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World Forum for Harmonization of Vehicle Regulations**Working Party on Passive Safety****One-hundred-and-fifty-fifth session**

Geneva, 15–18 May 2011

Item 4.8.4 of the provisional agenda

**1958 Agreement – Consideration of draft amendments
to existing Regulations submitted by GRSP****Proposal for Supplement 1 to the 08 series of amendments to
Regulation No. 17 (Seat-strength)****Submitted by the Working Party on Passive Safety ***

The text reproduced below was adopted by the Working Party on Passive Safety (GRSP) at its forty-ninth session. It is based on ECE/TRANS/WP.29/GRSP/2011/8 and on ECE/TRANS/WP.29/GRSP/2011/11, both as amended by Annex IV to the report (ECE/TRANS/WP.29/GRSP/49, paras. 22-23). It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration.

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I.Proposal

Paragraph 2.3.3., amend to read:

"2.3.3. "Side-facing seat" means a seat which can be used whilst the vehicle is in motion and which faces towards the side of the vehicle in such a manner that the vertical plane of symmetry of the seat forms an angle of 90° ($\pm 10^\circ$) with the vertical plane of symmetry of the vehicle;"

Paragraph 5.1.1., amend to read:

"5.1.1. The installation of side-facing seats shall be prohibited in vehicles of categories M₁, N₁, M₂ (of class II, III and B) and M₃ of a technically permissible laden mass not exceeding 10 tonnes (of class II, III and B)."

Paragraph 5.1.3., shall be deleted

Paragraph 5.5.1. to 5.5.5., amend to read:

"5.5.1. The presence of the head restraint must not be an additional cause of danger to occupants of the vehicle. In particular, it shall not in any position of use exhibit any dangerous roughness or sharp edge liable to increase the risk or seriousness of injury to the occupants.

5.5.1.1. Parts of the front and rear faces of head restraints situated in area 1 as defined in paragraph 6.8.1.1.3. below, shall be so padded as to prevent any direct contact of the head with the components of the structure and shall meet the requirements of paragraph 5.2.4.

5.5.1.2. Parts of the front and rear faces of head restraints situated in area 2, as defined in paragraph 6.8.1.2. below, shall be so padded as to prevent any direct contact of the head with the components of the structure and shall meet the requirements of paragraph 5.2.4. above applicable to the rear parts of seats situated in area 2. In the case of head restraints integrated with the seat back, the front face of the head restraint is considered as the area located above a plane perpendicular to the reference line at 540 mm from the R point and between two vertical longitudinal planes at 85 mm on either side of the reference line.

5.5.2. Parts of the front and rear faces of the head restraints situated in area 1, as defined in paragraph 6.8.1.1.3. below shall pass the energy absorption test.

5.5.2.1. This requirement is deemed to be met if in the tests carried out by the procedure specified in Annex 6 the deceleration of the headform does not exceed 80 g continuously for more than 3 ms. Moreover, no dangerous edge shall occur during or remain after the test.

5.5.3. The requirements of paragraphs 5.5.1. and 5.5.2. above, shall not apply to rear parts of head restraints designed to be fitted to seats behind which no seat is provided.

5.5.4. The head restraints shall be secured to the seat or to the vehicle structure in such a way that no rigid and dangerous parts project from the padding of the head restraint or from its attachments to the seat-back as a result of the pressure exerted by the headform during the test.

5.5.5. In the case of a seat fitted with head restraints, the provisions of paragraph 5.2.3. may, after agreement of the technical service, be considered to be met if the seat fitted with its head restraint complies with the provisions of paragraph 5.5.2. above."

Paragraph 5.5.6., shall be deleted
