



## Economic and Social Council

Distr.

GENERAL

TRANS/WP.29/645  
16 February 1999

ENGLISH

Original: ENGLISH and  
FRENCH

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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

DRAFT SUPPLEMENT 1 TO THE 07 SERIES OF  
AMENDMENTS TO REGULATION No. 17

(Strength of seats)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its tenth session following the recommendation by the Working Party at its one-hundred-and-sixteenth session. It is based on document TRANS/WP.29/1998/59, not amended (TRANS/WP.29/640, parra. 154).

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General amendments:

Throughout the text of the Regulation (07 series of amendments) correct the word "headrest(s)" to read "head restraint(s)" and the word "seat back(s)" to read "seat-back(s)".

Paragraph 2.15., amend to read:

".... in their upright or folded down position. Head restraints fitted as standard equipment for vehicles equipped with such parts or devices shall be considered as part of the partitioning system. However, a seat equipped with a head restraint shall not be considered as being on its own a partitioning system."

Paragraph 5.1., amend to read (including a new footnote \*/):

".... of category M1 \*/"

and add a new footnote \*/ , to read:

"/ Vehicles of category M2 which are approved to this Regulation as an alternative to Regulation No. 80 (in line with paragraph 1.2. to that Regulation) shall also meet the requirements of this paragraph."

Paragraph 5.13.1., amend to read:

".... This requirement is deemed to be met if, during and after the test described in annex 9, the seat backs remain in position and the locking mechanisms remain in place. However, the deformation of the seat backs and their fastenings during the test is permitted, provided that the forward contour of the parts of the tested seat back and/or head restraints, that are harder than 50 Shore A, does not move forward of a transverse vertical plane which passes through:

- (a) a point of 150 mm forward of the R point of the seat in question, for the parts of the head restraint;
- (b) a point of 100 mm forward of the R point of the seat in question, for parts of the seat-back;

excluding the rebound phases of the test blocks.

For integrated head restraints, the limit between the head restraint and the seat-back is defined by the plane perpendicular to the reference line 540 mm from the R point.

All measurements shall be taken in the longitudinal median plane of the corresponding seat or seating position for each seating position constituting the forward boundary of the luggage compartment.

During the test described in annex 9, the test blocks shall remain behind the seat back(s) in question."

Paragraph 5.13.2., amend to read:

".... This requirement is deemed to be met if, during the test, the partitioning systems remain in position. However, the deformation of the partitioning systems during the test is permitted, provided that the forward contour of the partitioning (including parts of the tested seat-back(s) and/or head restraint(s) that are harder than 50 Shore A does not

move forward of a transverse vertical plane which passes through

- (a) a point of 150 mm forward of the R point of the seat in question, for parts of the head restraint;
- (b) a point of 100 mm forward of the R point of the seat in question, for parts of the seat-back and part of the partitioning system others than the head restraint.

For integrated head restraint, the limit between the head restraint and the seat back is the one defined in paragraph 5.13.1.

All measurements shall be taken in the longitudinal median plane of the corresponding seat or seating position for each seating position constituting the forward boundary of the luggage compartment.

After the test, no sharp or rough edges likely to increase the danger or severity of injuries of the occupants shall be present."

Paragraph 5.13.3., should be deleted.

Paragraph 5.13.4., renumber as paragraph 5.13.3.

Annex 9,

Insert a new paragraph 2.1.1.1., to read:

"2.1.1.1. At the option of the car manufacturer, parts whose hardness is lower than 50 Shore A can be removed from the tested seat and head restraint for the tests."

Paragraph 2.1.1.1.(former), renumber as paragraph 2.1.1.2.

Paragraph 2.1.1.2.(former), renumber as paragraph 2.1.1.3., and in the French version only delete the word "avant" (twice, in the first and the last sentence of the paragraph).

Paragraphs 2.1.1.3. to 2.1.1.5. (former), renumber as paragraphs 2.1.1.4. to 2.1.1.6.

Paragraph 3.1., amend to read:

".... After the installation of the test blocks as described in paragraph 2.1 or 2.2., the passenger car body shall be accelerated as shown in annex 9, appendix, so that at the moment of impact, its free running speed is 50 +2/-0 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."

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