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Item 9 of the provisional agenda

UN Regulation No. 17 (Strength of seats, their anchorages and head restraints)

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

**Submitted by the expert from the European Association of Automotive
Suppliers (CLEPA) ***

The text reproduced below was prepared by CLEPA to modify the current wording which creates misunderstandings and a non-harmonized application of the regulation by technical services. Amendments to UN Regulation No. 17 are marked in bold for new and strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Paragraph 2.13., amend to read:

- “2.13. *“Head restraint”* means at any designated seating position, a device that limits rearward displacement of a seated occupant's head relative to the occupant's torso and that has a height equal to or greater than 700 mm at ~~any~~ **at least one point** between two vertical longitudinal planes passing at 85 mm on either side of the ~~torso line~~ **longitudinal median plane of the seat**, in any position of backset and height adjustment, as measured in accordance with Annex 10.”

Paragraph 5.5.1.2., amend to read:

- “5.5.1.2. Parts of the front and rear faces of head restraints situated in area 2, as defined in paragraph 6.8.1.2. below, shall be so padded as to prevent any direct contact of the head with the components of the structure and shall meet the requirements of paragraph 5.2.4. above applicable to the rear parts of seats situated in area 2. When paragraph 5.2.4.2. is used for front faces of head restraints the energy dissipation test shall be conducted according to Annex 12. In the case of head restraints integrated with the seat back, the front face of the head restraint is considered as the area located above a plane perpendicular to the reference line at 540 mm from the R point and between two vertical longitudinal planes at 85 mm on either side of the ~~reference line~~ **longitudinal median plane of the seat.**”

Paragraph 5.6.3., amend to read:

- “5.6.3. When measured in accordance with Annex 4, the lateral width of a head restraint shall be not less than 85 mm on either side of the ~~torso line~~ **longitudinal median plane of the seat** (distances L and L').”

Annex 4, paragraph 2.4., amend to read:

- “2.4. Measure the distances L and L' in the plane S1 between the vertical longitudinal planes *) passing through the ~~torso line~~ **longitudinal median plane of the seat** and the planes P and P'.”

Annex 4, figure 4-1, delete the label “Torso line”.

Annex 6, paragraph 1.4.2.2., amend to read:

- “1.4.2.2. The ~~front and~~ rear zones are ~~respectively~~ bounded by the horizontal plane tangential to the **horizontal** top of the head restraint ~~as determined in paragraph 6.5. as shown in figure 10-4 of this Regulation.~~”

Annex 8, paragraph 2.3., amend to read:

- “2.3. The area of measurement is **on the front face of the head restraint**, anywhere between two vertical longitudinal planes passing at 85 mm on either side of the ~~torso line~~ **longitudinal median plane of the seat** and above the top of the seat back at a height greater than 540 mm.”

Annex 11, paragraph 2. to 2.1., amend to read:

- “2. Demonstrate compliance with paragraph 5.6.6. by measuring the R-point backset of the head restraint based on the usage of apparatus that facilitates the measurement of coordinates and for its dimensions is based on Figure 10-2 of Annex 10. **The H-Point machine itself is not placed on the seat during this measurement.**”

Annex 12, paragraph 3.3.2., amend to read:

- “3.3.2. Impact the front surface of the seat or head restraint at any point with a height greater than 635 mm from the R-point and within a lateral distance **of 70 mm** from the **median longitudinal plane of the seat** ~~head restraint vertical centreline of 70 mm~~ and measure the acceleration.”

II. Justification

1. Since the 10 series of amendments, some test procedures are referenced to the torso line whereas the majority is referenced to the median longitudinal plane of the seat or to the reference line. In order to harmonize the set ups of all tests we propose to substitute the wording torso line in test procedures by the term ‘median longitudinal plane of the seat’ in Regulation No. 17.
 2. During the creation of UN Global Technical Regulation No. 7 it was understood that the following principle shall be applied to decide if a head restraint is present or not in the vehicle: in the case that seat trim is present at a height over 700 mm at at least one point within +/- 85 mm from a longitudinal median plane of the seat, then it should be considered that a head restraint is present and that this head restraint needs to comply with the requirements of this regulation. The proposal to develop a UN Global Technical Regulation concerning head restraints (ECE/TRANS/180/Add.7, Appendix 1) explains this principle in paragraphs 33 and 36. The definition of head restraint and the wording ‘any’ gave another meaning than intended and it is therefore proposed to align to the principle explained.
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