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Item B.1.11. of the provisional agenda

**PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 17  
(Strength of seats)**

Transmitted by the expert from the Netherlands

Note: The text reproduced below was prepared by the expert from the Netherlands in order to authorize the use of acceleration test devices for the tests of seat strength and the tests of luggage retention systems. The modifications to the current text of the Regulation are marked in **bold** or ~~striketrough~~ characters.

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Note: This document is distributed to the Experts on Passive Safety only.

**A. PROPOSAL**

Paragraphs 6.3.1. and 6.3.2., amend to read:

- "6.3.1. A longitudinal horizontal deceleration **or acceleration** of not less than 20 g shall be applied for 30 milliseconds in ~~a the forward~~ direction to the whole shell of the vehicle **imitating a frontal collision**, in accordance with the requirements of Annex 7, paragraph 1. At the request of the manufacturer the test pulse described in Annex 9 - appendix, may be used alternatively.
- 6.3.2. A longitudinal deceleration **or acceleration** in accordance with the requirements of paragraph 6.3.1. shall be applied ~~in the rearward direction~~ **imitating a rear collision.**"

Annex 6, paragraph 2., correct the word "decelerometers" to read "accelerometers".

Annex 7, paragraph 1.5., amend to read:

- "1.5. The trolley deceleration **or 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:

- "3.1. 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 **decelerated or accelerated as shown such that the curve remains within the area of the graph in Annex 9, Appendix**, ~~so that at the moment of impact, its free running speed is~~ **and the total velocity change  $\Delta V$  is 50 +0/-2 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."

Annex 9 – Appendix, the heading of the graph, amend to read:

"Annex 9 - Appendix

~~SLED DECELERATION~~ **CORRIDOR OF SLED'S DECELERATION OR  
ACCELERATION AS A FUNCTION OF TIME  
(Simulation of frontal impact)"**

**B. JUSTIFICATION**

This document aims to allow acceleration test devices as well as deceleration test devices for the tests of the seat strength and the test of luggage retention, using a similar wording to that used in Regulation No. 44.

Annex 6, paragraph 2. should be corrected, because paragraph 1.2.2. of Annex 6 is requiring the fitting of two accelerometers. Therefore, the same wording should be used in paragraph 2. to indicate the same equipment.

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