

POSTAL ADDRESS—ADRESSE POSTALE: UNITED NATIONS, N.Y. 10017
CABLE ADDRESS—ADRESSE TELEGRAPHIQUE: UNATIONS NEWYORK

Reference: C.N.367.1999.TREATIES-1 (Depositary Notification)

AGREEMENT CONCERNING THE ADOPTION OF UNIFORM TECHNICAL
PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS
WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND
THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS
GRANTED ON THE BASIS OF THESE PRESCRIPTIONS. GENEVA, 20 MARCH
1958

REGULATION NO. 17. UNIFORM PROVISIONS CONCERNING THE
APPROVAL OF VEHICLES WITH REGARD TO THE SEATS, THEIR
ANCHORAGES AND ANY HEAD RESTRAINTS

1 DECEMBER 1970

PROPOSAL OF AMENDMENTS

The Secretary-General of the United Nations, acting in his capacity as depositary,
communicates the following:

On 23 March 1999, the Secretary-General received from the Administrative Committee of the
above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to Regulation No.
17.

A copy, in the English and French languages, of the document containing the text of the
..... transmitted herewith (supplement 1 to the 07 series) (TRANS/WP.29/645).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement
which read as follows:

“2. An amendment to a Regulation will be considered to be adopted unless, within a period of
six months from its notification by the Secretary-General, more than one-third of the Contracting Parties
applying the Regulation at the time of notification have informed the Secretary-General of their
disagreement with the amendment. If, after this period, the Secretary-General has not received
declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation,
the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon
those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When
a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended
Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the
unamended Regulation will be regarded as an alternative to the amended Regulation and will be
incorporated formally as such into the Regulation with effect from the date of adoption of the
amendment or its entry into force. In this case the obligations of the Contracting Parties applying the
Regulation shall be the same as set out in paragraph 1.

3. Should a new Contracting Party accede to this Agreement between the time of the notification
of the amendment to a Regulation by the Secretary-General and its entry into force, the Regulation in

Attention: Treaty Services of Ministries of Foreign Affairs and of international organizations concerned.

(XI.B.16.17)

question shall not enter into force for that Contracting Party until two months after it has formally accepted the amendment or two months after the lapse of a period of six months since the communication to that Party by the Secretary-General of the proposed amendment.”

17 May 1999

A handwritten signature in black ink, appearing to be the initials 'AJ' or similar, written in a cursive style.



**Economic and Social
Council**

Distr.

GENERAL

TRANS/WP.29/645

16 February 1999

ENGLISH

Original: ENGLISH and
FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

DRAFT SUPPLEMENT 1 TO THE 07 SERIES OF
AMENDMENTS TO REGULATION No. 17

(Strength of seats)

Note: The text reproduced below was adopted by the Administrative Committee (AC 1) of the amended 1958 Agreement at its tenth session following the recommendation by the Working Party at its one-hundred-and-sixteenth session. It is based on document TRANS/WP.29/1998/59, not amended (TRANS/WP.29/640, parra. 154).

General amendments:

Throughout the text of the Regulation (07 series of amendments) correct the word "headrest(s)" to read "head restraint(s)" and the word "seat back(s)" to read "seat-back(s)".

Paragraph 2.15., amend to read:

".... in their upright or folded down position. Head restraints fitted as standard equipment for vehicles equipped with such parts or devices shall be considered as part of the partitioning system. However, a seat equipped with a head restraint shall not be considered as being on its own a partitioning system."

Paragraph 5.1., amend to read (including a new footnote */):

".... of category M1 */"

and add a new footnote */, to read:

"/ Vehicles of category M2 which are approved to this Regulation as an alternative to Regulation No. 80 (in line with paragraph 1.2. to that Regulation) shall also meet the requirements of this paragraph."

Paragraph 5.13.1., amend to read:

".... This requirement is deemed to be met if, during and after the test described in annex 9, the seat backs remain in position and the locking mechanisms remain in place. However, the deformation of the seat backs and their fastenings during the test is permitted, provided that the forward contour of the parts of the tested seat back and/or head restraints, that are harder than 50 Shore A, does not move forward of a transverse vertical plane which passes through:

- (a) a point of 150 mm forward of the R point of the seat in question, for the parts of the head restraint;
- (b) a point of 100 mm forward of the R point of the seat in question, for parts of the seat-back;

excluding the rebound phases of the test blocks.

For integrated head restraints, the limit between the head restraint and the seat-back is defined by the plane perpendicular to the reference line 540 mm from the R point.

All measurements shall be taken in the longitudinal median plane of the corresponding seat or seating position for each seating position constituting the forward boundary of the luggage compartment.

During the test described in annex 9, the test blocks shall remain behind the seat back(s) in question."

Paragraph 5.13.2., amend to read:

"....

This requirement is deemed to be met if, during the test, the partitioning systems remain in position. However, the deformation of the partitioning systems during the test is permitted, provided that the forward contour of the partitioning (including parts of the tested seat-back(s) and/or head restraint(s) that are harder than 50 Shore A does not move forward of a transverse vertical plane which passes through

- (a) a point of 150 mm forward of the R point of the seat in question, for parts of the head restraint;
- (b) a point of 100 mm forward of the R point of the seat in question, for parts of the seat-back and part of the partitioning system others than the head restraint.

For integrated head restraint, the limit between the head restraint and the seat back is the one defined in paragraph 5.13.1.

All measurements shall be taken in the longitudinal median plane of the corresponding seat or seating position for each seating position constituting the forward boundary of the luggage compartment.

After the test, no sharp or rough edges likely to increase the danger or severity of injuries of the occupants shall be present."

Paragraph 5.13.3., should be deleted.

Paragraph 5.13.4., renumber as paragraph 5.13.3.

Annex 9,

Insert a new paragraph 2.1.1.1., to read:

"2.1.1.1. At the option of the car manufacturer, parts whose hardness is lower than 50 Shore A can be removed from the tested seat and head restraint for the tests."

Paragraph 2.1.1.1.(former), renumber as paragraph 2.1.1.2.

Paragraph 2.1.1.2.(former), renumber as paragraph 2.1.1.3., and in the French version only delete the word "avant" (twice, in the first and the last sentence of the paragraph).

Paragraphs 2.1.1.3. to 2.1.1.5. (former), renumber as paragraphs 2.1.1.4. to 2.1.1.6.

Paragraph 3.1., amend to read:

".... After the installation of the test blocks as described in paragraph 2.1 or 2.2., the passenger car body shall be accelerated as shown in annex 9, appendix, so that at the moment of impact, its free running speed is 50 +2/-0 km/h. With the agreement of the manufacturer, the above described test pulse corridor can be used alternatively to fulfil the test of the seat strength according to paragraph 6.3.1."
