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Item 14.1. of the provisional agenda

REGULATION No. 17
(Strength of seats)

Proposal for draft amendments to Regulation No. 17

Submitted by the experts from France and Italy

The text reproduced below was prepared by the experts from Italy and France in order to align the text with the corresponding European Directive 2005/39/EC. It is based on a document without a symbol (informal document No. GRSP-40-10), distributed during the fortieth session of GRSP and comments received by Japan (see report ECE/TRANS/WP.29/GRSP/40, para. 45).

The modifications to the existing text of the Regulation are marked in **bold** characters or marked as strikethrough.

Note: This document is distributed to the Experts of the Working Party on Passive Safety (GRSP) only.

A. PROPOSAL

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to:

- (a) Vehicles of categories M₁ and N 1/ with regard to the strength of seats and their anchorages and with regard to their head restraints;
- (b) Vehicles of categories M₂ and M₃ 1/ with regard to seats not covered by Regulation No. 80, in respect of the strength of seats and their anchorages, and in respect of their head restraints;
- (c) Vehicles of category M₁ with regard to the design of the rear parts of seat backs and the design of devices intended to protect the occupants from the danger resulting from the displacement of luggage in a frontal impact.

It does not apply to vehicles with regard to ~~folding~~ side-facing or rearward-facing seats, or to any head restraint fitted to these seats.

[As long as there are no requirements forbidding side-facing seats, Contracting Parties may continue to apply the requirements already in force for these kind of seats at the time of acceding to this Regulation].

1/ As defined in annex 7 to the Consolidated Resolution of Construction of vehicles (R.E.3), document TRANS/WP.29/78/Rev.1, as last amended by Amendment 4."

Paragraph 2.3., amend to read:

"2.3. "Seat" means a structure which may or may not be integral with the vehicle structure complete with trim, intended to seat one adult person. The term covers both an individual seat or part of a bench seat intended to seat one person. **Depending on its orientation, a seat is defined as follows:**"

Insert new paragraphs 2.3.1. to 2.3.3., to read:

"2.3.1. "**Forward-facing seat**" means a seat which can be used whilst the vehicle is in motion and which faces towards the front of the vehicle in such a manner that the vertical plane of symmetry of the seat forms an angle of less than + 10° or - 10° with the vertical plane of symmetry of the vehicle;

2.3.2. "**Rearward-facing seat**" means a seat which can be used whilst the vehicle is in motion and which faces towards the rear of the vehicle in such a manner that the vertical plane of symmetry of the seat forms an angle of less than + 10° or - 10° with the vertical plane of symmetry of the vehicle;

2.3.3. "Side-facing seat" means a seat which, with regard to its alignment with the vertical plane of symmetry of the vehicle, does not meet either of the definitions given in paragraphs 2.3.1. or 2.3.2. above;"

Paragraph 4.2., amend to read

"An approval number ... (at present **08**, corresponding to the **08** series of amendments) ... vehicle type."

Insert new paragraphs 5.1. to 5.1.3., to read:

"5.1. General requirements

5.1.1. The installation of side-facing seats shall be prohibited in vehicles of categories M₁, N₁, M₂ (of class III or B) and M₃ (of class III or B).

5.1.2. It does not apply to ambulances or to vehicles intended for use by the armed services, civil defence, fire services and forces responsible for maintaining public order.

5.1.3. It also shall further not apply to vehicles of category M₃ (of class III or B) of a technically permissible maximum laden mass exceeding 10 tonnes in which side facing seats are grouped together at the rear of the vehicle to form an integrated room of up to 10 seats. Such side-facing seats shall be fitted with, at least, a head restraint and a two-point belt with retractor type-approved in accordance with Regulation No. 16. The anchorages for the safety belts shall comply with Regulation No. 14."

Paragraphs 5.1. to 5.1.7. (former), renumber as paragraphs 5.2. to 5.2.7.

Paragraph 5.2. (former), renumber as paragraph 5.3. and add a new indent after the title to read:

"With the exception of the provisions of paragraph 5.1., the requirements also apply to side-facing seats of all categories of vehicles."

Paragraphs 5.2.1. to 5.2.3. (former), renumber as paragraphs 5.3.1. to 5.3.3.

Paragraph 5.2.4., renumber as paragraphs 5.3.4. and amend to read:

"5.3.4. All seats which can be tipped forward or have fold-on backs must lock automatically in the normal position. This requirement does not apply to seats fitted in the wheelchair spaces of vehicles of category M2 or M3 of class I, II or A."

Paragraphs. 5.3. to 5.15. (former), renumber as paragraphs 5.4. to 5.16.

Insert new paragraphs 13.7. to 13.10., to read:

- "13.7. As from the official date of entry into force of the 08 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approvals under this Regulation as amended by the 08 series of amendments.**
- 13.8. As from [xx.xx.20xx], Contracting Parties applying this Regulation shall grant ECE approvals only if the requirements of this Regulation, as amended by the 08 series of amendments, are satisfied.**
- 13.9. As from [yy.yy.20yy], Contracting Parties applying this Regulation may refuse to recognize approvals which were not granted in accordance with the 08 series of amendments to this Regulation.**
- 13.10. Notwithstanding paragraphs 13.8. and 13.9., approvals of the vehicle categories which are not affected by the 08 series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them."**

Annex 2

Approval number "072439" amend to read "**082429**" and "07" series of amendments amend to read "**08**".

B. JUSTIFICATION

According to the European Community's participation in the revised 1958 Agreement, the UNECE Regulations have become alternatives to the technical annexes of the corresponding EU Directives. The present amendment is aimed at reinforcing consistency between the UNECE Regulations and the EU Directives.
