

Minutes of the third ad-hoc meeting of EqOP's Task force 2 – Rear impact assessment / CLEPA proposal GRSP-75-30e

4th of September 2024 at 12:00-14:00

Participants: OICA, CLEPA, Netherlands, Germany, France, Sweden, Spain, IIHS, Cellbond

Discussion of the CLEPA proposal

CLEPA presented results from the EU Research Project ADSEAT, which are justifying the CLEPA proposal regarding a change to UNECE R17 according to CLEPA. The idea is to make a geometric check to prevent gaps in the supporting headrest structure.

NL repeated its view that we should do it right from the beginning and make sure that regulations are inclusive and complete.

CLEPA responded that the focus of the CLEPA proposal is to improve the situation of front row seats. Rear seats must, for instance, be tested for luggage retention. Thus, the conditions differ.

Chair stated that we should adopt a stepwise approach and supports the CLEPA proposal.

OICA also supports CLEPA as the findings show that the proposed change will be effective. If we can close the gaps of headrest structures, we will see real-life benefits. OICA supports a stepwise approach as most adults still are seated in the front outboard seats.

Remark: there is already a written informal document for the GRSP May 2024.

Find here the links to the CLEPA proposal and the presentation:

[GRSP-75-30e.pdf \(unece.org\)](#)

[PowerPoint Presentation \(unece.org\)](#)

We discussed again the need for a justification of the “120 mm” as well as the need to define the removal of the foam in the CLEPA proposal.

Next meeting

On-line on the 8th of October (13.30-14.30) to allow more discussion on the proposal before the December GRSP meeting.