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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on Passive Safety****Seventy-second session**

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Item 6 of the provisional agenda

UN Regulation No. 17 (Strength of seats)**Proposal for Supplement 1 to the 10 Series of Amendments to
UN Regulation No. 17 (Strength of seats)****Submitted by the expert from Germany***

The text reproduced below was prepared by the expert from Germany. The aim of this proposal is to bring the current text of the UN Regulation No. 17 in line with its scope, to ensure, that only safe head restraints will be fitted to seats in all seating positions and all vehicle categories, specified in the scope. The modifications to the current text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in the proposed programme budget for 2022 (A/76/6, part V, sect. 20, para. 20.76), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Paragraph 1., amend to read:

"1. Scope

This Regulation applies to:

- (a) Vehicles of categories M₁ and N¹ with regard to the strength of seats and their anchorages and with regard to their head restraints;
- (b) Vehicles of categories M₂ and M₃¹ 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 side-facing or rearward-facing seats, or to any head restraint fitted to these seats, with the exception vehicles of category M₂ and M₃ of classes A and I, subject to the provisions of paragraph 5.1.1.

Vehicles of other categories may also be approved under this Regulation, in respect of the strength of seats and their anchorages, and in respect of their head restraints."

Paragraphs 5.4. to 5.4.2.1.9., amend to read:

"5.4. Mounting of head restraints

5.4.1. A head restraint shall be mounted on every outboard front seat in every vehicle of category M₁. ~~Seats fitted with head restraints, intended for fitment in other seating positions and in other categories of vehicles may also be approved to this Regulation.~~

5.4.2. 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 04 series of amendments."~~

Insert a new paragraph 5.4.3., to read:

"5.4.3. Notwithstanding paragraphs 5.4.1. and 5.4.2. above, all forward-facing seats fitted with a head restraint or intended to be fitted with a head restraint in other seating positions and in other categories of vehicles covered by the scope of this regulation shall comply with the requirements of this Regulation."

II. Justification

1. The scope of UN Regulation No. 17 contains provisions for all seats, their anchorages and their head restraints in vehicles of categories M and N beside seats in M₂ and M₃ vehicles, approved under UN Regulation No. 80 and excludes only side-facing and rearward-facing

¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2 - www.unece.org/trans/main/wp29/wgs/wp29gen/wp29resolutions.html

seats. The scope is also the right place to enable an optional approval for seats in other categories of vehicles.

2. Paragraphs 5.4.1. and 5.4.2. of the current text of the UN Regulation define seating positions in defined vehicle categories which have mandatorily to be equipped with head restraints.

3. Paragraphs 5.5. to 5.10. of the current UN Regulation specify requirements for all seating positions in a vehicle.

4. Paragraph 5.5.1. clearly requires, that the presence of the head restraint shall not be an additional cause of danger to occupants of the vehicle. In particular, it shall not present in any position of use, any dangerous roughness or sharp edge liable to increase the risk or seriousness of injury to the occupants.

5. The aim of this proposal is to bring the current text of the UN Regulation No. 17 in line with its scope, to ensure, that only safe head restraints will be fitted to seats in all seating positions and in all vehicle categories specified in the scope.

6. UN Regulation No. 25 has not been adapted to the state of the art of passive safety for quite some time. Therefore, UN Regulation No. 25 should not be taken anymore as an equivalent alternative to UN Regulation No. 17 to ensure the safety of head restraints.
