
**Impact test procedures for road
vehicles — Rear seat positioning
procedures for Hybrid III 5th
percentile female dummy**

*Procédures de chocs pour les véhicules routiers - Procédures
d'installation et de positionnement en places arrières des mannequins
Hybrid III 5ème percentile femme*

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO could not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

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For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#)

ISO/TR 17950 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 36, *Safety and impact testing*.

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Impact test procedures for road vehicles — Rear seat positioning procedures for Hybrid III 5th percentile female dummy

1 Scope

This document specifies the conditions for the recommended placement of the Hybrid III 5th percentile female frontal impact dummy (HIII5F) when used in forward-facing outboard 2nd row rear seating positions of passenger cars (M Category) for frontal impact testing. For example:

- Frontal Impact 0° and Pole (ISO 3560)
- Frontal Impact Offset Deformable Barrier (ISO 15828)

2 Normative references

There are no normative references in this document.

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <http://www.iso.org/obp>

2.1

H points of Hybrid III 5th percentile female dummies for rear seat position design H point

locations of the Hybrid III 5th dummy H point on a seat adjusted to the manufacturer's specification for a 5% female

Note 1 to entry: The H point is the point of the H joint.

Note 2 to entry: The design H-point is defined as the H-point of SAE J826 device corrected in accordance with 6.2.2.

2.2

Seat Reference Point

marked point at the side of the seat near the H-point

4 Symbols and abbreviated terms

- X forward direction of the vehicle
- Z downward direction of the vehicle
- SRP Seat Reference Point

5 Recommendations

5.1 General

It is recommended to start with the positioning of the rear outboard dummies to facilitate the placement of all dummies.

5.2 Position of the rear seats

5.2.1 Rear seats

Longitudinal seat adjustment should be positioned according to the design longitudinal position for Hybrid III 5th percentile female dummy defined by car manufacturer. If no design position is available, the seat should be adjusted as close as possible to the mid-track position.

Vertical seat adjustment should be positioned in the design position defined by car manufacturer. If no design position is available, the seat should be adjusted as close as possible to the lowest position.

If pitch angle can be adjusted independently, it should be adjusted according to the design position defined by car manufacturer. If no design position is available, it should be as close as possible to the mid-angled position.

In absence of any manufacture specifications the default procedure should be:

- 1) The seat control that primarily moves the seat vertically should be used to adjust the seat reference point to the upper most vertical location.
- 2) The seat control that primarily moves the seat fore-aft should be used to adjust the seat reference point defined to the rear most location.
- 3) The range of angles of the seat cushion pitch referring to the line and using only the control(s) that primarily adjust(s) the cushion pitch should be determined and recorded, and the set cushion pitch should be as close as possible to the mid-angle.
- 4) The seat control that primarily moves the seat vertically should be used to adjust the seat reference point to the lowest vertical location. A verification that you are still at the rearmost seat track location should be conducted. The X position should be recorded.
- 5) The seat control that primarily moves the seat fore-aft to adjust the seat reference point to the forward most location should be used and the X position recorded.
- 6) The midpoint of X-positions recorded in 4.) and 5.) should be calculated and marked.
- 7) The seat control that primarily moves the seat fore-aft to adjust the seat reference point to the X position marked in step 6 (-0/+2 mm) should be used, or, if not possible, to the first X possible position rearward the marked position in step 6. If the seat cannot be placed exactly at the midpoint the next closest available rearward setting should be selected.

NOTE For some vehicles this final step changes the cushion pitch as established in step 7; this is acceptable.

- 8) The test seat position (for example recording the position of the reference point) should be measured and recorded.

5.2.2 Rear seatbacks

If adjustable, the rear seatbacks should be set at the manufacturer's design position. If no design position is available and the seatback is adjustable independently from the fore-aft adjustment, the seatback should be adjusted to 25° or as close as possible.

5.2.3 Rear head restraints

The head restraint position to the vehicle manufacturer's nominal design position for a 5th percentile adult female occupant should be set, or in the lowest locking position if no design position is available.

5.2.4 Seat supports

Any adjustable parts that provide additional support should be positioned so that they are in the lowest or fully retracted positions, e.g.: the seat's adjustable lumbar supports are positioned so that the lumbar supports are in the lowest, retracted or deflated adjustment positions.

5.2.5 Seatbelt upper torso adjustment

Any seatbelt upper torso adjustment at the vehicle manufacturer's design position for the 5th percentile female should be placed. If no design position is specified, the seatbelt upper torso adjustment should be adjusted to the lowest vertical position.

5.2.6 Armrests

If adjustable, the armrests can be stowed

5.2.7 Defining the seat centre reference line

In case of bucket seats:

For future reference, the longitudinal seat center reference line of the seat cushion should be located and marked. The intersection of the vertical longitudinal plane that passes through the SRP and the seat cushion upper surface determines the longitudinal center line of a bucket seat cushion.

In case of bench seats:

For future reference, the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the seat cushion upper surface and the mid seating position point should be located and marked. This is defined as:

- 1) designated seating transverse position defined by car manufacturer;
- 2) the middle of the head restraint, if size of the dummy allows it; and
- 3) the middle position of HIII 5th (or SAE dummy), ensuring the best pelvis alignment (minimal yaw in the most rearward position).

5.3 Design H-Point Determination

5.3.1 Determining the H-point of SAE J826 device

The seat in front of the occupant can be displaced to the foremost position to facilitate access to the occupant's seat. Final position of the seat in front of the occupant is based on the test protocol.

- 1) Using only the controls that move the seat fore-aft, the test seat should be returned to the rearmost position to facilitate placement of the SAE H-point manikin.
- 2) The SAE H-point manikin in the seat and position the seat to the test position for the 5th percentile female should be placed, as defined in 6.1.
- 3) The procedure as described in SAE J826 should be followed, except that the length of the lower leg and thigh segments of the SAE H-point manikin should be adjusted to the 50th percentile (418 mm) and 10th percentile (408 mm) positions respectively.
- 4) The seat back angle should be set to achieve the torso angle specified by the manufacturer.

5) The H-point (of the SAE H-point manikin) X, Y and Z coordinates should be recorded.

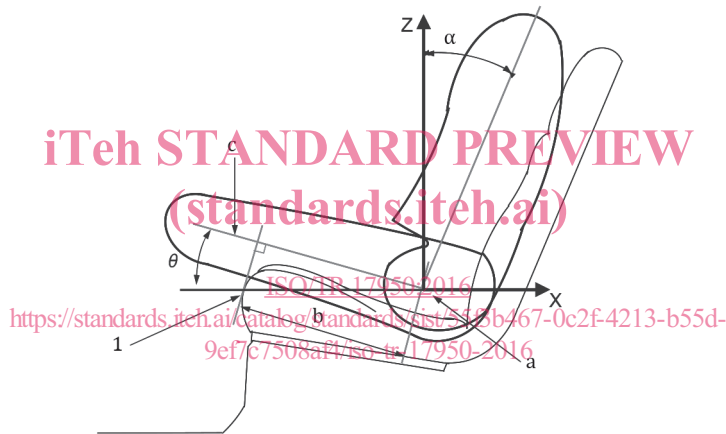
NOTE If there is not sufficient clearance to permit the placement of the SAE H-point manikin legs or feet, install the manikin with the legs removed.

5.3.2 Method for deriving the Design H Points of Hybrid III 5th percentile female Dummies for rear seat position

The SAE J826 anthropomorphic model with its thigh and leg lengths adjusted to 408 mm and 418 mm respectively should be installed on a seat which is adjusted to the manufacturer’s specification for 5th percentile female, the positions of its H point or those of the H joint (X50M, Z50M) should be determined.

The seat cushion length (“SCL”) shown in [Figure 1](#) is the distance between the front end of the seat cushion (XFt, ZFt) and the SAE H-point manikin’s H-point (X50M, Z50M). The front end of the seat cushion should be determined by drawing a perpendicular line from the manikin’s thigh line to the front end of the seat cushion in the vertical plane.

The design H point of a Hybrid III 5th percentile female dummy for rear seat position is derived in accordance with the formula shown in [Table 1](#).



Key

- 1 front end of seat cushion (XFt, ZFt)
- a H point (X50M, Z50M)
- b SCL-138 mm
- c Manikin thigh line
- α Seat back angle
- θ Angle of front end and manikin thigh-line

Figure 1 — Definition of SCL (Seat Cushion Length)

$$SCL - 138 = \left(|X_{Ft} - X_{50M}| * \cos \theta - |Z_{Ft} - Z_{50M}| * \sin \theta \right)$$

Table 1 — Design H-point of Hybrid III 5th female

x-axis coordinate X5F	X50M+(138-0,323×SCL)
z-axis coordinate Z5F	Z50M

5.4 Installation and positioning of Dummy

5.4.1 Installation method for Hybrid III 5th percentile female Dummies

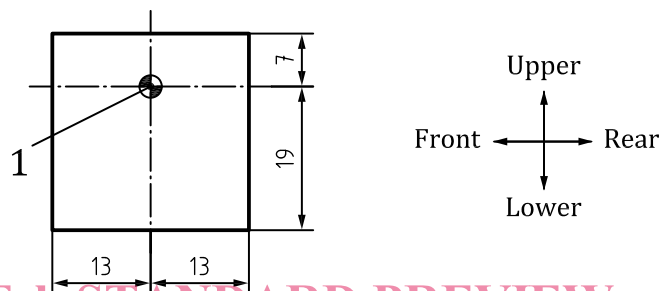
The rear seats of the test vehicle should be adjusted to the test position defined in 6.1.

The Hybrid III 5th percentile female dummies should be installed on the rear seats of the test vehicle

5.4.1.1 Seating position

The dummy should be seated in such a position that its longitudinal center line is aligned with the design seat center line. The torso of the dummy should be in contact with the seatback.

The pelvis should be adjusted so that the left and right H-points of the dummy are coincident with the H-points calculated in 6.2.2, within the tolerance defined in [Figure 2](#).



Key

1 design hip point

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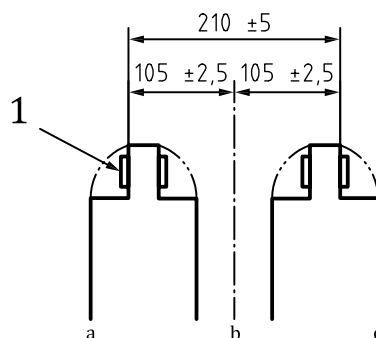
Figure 2 — H point position tolerance

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The pelvic angle should be kept within $20,0^\circ \pm 2,5^\circ$ and recorded.

5.4.1.2 Position of the legs and feet

The initial distance of the outside metal surfaces of the dummy's knees can be $210\text{mm} \pm 5\text{mm}$ as shown in [Figure 3](#). Below; however, this distance does not finalize the position of the knees.



Key

1 outside metal surface

a Left

b Dummy centre

c Right

Figure 3 — Initial knee distance for Hybrid III 5th percentile female