

Minutes of the second ad-hoc meeting of EqOP's Task force 2 – Rear impact assessment

Participants: OICA, CLEPA, Netherlands, Germany, USA, France, Sweden, Spain, Cellbond, Humanetics
13th of June 2024 at 12:00-14:00, on-line meeting.

NL presented its proposal regarding upgrading the “102 mm test” of R17.

CLEPA presented its concerns. The “102 mm test” is an appropriate test to assess the integrity and strength of the seat back and its fixations, but the test is not intended to be a safety performance test regarding protection against soft tissue neck injuries. There is a risk that the NL proposal could result in stiffer seat backs in a way as to be counterproductive regarding protection against soft tissue neck injuries.

CLEPA presented its proposal. The idea is to make a simple geometric check to prevent gaps in the supporting structure.

Question 1: should the foam be removed? Yes, this should be defined.

Question 2: why 120 mm? It is a proposed measure related to a certain intrusion by the testing sphere with a 165 mm diameter. This should be defined more thoroughly.

Further discussion on:

- Children are outside the scope of EqOP but must be considered when changing regulations.
- Most concepts often regard front seats. There are significant differences between front and rear seats. With automated vehicles we will need to consider all seats. (Remark: Although they are already used today) We must have the same high level of protection in all seats.
- Difference between driving or not driving. A driver does not lean against the headrest.
- Effectiveness of regulatory change. USA stated that a safety need and evidence that a technical proposal addresses the identified safety need, must be shown before moving forward with a potential long-term solution.
- The group agreed that the changes (i.e., CLEPA's proposal) discussed at this meeting is short term in ECE R17, and with the goal to hinder poor design.
- CLEPA referred to the research project ADSEAT, and an earlier presentation, regarding effectiveness. CLEPA is planning to evaluate the effectiveness of its proposal more.
- NL states that we will need to do a thorough mid to long-term work and, i.e., do it right from the beginning, including estimations of effectiveness and already from the beginning make sure that regulations are inclusive.

Next steps:

- Define the gap (the “120 mm”) as well as the removal of the foam of the CLEPA proposal.
- Follow-up meeting, on-line, on the 4th of September (12.00-14.00) to allow one more discussion before CLEPA submits a formal document for the December GRSP meeting.
- Next TF2 in-person meeting is on the 9th of September. CLEPA will at that meeting present experiences from the ADSEAT project, like what was presented at the workshop at BAST in September 2023. Here is a link to the documentation from that workshop. [EqOP 1st workshop - Transport - Vehicle Regulations - UNECE Wiki](#)