the impossibility of installing ISOFIX anchorages that comply with the provisions of 4.1.3;
- c) For vehicles with a power-to-mass ratio (PMR) index exceeding 140, the power-to-mass ratio is calculated in accordance with Formula (1):

$$PMR = (P_n / m_t) \times 1\,000 \text{ kg/kW} \dots\dots\dots (1)$$

Where,

PMR---the power-to-mass ratio;

P_n ---the maximum net power of the engine, expressed in (kW);

m_t ---the curb weight of the vehicle + 75 kg, expressed in (kg).

- d) The maximum net power of the engine equipped for the vehicle exceeds 200 kW.

4.2.2.5 All the passenger position equipped with a frontal airbag, when the vehicle has the

function of disabling the frontal airbag protection, the ISOFIX anchorages system is allowed to be installed in this position.

4.2.2.6 If the vehicle is equipped with a built-in child restraint system that complies with GB 27887 and with the size range not higher than 1.05 m, then, the ISOFIX position or i-Size seating position in 4.2.2.1 can be replaced by the built-in child restraint system position.

4.2.2.7 For convertible vehicles with more than one row of seats, at least 2 ISOFIX low anchorages shall be provided. If such vehicles are equipped with top tether anchorages, then, the corresponding provisions of this document shall be satisfied.

4.2.2.8 If the vehicle has only one seating position per row, then, the passenger position can have only one ISOFIX position. If such vehicles are equipped with ISOFIX top tether anchorages, then, they must comply with the requirements of 4.1.4. However, if the smallest forward-facing ISOFIX fixture (Appendix A in GB 14166-2024) cannot be installed, then, in cases where the vehicle has a specific type of child restraint system, there may be no ISOFIX position.

4.2.2.9 Ambulances, funeral vehicles, and vehicles used for armed services, civil defense, firefighting and other maintenance of public order do not require the installation of ISOFIX positions or i-Size seating positions.

4.2.2.10 For vehicles that cannot install one of the following child restraint fixtures due to limitations of the body structure or passenger compartment layout, the i-Size seating position in 4.2.2.1 may be replaced by the ISOFIX position:

---The ISO/F2X category of child restraint fixture with the support leg foot assessment volume in GB 14166-2024;

---The ISO/R2 category of child restraint fixture with the support leg foot assessment volume in GB 14166-2024;

---The ISO/B2 category of ISOFIX child restraint fixture in GB 14166-2024.

4.3 Position of Belt Anchorages

4.3.1 General rules

4.3.1.1 The belt anchorages can be set up on the vehicle structure or the seat structure, or on other components of the vehicle, or separately on each of the above components.

4.3.1.2 If the test requirements are satisfied, the belt anchorages can be used to fix the two ends of two adjacent safety belts.

4.3.2 Position of lower effective belt anchorages

4.3.2.1 Front-row seats of Category-M₁ vehicles

be between point L_1 and point L_2 , and the distance shall be at least 120 mm.

4.3.3 Position of upper effective belt anchorages

4.3.3.1 If the position of the upper effective belt anchorages is affected by the use of webbing guides or similar devices, in accordance with the provisions of Figure C.1 and Figure C.2, the position of the effective belt anchorages shall be determined based on the position of anchorages when the longitudinal center line of the webbing passes through point J_1 . The point J_1 shall start from point R and be determined by the following three line segments:

---RZ: a 530 mm long line segment cut from point R upward along the torso line;

---ZX: a 120 mm long line segment cut from point Z along a straight line perpendicular to the longitudinal center plane of the vehicle and toward the anchorage direction;

---XJ₁: a 60 mm long line segment cut from point X along a straight line perpendicular to the plane determined by RZ and ZX and toward the forward direction.

Point J_2 and point J_1 are symmetrical with respect to the longitudinal vertical plane passing through the torso line, which is the torso line of the human body model placed on the seat.

When double doors are used to provide a passage to the front and rear seats, and the upper anchorages are on the B-pillar, the anchorages system shall not hinder the occupants from getting on and off the vehicle.

4.3.3.2 The upper effective belt anchorages shall be located below the FN plane perpendicular to the longitudinal center plane of the seats and 65° to the torso line specified in Figure C.1. For rear-row seats, this included angle can be reduced to 60° . The FN plane and the torso line intersect at point D, and at this moment, it shall be ensured that the length of line segment DR is the sum of 315 mm and 1.8 times the S value. However, when S is not greater than 200 mm, the length of DR is 675 mm.

4.3.3.3 The upper effective belt anchorages shall be behind the FK plane that is perpendicular to the longitudinal center plane of the seats and 120° to the torso line and intersects at point B in accordance with the provisions of Figure C.1. In addition, it shall be ensured that the length of line segment BR is the sum of 260 mm and the S value. However, when S is not less than 280 mm, the manufacturer may choose a BR length of the sum of 260 mm 0.8 times the S value.

4.3.3.4 The S value shall not be less than 140 mm.

4.3.3.5 The upper effective belt anchorages shall be located behind the plumb plane passing through point R and perpendicular to the longitudinal center plane of the vehicle in accordance with the provisions of Appendix C.

4.3.3.6 The upper effective belt anchorages shall be above the horizontal plane passing through point C specified in C.1.3. However, if the following requirements are satisfied, the upper effective belt anchorages of passenger seats in Category-M₂ and Category-M₃ vehicles can be

adjusted below the specified plane.

- a) There shall be a permanent marking on the safety belt or seat, so as to identify the lowest position of the upper effective belt anchorages. The marking shall clearly indicate the appropriate position of anchorages for use by an average-sized adult passenger.
- b) The design of the upper effective anchorages allows the wearer to conveniently adjust the height through a manual adjustment device and is easy to use.
- c) The upper effective anchorages are designed to prevent any unintentional upward movement that may reduce the effectiveness of the device during normal use.
- d) When the shoulder height adjustment device is not directly installed on the vehicle structure or seat structure, but it is realized by a flexible shoulder height adjustment device, the manufacturer shall clearly describe the use of such adjustment device in the vehicle manual. A statement of suitability and limitations for use by passengers of short stature shall be included.
- e) When using the restraint system installed on it for type approval, the requirements specified in 4.3.3.6 a) and 4.3.3.6 d) shall still be satisfied.
- f) The safety belt and its flexible shoulder height adjustment device shall comply with the requirements specified in 4.3.3.6 b) and 4.3.3.6 c) in GB 14166-2024, and still satisfy GB 14166-2024.

4.3.3.7 In addition to the upper effective anchorages specified in 4.3.3.1, if one of the following conditions is satisfied, additional upper effective anchorages can be equipped.

- a) The additional anchorage shall comply with the requirements of 4.3.3.1 ~ 4.3.3.6.
- b) The additional anchorage shall be able to be used without the aid of tools. The anchorage shall comply with the requirements of 4.3.3.5 and 4.3.3.6, and be within the area determined by respectively 80 mm up and down along the plumb direction specified in Figure C.1.
- c) The anchorages of the harness belt that comply with the requirements of 4.3.3.6 shall be located behind the transverse plane passing through the torso line and at the following positions:
 - 1) For a single anchorage, located in the common area of the included angle between the two plumb planes passing through point J_1 and point J_2 specified in 4.3.3.1, its horizontal section shall comply with the provisions of Figure C.2;
 - 2) For two anchorages, located in the area of one of the included angles between the two plumb planes passing through point J_1 and point J_2 specified in 4.3.3.1, and at the same time, the distance between one of the anchorages and the other

displacement of the X point (after pre-loading) of SFAD shall not be greater than 125 mm. If the required force is maintained for the specified time, permanent deformation and partial cracking are allowed, but the ISOFIX low anchorages, top tether anchorages and the surrounding area shall not fail.

The floor strength of vehicles with i-Size seating positions shall be tested in accordance with 5.6.2.4. During loading, the longitudinal horizontal displacement of the point X (after pre-loading) of SFAD shall not be greater than 125 mm. If the required force is maintained for the specified time, permanent deformation and partial cracking are allowed, but the ISOFIX low anchorages, the vehicle floor contact surface and the surrounding area shall not fail.

The additional test of 5.6.2.5 shall be carried out when the ISOFIX anchorages system is installed on the seat assembly. After the test, there shall be no cracks, and the longitudinal horizontal displacement of the point X (after pre-loading) of SFAD during loading shall not be greater than 125 mm.

5 Test Methods

5.1 Test Preparation

5.1.1 The test shall be carried out on the vehicle body frame or on the entire vehicle.

5.1.2 Only when the following conditions are satisfied is the belt anchorage test of one seat or a group of seats allowed:

- a) The structural characteristics of the corresponding anchorages of other seats or seat groups is the same;
- b) For anchorages that are fully or partially installed on a seat or seat group, the structural characteristics of the seat or seat group are the same as the structural characteristics of other seats or seat groups.

5.1.3 Doors or windows are allowed to be retained, and they may be closed or opened. Normal equipment that enhances the vehicle structure is allowed to be retained.

5.1.4 The seats shall be placed in the driving or use position that is the most unfavorable to strength. The position of the seats shall be stated in the inspection report. If the backrest angle is adjustable, it shall be adjusted to the position specified by the manufacturer; or it shall be ensured that the actual backrest angle of seats is 25° for Category-M₁ and Category-N₁ vehicles as much as possible, and 15° for other categories of vehicles.

5.2 Vehicle Fixation

5.2.1 During the test, all methods of fixing the vehicle shall not strengthen the belt anchorages and ISOFIX anchorages, as well as their surrounding parts, and meanwhile, they shall not weaken the normal deformation of the structure.

5.2.2 All devices for fixing the vehicle shall be no less than 500 mm in front or no less than 300 mm behind the measured anchorages, and shall not affect the body structure within the entire width range.

5.2.3 The frame should be fixed to supports close to the wheel axis or suspension connection point.

5.2.4 If a fixing method different from those specified in 5.2.1 ~ 5.2.3 is used, then, its equivalence shall be proven.

5.3 Test Conditions

5.3.1 All belt anchorages of the same seat group shall be simultaneously tested. If the test fails due to asymmetric loading of the seats or anchorages, then, an additional test may be performed.

5.3.2 In a direction parallel to the longitudinal center plane of the vehicle and $10^{\circ} \pm 5^{\circ}$ upward from the horizontal line, apply the load. Firstly, apply a preload of $(10 \pm 3)\%$ of the total load, then, increase the load to the total load.

5.3.3 Within 60 seconds, load to the specified value. In accordance with the manufacturer's requirements, it can also be loaded to the specified value within 4 seconds and maintained for at least 0.2 seconds.

5.3.4 The human body module used for testing shall comply with the requirements of 5.4 and Appendix D. Place the device shown in Figure D.1 in Appendix D on the seat cushion, push it backward to the backrest, and tighten the safety belt backward. Place the device in Figure D.2 in place, place the safety belt on the device and tighten it. No pre-loading is necessary at this time. The width of the 254 mm or 406 mm human body module selected for each seating position shall be as close as possible to the distance between the two low anchorages. The placement of the human body module shall avoid the impact on the loading force and force distribution during the test.

5.3.5 The test conditions for the upper belt anchorages are as follows.

a) Front-row outer seats

The belt anchorages shall be subjected to the test specified in 5.4.1. During the test, a simulated three-point safety belt equipped with a retractor or an upper webbing guide is used to transfer the load to the three anchorages. In addition, if the number of anchorages is greater than that specified in 4.2, then, these anchorages shall be tested in accordance with the provisions of 5.4.5, by using simulated safety belt for loading during the test.

- 1) If the low anchorages on the outer side of the safety belt are not equipped with a retractor, or if the retractor is installed at the anchorages on the safety belt, the test specified in 5.4.3 shall also be carried out on the low anchorages.

For Category-M₁ and Category-N₁ vehicles, a test load of $13,500\text{ N} \pm 200\text{ N}$ shall be applied to the upper human body module (see Figure D.2) connected to the upper belt anchorages and the corresponding low anchorages. If the upper anchorages are equipped with a retractor, the test shall be carried out together with the retractor. For Category-M₂ and Category-N₂ vehicles, the test load is $6,750\text{ N} \pm 200\text{ N}$; for Category-M₃ and Category-N₃ vehicles, the test load is $4,500\text{ N} \pm 200\text{ N}$. Meanwhile, for Category-M₁ and Category-N₁ vehicles, a test load of $13,500\text{ N} \pm 200\text{ N}$ shall be applied to the lower human body module (see Figure D.1); for Category-M₂ and Category-N₂ vehicles, the test load is $6,750\text{ N} \pm 200\text{ N}$; for Category-M₃ and Category-N₃ vehicles, the test load is $4,500\text{ N} \pm 200\text{ N}$.

5.4.3 Test of two-point safety belt (belt) anchorages

For Category-M₁ and Category-N₁ vehicles, a test load of $22,250\text{ N} \pm 200\text{ N}$ shall be applied to the lower human body module (see Figure D.1) connected to the belt (see Figure D.1); for Category-M₂ and Category-N₂ vehicles, the test load is $11,100\text{ N} \pm 200\text{ N}$; for Category-M₃ and Category-N₃ vehicles, the test load is $7,400\text{ N} \pm 200\text{ N}$.

5.4.4 Test of belt anchorages provided on the seat frame or separately provided on the seat frame and vehicle body frame

5.4.4.1 While conducting the tests specified in 5.4.1, 5.4.2 and 5.4.3, the load specified in 5.4.4.2 shall be applied to each seat or each group of seats.

5.4.4.2 In addition to the loads specified in 5.4.1, 5.4.2 and 5.4.3, for Category-M₁ and Category-N₁ vehicles, a force equivalent to 20 times the mass of the seat assembly shall also be applied. Inertial loads shall be applied to the seats or seat-related components equivalent to the actual mass of the corresponding seats. The additional load and load distribution shall be determined by the manufacturer and approved by the inspection institution. For Category-M₂ and Category-N₂ vehicles, the load shall be 10 times the mass of the seat assembly; for Category-M₃ and Category-N₃ vehicles, the load shall be 6.6 times the mass of the seat assembly.

5.4.5 Test of special belt anchorages

5.4.5.1 For Category-M₁ and Category-N₁ vehicles, utilize a device that simulates the shoulder strap to apply a test load of $13,500\text{ N} \pm 200\text{ N}$ to the upper human body module (see Figure D.2) connected to the anchorages. Meanwhile, apply a test load of $13,500\text{ N} \pm 200\text{ N}$ to the lower human body module (see Figure D.1) connected to the low anchorages.

5.4.5.2 For Category-M₂ and Category-N₂ vehicles, the test load is $6,750\text{ N} \pm 200\text{ N}$; for Category-M₃ and Category-N₃ vehicles, the test load is $4,500\text{ N} \pm 200\text{ N}$.

5.4.6 Test of belt anchorages of rear-facing seats

5.4.6.1 The anchorages shall be loaded in accordance with the requirements of 5.4.1, 5.4.2 or 5.4.3. The test loads shall be applied as specified for Category-M₃ or Category-N₃ vehicles.

5.4.6.2 The loading direction is the same as the seating position, and the test conditions are the

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