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agenda item 1.4.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 17

(Strength of seats)

Transmitted by the Expert from the Czech Republic

Note: The text reproduced below was prepared by the expert from the Czech Republic in order to amend the scope of the Regulation, to improve its drafting, to harmonize it with the corresponding European Community Directive and to allow the approval of a seat as a component. It is based on the text of a document distributed without a symbol (informal document No. 24) during the twenty-ninth session (TRANS/WP.29/GRSP/29, para. 41).

Note: This document is distributed to the Experts on Passive Safety only.

GE.01-23711

A. PROPOSAL

Paragraph 1., amend to read (footnotes 1/ and 2/ unchanged):

"1. This Regulation applies to the strength of the seats and their anchorages in vehicles of categories M and N 1/, whether or not fitted with head restraints. 2/

It also applies to the design ..."

Paragraphs 2.6.1 to 2.6.3, amend to read:

"2.6.1. longitudinal translation (or transposition);

2.6.2. vertical translation (or transposition);

2.6.3. angular movement (rotation or inclination or pivoting);"

Paragraphs 5.3.1. and 5.3.2., amend to read:

"5.3.1. A head restraint shall be mounted on every outboard front seat in every vehicle of category M1. Seats with head restraints intended for fitting in other seating positions may also be approved to this Regulation under conditions relevant for the said category of vehicles.

5.3.2. A head restraint shall be mounted on every outboard front seat in every vehicle of category M2 with a maximum mass not exceeding 3500 kg and of category N1. Head restraints mounted in such vehicles shall comply with the requirements of Regulation No.25 as amended by the series 03 of amendments. Seats with head restraints intended for fitting in other seating positions may also be approved to this Regulation under conditions relevant for the said categories of vehicles."

[Remark: in this wording of paragraph 5.3.2. its compliance with the higher requirements of paragraph 5.3.1. is also acceptable but not forbidden.]

Insert a new paragraph 5.3.3., to read:

"5.3.3. Seats with head restraints, intended for fitting in categories of vehicles not covered by paragraphs 5.3.1. and 5.3.2. may also be approved to this Regulation if head restraints mounted in such vehicles comply with the requirements of Regulation No. 25 as amended by the 03 series of amendments."

Paragraphs 13.4. to 13.6., insert a reference to a new footnote */ and a footnote */, to read:

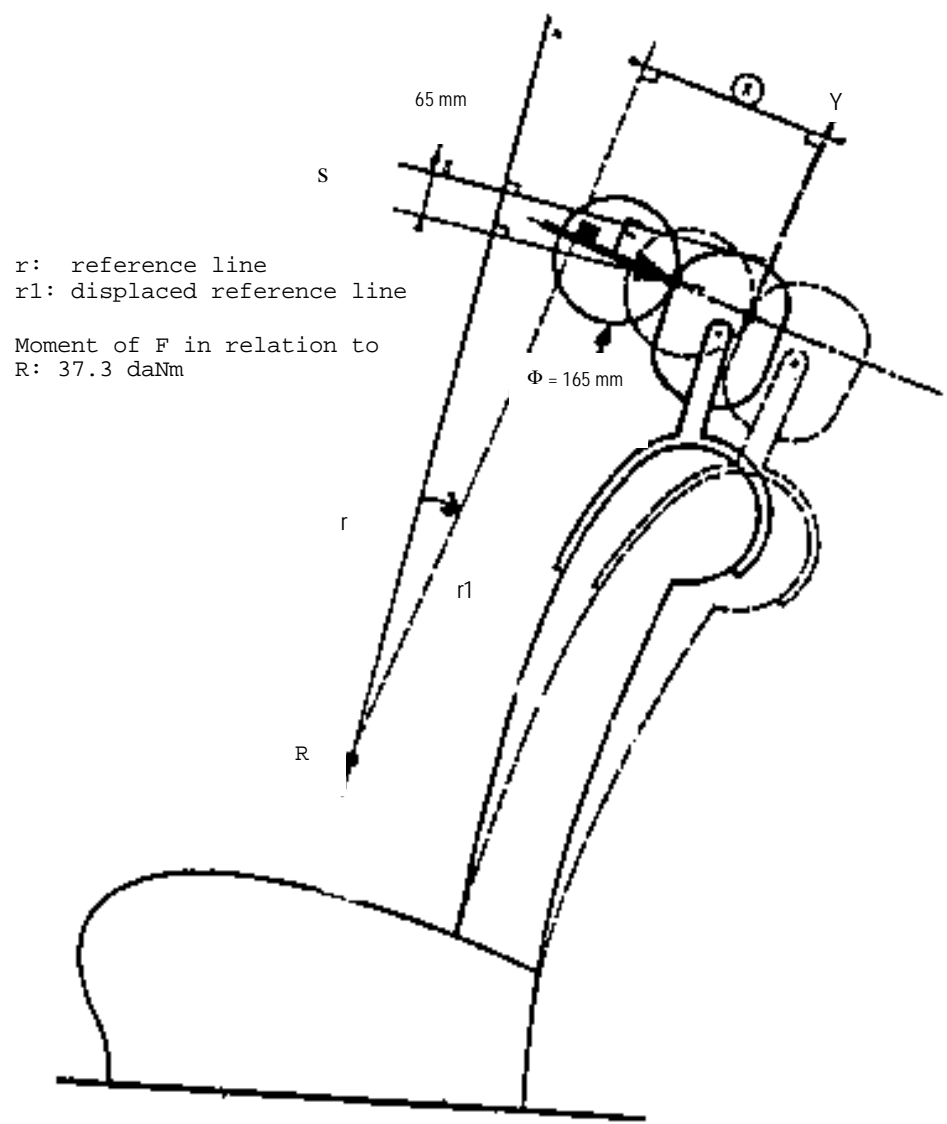
"... as amended by the 07 series of amendments */"

*/ That incorporates validity of paragraphs: 3.2.1.1., 5.1.6., 5.15. to 5.15.4., 6.3.1., annex 1 (items 7 and 21), annex 2, and annex 9."

Annex 5,

The figure, amend, to read:

"



r: reference line
r1: displaced reference line

Moment of F in relation to
R: 37.3 daNm

————— Initial period position under load "

Annex 9,

Figures 1 and 2, the test blocks of 18 kg should have a square shape.

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B. JUSTIFICATION

Re. para. 1:

Not all but only those categories of vehicles are mentioned in paragraphs of discussed Regulation.

Re. paras. 2.6.1. to 2.6.3.:

To abolish the use of one expression for two different activities and to save the term "displacement" only for paragraph 2.7.

Re. para. 5.3.3.:

If head restraints were fitted they should comply with certain requirements.

Re. paras. 13.4. to 13.6.:

Document E/ECE/TRANS/505/Rev.1/Add.16/Rev.3/Amend.3 of 4.11.1998 incorporated two different sets of dates of entry into force for the 06 and 07 series of amendments. But that unified document unfortunately does not give any information as to how its other paragraphs should be sorted in respect of the said series, i.e. at first when to introduce the test of protection against displacement of luggage. It is difficult to find the right answer without the assistance of the separated basic ECE working documents on the said draft amendments. But that would not seem to be legislatively possible .

During the one-hundred-and-seventeenth meeting of WP.29, the adoption of Corrigendum 1 to the 06 series of Amendments was recommended. Unfortunately, it eliminates only the overlap in terms between the 05 and 06 series of amendments and not yet the above-mentioned important discrepancy of the 06 and 07 series.

Re. annex 5,:

The figure shall be amended to bring it in compliance with the relevant prescription in the text as follows:

- (a) the **radius of the sphere** $165/2=82.5$ mm shall be diagrammed greater than the distance 65 mm,
- (b) the **displaced position of head restraint** under loading force **F** shall be given by its rotation around the point **R**,
- (c) the **measured deformation "x"** shall be given by the distance of two parallel lines: the displaced reference line **r₁** and the tangent **Y** in contact "sphere-restraint".

From the four drawings presenting the same problem of "Details of lines drawn and measurements taken during tests" which were officially published in Annex 5 to **ECE 17R-04** (with mistakes a,b), in annex 5 to **ECE 25R-03** (with mistake b), in Fig.2 of App.3 of Annex II to **96/37/EC** (with mistakes a,b, c!) and in **annex IV to 78/932/EEC** (no mistake) the only last one mentioned here is perfectly correct, see enclosures 1,2. The use of the last Figure like the most simple and illuminating one also for all other cases mentioned could emphasize the desirable EC to ECE harmonization.

* * *

C. HARMONIZATION ECE/EEC

The last valid 07 series of amendments of Regulation No.17 should be adapted to technical progress in such a way to allow an ECE component type-approval of a seat. Such a very desirable possibility is already incorporated in the Commission Directive 96/37/EC which is the last amendment of European Community Directive 74/408/EEC.
