

## **Status Report on the United States of America's Incorporation of GTR 7 on Head Restraints into Its National Standards**

The United States of America (U.S.), as a Contracting Party of the 1998 Global Agreement, under the World Forum for Harmonization of Vehicle Regulations (WP.29), voted in favor of establishing the seventh global technical regulation (gtr) on Head Restraints (gtr 7) at the March 2008 Session of the Executive Committee of the 1998 Agreement. Per this Agreement, the U.S. is obligated to initiate the process for adopting the provisions of gtr 7.<sup>1</sup>

The U.S. has begun its internal rulemaking process to evaluate and incorporate the provisions of the gtr into the existing U.S. Federal Motor Vehicle Safety Standard. The primary efforts are focused on redrafting the language in the U.S. standard to require some measurements to be taken from a new reference point (called the R-point), incorporating new methods to evaluate the non-use position of the head restraint, and extending the scope of the standard to all seating positions in a vehicle. This activity would harmonize the U.S. standard with the gtr, thus satisfying the obligation under the 1998 Agreement stated above.

As of March 2009, the end of the one-year period after the date of the establishment of gtr 7 in the Global Registry, the U.S. had neither adopted the gtr nor decided not to adopt the gtr into its own laws or regulations. Per paragraph 7.4 of Article 7, the U.S. is accordingly obligated to submit a report to the Secretary-General on the status of the GTR in its domestic process. The submission of this document satisfies that obligation as well.

---

<sup>1</sup> While the Agreement obligates such contracting parties to begin their processes, it leaves the ultimate decision of whether to adopt the GTR into their domestic law to the parties themselves.