

Proposal for supplement 1 to the 10 series of amendments, for supplement 2 to the 11 series and for supplement 1 to the 12 series of amendments to UN Regulation No. 17 (Strength of seats, their anchorages and head restraints)

The text reproduced below was prepared by the expert from Germany on behalf of the TF GRSP AVRS, to enable the application of the regulation to vehicles equipped with an ADS [feature type 2]. The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Insert a new paragraph 0., to read:

- “0. Introduction**
- 0.1. For supplement 1 to the 10 series and supplement 2 of the 11 series of amendments:**
- 0.1.1. The Regulation is amended to account for vehicles of category X. The scope is updated to reflect that this Regulation does not apply to vehicles of category Y, since no occupants are inside the vehicle under any circumstances.**
- 0.1.2. The Regulation was originally drafted for vehicles with driver and manual driving controls and it is the intention of this new amendment to keep the spirit of the regulation and to extend its application to vehicles without driver and manual driving controls. In the absence of driver/manual driving controls, provisions related to them shall not be taken into account if not already covered by this amendment.**
- 0.1.3. In case of vehicles with an ADS where those vehicles are also equipped with a manual driving mode operating at a speed of more than 6 km/h it is expected that in the manual driving mode the technical requirements can be applied as they would for a conventional vehicle. In a mode where an ADS feature is active the relevant ADS requirements have to be fulfilled.”**

Paragraph 1., amend to read:

- “1. Scope**
- This Regulation applies to:**
- (a) Vehicles of categories M₁¹ and N₁ with regard to the strength of seats and their anchorages and with regard to their head restraints;**
 - (b) Vehicles of categories M₂ and M₃ 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 side-facing or rearward-facing seats, or to any head restraint fitted to these seats, with the exception vehicles

of category M₂ and M₃ of classes A and I, subject to the provisions of paragraph 5.1.1.

Vehicles of other categories may also be approved under this Regulation, in respect of the strength of seats and their anchorages, and in respect of their head restraints.

This Regulation does not apply to vehicles of category Y.”

Paragraph 1., footnote 1, amend to read:

“¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.78, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>”

Annex 14, paragraph 3.1.7.8., amend to read:

“3.1.7.8. The upper legs of the ~~driver~~ dummy shall rest against the seat cushion to the extent permitted by placement of the feet. Adjust the spacing of the legs so that the centreline of the knees and ankles is 200 mm (±10mm) apart and ensure that the knees are level.”

Annex 15, paragraph 1., amend to read:

“1. Purpose
Procedures for folding or retracting head restraints in all designated seating positions equipped with head restraints, except ~~the~~ a driver’s designated seating position.”

II. Justification

See paragraph 0. in the proposal.
