

Proposal for amendment to Regulation No. 17

I. Proposal

Paragraph 5.2.3., amend to read:

"5.2.3. The rear parts of seats situated in **as well area 1**, defined in paragraph 6.8.1.1. ~~below, as area 2, as defined in paragraph 6.8.1.2.~~, shall pass the energy dissipation test in accordance with the requirements of Annex 6 to this Regulation.

Paragraph 5.2.4., amend to read:

"5.2.4. The surface of the rear parts of seats shall exhibit no dangerous roughness or sharp edges likely to increase the risk of severity of injury to the occupants. This requirement is considered as satisfied if the surface of the rear parts of seats tested in the conditions specified in paragraph 6.1. below exhibit radii of curvature not less than:

2.5 mm in area 1 **and area 2**,
~~5.0 mm in area 2~~,
3.2 mm in area 3.

These areas are defined in paragraph 6.8.1. below."

Paragraph 5.5.2., amend to read:

"5.2.3.2. The requirements of paragraph ~~5.1.3.~~ **5.2.3.** shall not apply to rearmost seats, to back-to-back seats or to seats that comply with the provisions of Regulation No. 21 "Uniform Provisions concerning the Approval of Vehicles with regard to their Interior Fittings" (E/ECE/324-E/ECE/TRANS/505/Rev.1/Add.20/Rev.2, as last amended)."

Paragraph 5.5.2., amend to read:

"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. **The rear of the head restraints situated in as well area 1, as defined in paragraph 6.8.1.1., as area 2, as defined in paragraph 6.8.1.2., shall pass the energy absorption test.**"

Paragraph 5.5.5., shall be deleted:

Transitional Provisions

Tbd and taking account of the update of Reg.16

II. Justification

1. Because of various influences there is a trend to optimize restraint systems; load limiters are now being designed to do their job at significant lower threshold values.
2. Up to now in Reg.16 (par.6.4.1.4.1) is a way for optimization by allowing a restricted contact with the steering assembly, provided the latter fulfils certain energy absorption test requirements and the contact does not occur at a speed higher than 24 km/h.

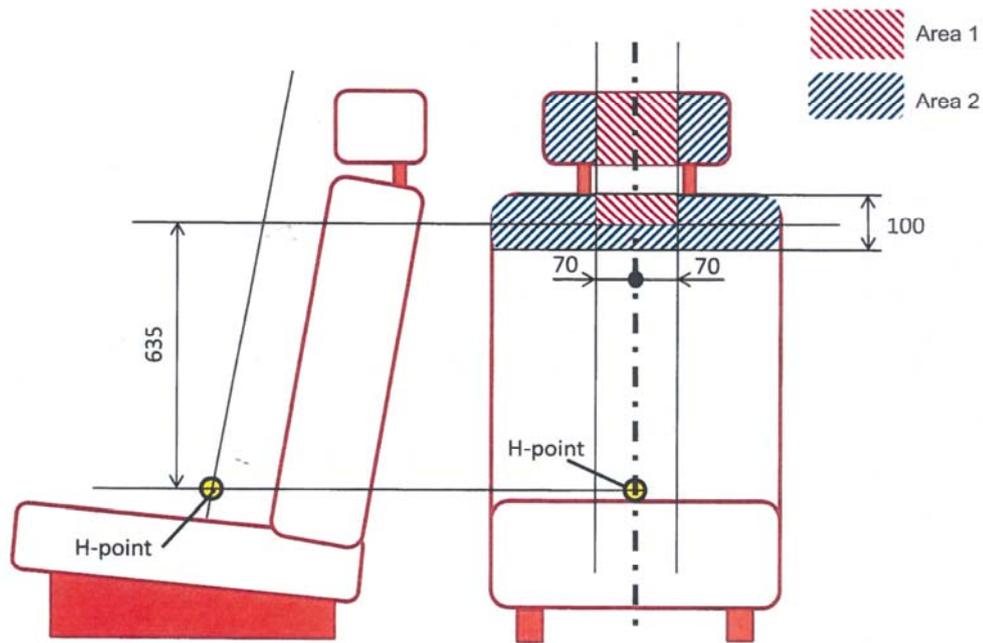
3. For belts on seats for other front facing occupants this way for optimization does not exist yet,

but by improving Reg.17 such that the field, where the head is supposed to hit, fulfils good energy absorption criteria, such a possibility can be created for these other seats.

4. Up to now only Area 1 has to pass energy absorption criteria, however if we will allow in Reg.16 to contact any rigid part in front of the dummy then it will be necessary to involve also Area 2 !

5. The change in par. 5.2.3.2. is just a correction of an editorial error we found.

Here under are indicated the Area 1 and Area 2 for seats with head restraints to have a better idea of this proposal.



Source seat drawing: **tass** international - Helmond