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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

Forty-third session  
Geneva, 19-23 May 2008  
Item 15(a) of the provisional agenda

**REGULATION No. 17**  
**(Strength of seats)**

**Proposal for draft amendments**

**Proposal for draft Corrigendum 3 to Revision 4 of Regulation No. 17**

**Submitted by the expert from India \*/**

The text reproduced below was prepared by the expert from India in order to clarify the test procedure for checking energy dissipation. It is based on a document without a symbol (informal document No. GRSP-42-12) distributed during the forty-second session of the Working Party on Passive Safety (GRSP). The modifications to the current text of the Regulation are marked in bold or strikethrough characters.

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\*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles with respect to passive safety. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Annex 6

Paragraph 1.2.2., amend to read:

"1.2.2. The head form shall be fitted with two accelerometers ~~and a speed measuring device,~~  
~~and~~ capable of measuring values in the direction of impact."

Paragraph 1.3.2., amend to read:

"1.3.2. Speed:

**an external speed measurement system shall be placed to record the impactor speed before the impact. The accuracy of the recording instrument should be as follows :**

Accuracy:...."

B. JUSTIFICATION

In all the head impact tests, speed measuring device is not a part of headform. It is an external stationary system with optical/non optical beams being used popularly.

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