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item 4.2.8. of the provisional agenda

**PROPOSAL FOR SUPPLEMENT 3 TO THE
07 SERIES OF AMENDMENTS TO REGULATION No. 17
(Strength of seats)**

Transmitted by the Working Party on Passive Safety (GRSP)

Note: The text reproduced below was adopted by GRSP at its thirty-ninth session. It is based on ECE/TRANS/WP.29/GRSP/2006/8, not amended and on ECE/TRANS/WP.29/GRSP/2006/10, amended as reproduced in Annex 3 to the report. It is submitted to WP.29 and AC.1 for consideration (ECE/TRANS/WP.29/GRSP/39, paras. 37 and 38).

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Paragraph 1., amend to read (including the deletion of footnote 2/):

"1. SCOPE

This Regulation applies to:

- (a) Vehicles of categories M₁ and N 1/ with regard to the strength of seats and their anchorages and with regard to their head restraints;
- (b) Vehicles of categories M₂ and M₃ 1/ with regard to seats not covered by Regulation No. 80, in respect of the strength of seats and their anchorages, and in respect of their head restraints;
- (c) Vehicles of category M₁ with regard to the design of the rear parts of seat backs and the design of devices intended to protect the occupants from the danger resulting from the displacement of luggage in a frontal impact.

It does not apply to vehicles with regard to folding, side-facing or rearward-facing seats, or to any head restraint fitted to these seats.

1/ As defined in Annex 7 to the Consolidated Resolution on the Construction of vehicles (R.E.3), document TRANS/WP.29/78/Rev.1/Amend.2, as last amended by Amendment 4."

Paragraph 4.4.1., the reference to footnote 3/ and footnote 3/, renumber as footnote 2/, and amend to read:

"2/ 1 for Germany, 2 ..., 47 for South Africa, 48 for New Zealand, 49 for Cyprus, 50 for Malta, 51 for the Republic of Korea, 52 for Malaysia and 53 for Thailand. Subsequent numbers ..."

Paragraph 5.1., the reference to footnote 4/ and footnote 4/, renumber as footnote 3/.

Paragraph 5.1.3.2., amend to read:

"5.1.3.2. The requirements of paragraph 5.1.3. shall not apply to rearmost seats, to back-to-back seats or to seats that comply with the provisions of Regulation No. 21 "Uniform Provisions concerning the Approval of Vehicles with regard to their Interior Fittings" (E/ECE/324-E/ECE/TRANS/505/Rev.1/Add.20/Rev.2, as last amended)."

Paragraph 5.1.4.1.2., amend to read:

"5.1.4.1.2. Rearmost seats, to back-to-back seats or to seats that comply with the provisions of Regulation No. 21 "Uniform Provisions concerning the Approval of Vehicles with regard to their Interior Fittings" (E/ECE/324-E/ECE/TRANS/505/Rev.1/Add.20/Rev.2, as last amended);"

Paragraphs 6.3.1. and 6.3.2., amend to read:

- "6.3.1. A longitudinal horizontal deceleration or, at the choice of the applicant, acceleration of not less than 20 g shall be applied for 30 milliseconds in a direction to the whole shell of the vehicle imitating a frontal collision, in accordance with the requirements of Annex 7, paragraph 1. At the request of the manufacturer the test pulse described in Annex 9 - appendix may be used alternatively.
- 6.3.2. A longitudinal deceleration or, at the choice of the applicant, acceleration in accordance with the requirements of paragraph 6.3.1. shall be applied imitating a rear collision."

Annex 1,

Insert a new item 10., to read:

"10. Type of device: deceleration/acceleration 2/"

Items 10. to 21. (former), renumber as items 11. to 22.

Annex 6, paragraph 2., correct the word "decelerometers" to read "accelerometers".

Annex 7, paragraph 1.5., amend to read:

"1.5. The trolley deceleration or acceleration is measured with data channels of frequency class (CFC) 60 corresponding to the characteristics of International Standard ISO 6487 (2002)."

Annex 9, paragraph 3.1., amend to read:

"3.1. The body of the passenger car shall be anchored securely to a test sled, and this anchorage shall not act as reinforcement for seat-backs and the partitioning system. After the installation of the test blocks as described in paragraph 2.1. or 2.2., the passenger car body shall be decelerated or, at the choice of the applicant, accelerated such that the curve remains within the area of the graph in Annex 9, Appendix, and the total velocity change ΔV is 50 +0/-2 km/h. With the agreement of the manufacturer, the above described test pulse corridor can be used alternatively to fulfil the test of the seat strength according to paragraph 6.3.1."

Annex 9 – Appendix,

The heading of the graph, amend to read:

"Annex 9 - Appendix

CORRIDOR OF SLED'S DECELERATION OR ACCELERATION
AS A FUNCTION OF TIME
(Simulation of frontal impact)"

The graph, amend the figure "Deceleration in g" to read "g level".

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