



Mercedes-Benz

HR-5-7



Reduction Head Restraint Height Vehicles with low roofline

Working group GTR head restraints
23. – 26. January 2006, BaSt, Bergisch Gladbach
Only for information



Background

2-door vehicles

2-door vehicles have foldable front seat backs for access (entry and exit) to the rear seats

Vehicles with low roofline

In vehicles with a low roofline there may be collision or overlapping between head restraint in highest position and roofline, when folding the front seat back forward

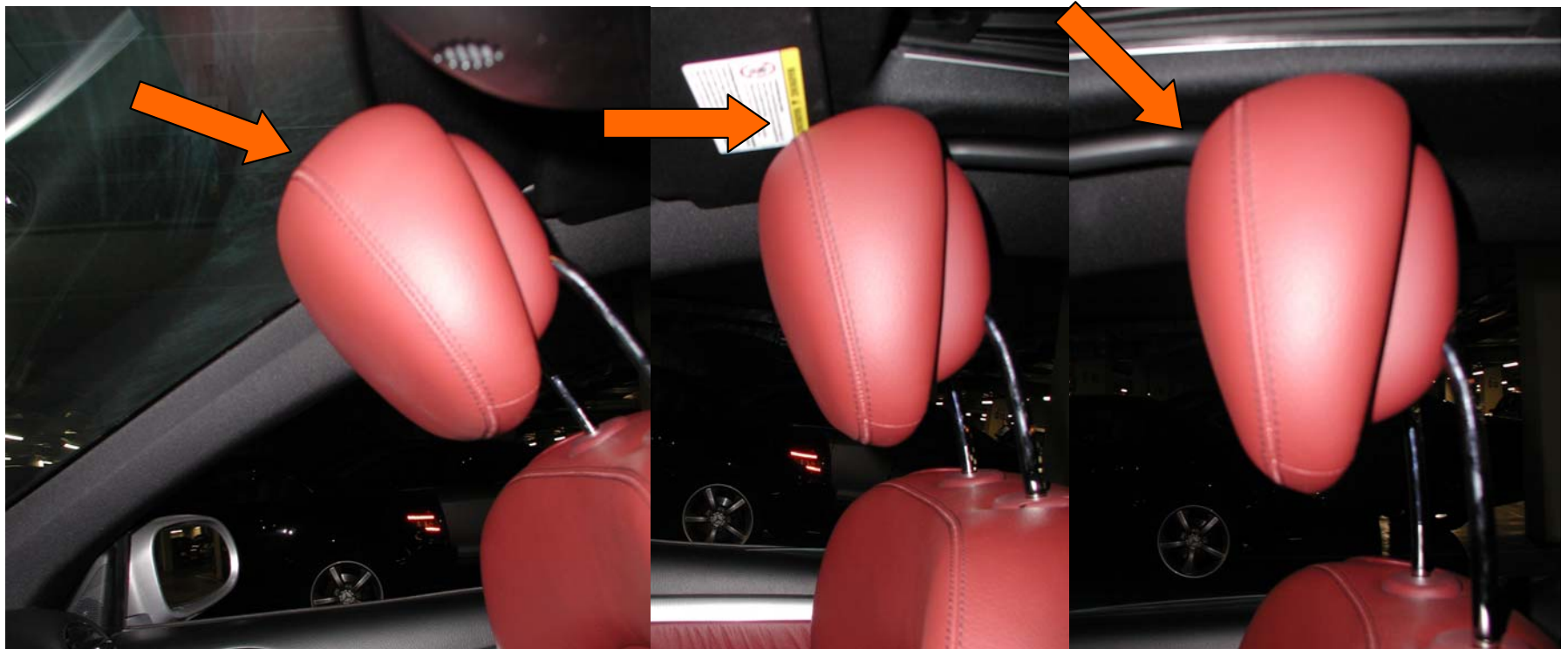




Background


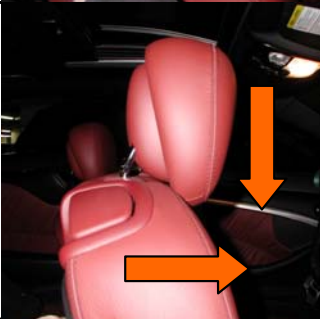

Possible collisions head restraint in highest position

- Collision with roofline / grab handle
- Collision with sun visor
- Collision with windscreen





Technical Solutions

	Version A (mechanical)	Version B (mechanical)	Version C (mechanical)	Version E (el. powered)		
Step 1: Operate release handle	Head restraint height adjuster gets unlocked					
Step 2: Folding seat back forward	Head restraint stays in position, can be pushed down, goes down when contacting interior parts	Head restraint pulled down by bowden cable		Head restraint adjuster in lowest position (el. powered)		
Step 3: Return seat back backward	Head restraint returns in legally required position (bowden cable) and gets locked		Head restraint returns in original position (mechanical) and gets locked	Head restraint returns in original position (el. powered)		
Costs	approx. 7 - 10 Euro / seat		approx. 15 - 20 Euro / seat	Software solution		



Vehicles in Production

CLK-Class and C-Class Sportscoupé

- 2-door vehicles with foldable front seat backs for rear seat access
- Mechanical head restraint height reduction (series, Version A)
- el. powered head restraint height reduction (option, Version E)

Regulatory background

- vehicles meet normal head restraint height requirements
- 25 mm clearance exception is not used for these vehicles

