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Agenda Item 3.)

Proposal for Draft Amendments to Regulation No. 17
(Seat Strength)

Submitted by Japan

According to ECE Regulation No.17, when conducting test of strength of the seat anchorage and the adjustment, locking and displacement systems using the vehicle shell, the deceleration curve must remain within the hatched area of the "SLED DECELERATION CORRIDOR AS A FUNCTION OF TIME" as described in Annex 9 – appendix. In this case, under Regulation No. 17, decelerating sled devices are used.

In Japan, a waveform within the hatched area of the "SLED DECELERATION CORRIDOR AS A FUNCTION OF TIME" as described in Annex 9 – appendix of Regulation No. 17 can also be obtained with accelerating sled device. Hence it has been judged in Japan that the device used in approval testing can be accelerating sled devices.

In order to clarify the issue, Japan proposes to amend Regulation No. 17 as follows.

Paragraph 6.3.1., amend to read:
A longitudinal horizontal deceleration of not less than 20g shall be applied for 30 milliseconds in the forward to the whole shell of the vehicle, in accordance with the requirements of annex 7, paragraph 1. At the request of the manufacturer the test pulse described in annex 9 - appendix, *or the test pulse obtained by calculation according to the sled deceleration corridor as a function on time,* may be used alternatively.

Annex 7, paragraph 1.5., amend to read:
The trolley deceleration*/acceleration* is measured with data channels of frequency class (CFC) 60 corresponding to the characteristics of International Standard ISO 6487 (1980).

Annex 9, paragraph 3.1., amend to read:
The body of the passenger car shall be anchored securely to a test sled, and this anchorage shall not act as reinforcement for seat-backs and the partitioning system. 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/-0km/h. With the agreement of the manufacturer, the above described test pulse corridor *or the test pulse obtained by calculation according to the sled deceleration corridor as a function on time* can be used alternatively to fulfil the test of the seat strength according to paragraph 6.3.1.

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