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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Sixty-sixth session**

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Item 9 of the provisional agenda

UN Regulation No. 17 (Strength of seats)**Proposal for Proposal for Supplement 5 to the 08 series of amendment and for Supplement 2 to the 09 series of amendment 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 to amend the definition of integrated, detachable and separate head restraint. 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 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, programme activity 02.4), 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

Paragraphs 2.12.1. and 2.12.2., amend to read:

- "2.12. "Head restraint" means a device whose purpose is to limit the rearward displacement of an adult occupant's head in relation to his torso in order to reduce the danger of injury to the cervical vertebrae in the event of an accident;
- 2.12.1. "Integrated head restraint" means a head restraint formed by the upper part of the seat-back. ~~Head restraints meeting the definitions of paragraphs 2.12.2. or 2.12.3. below but which can only be detached from the seat or the vehicle structure by the use of tools or by partial or complete removal of the seat covering, meet the present definition;~~
- 2.12.2. "Detachable head restraint" means a head restraint consisting of a component separable from the seat designed for insertion and positive retention in the seat-back structure. **A detachable head restraint, which can only be detached from the seat by the use of tools and/or after partial or complete removal of the seat covering, meets the present definition;"**

Insert a new paragraph 5.5.6., to read:

- "5.5.6. In the case of a seat with an integrated head restraint, as defined in paragraph 2.12.1. above, the part of the seat back in a height equal to or greater than 700 mm above the R point at any point between two vertical longitudinal planes passing at 85 mm to each side of the vertical median plane of the seat for which the head restraint is intended, shall be viewed as constituting the head restraint."**

II. Justification

1. The proposal introduces clarifications to the definition of integrated and detachable head restraints.
2. The current definition of head restraint was based on the knowledge of the 1980s. The link between integrated and detachable / separate head restraints by the wording "the use of tools or by partial or ..." is no longer useful.
3. Today, head restraints are an important part of the restraint system of a vehicle and contribute to minimizing the risk of injury in the event of an accident. To meet the current legal requirements for vehicle crashes, stable connections between the components of the restraint systems are required. In that cases the vehicle user shall not be able to detach such detachable or separate head restraints without much effort.

In order:

- (a) to avoid the misinterpretation that these stable connections which represents in case of the detachable or separate head restraints a positive retention as defined in paragraphs 2.12.2. and 2.12.3., leads to an integrated head restraint;*
- (b) to describe clear and distinct definitions;
- (c) to allow future innovative head restraint concepts; and
- (d) to be able to prevent vehicle users from taking out head restraints without much effort.

The current text of paragraph 2.12.1. and paragraph 2.12.2., should be modified as described above.

* Note by the secretariat: text to be clarified

3. Paragraph 2.12.3. "Separate head restraint" means a head restraint consisting of a component separate from the seat, designed for insertion and/or positive retention in the structure of the vehicle; should remain as it is.

4. In addition, the proposal aligns the text of the UN Regulation with the draft Amendment 1 to UN Global Technical Regulation No. 7, on the part of the seat back with an integrated head restraint, shall be viewed as constituting the head restraint.
