



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.29/GRSP/43
16 June 2008

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

**REPORT OF THE WORKING PARTY ON PASSIVE SAFETY
ON ITS FORTY-THIRD SESSION
(Geneva, 19 – 23 May 2008)**

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I. ATTENDANCE

1. The Working Party on Passive Safety (GRSP) held its forty-third session from 19 (afternoon) to 23 (morning only) May 2008 under the chairmanship of Mrs. S. Meyerson (United States of America). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690): Australia; Canada; China; Czech Republic; Denmark; Finland; France; Germany; Hungary; India; Italy; Japan; Netherlands; Norway; Poland; Republic of Korea; Republic of South Africa; Russian Federation; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland; United States of America. An expert from the European Commission (EC) participated. Experts from the following non-governmental organizations participated: International Organization of Motor Vehicle Manufacturers (OICA); European Association of Automotive Suppliers (CLEPA); Consumers International (CI), European Enhanced Vehicle-safety Committee (EEVC) and International Standard Organization (ISO).

2. The informal documents distributed during the session are listed in Annex I to this report.

II. ADOPTION OF THE AGENDA (Agenda item 1)

3. GRSP agreed to insert a new agenda item 20(g) and adopted the agenda.

III. PEDESTRIAN PROTECTION (gtr) (Agenda item 2)

A. Flexible legform impactor (Agenda item 2(a))

Documentation: Informal document No. GRSP-43-07 of Annex I to this report

4. GRSP noted the decision of AC.3, at its last session in March 2008, to postpone to the June 2008 session the vote of the draft gtr. Once the gtr is established an informal group would continue the work on the technical evaluation group (Flex-TEG) to develop phase II of the gtr under the chairmanship of Japan.

5. The expert from Japan introduced the last status report on the flexible pedestrian legform impactor prepared by the Flex-TEG (GRSP-43-07).

B. Proposal for draft amendments to the draft global technical regulation (gtr) (Agenda item 2(b))

Documentation: ECE/TRANS/WP.29/GRSP/2008/2; ECE/TRANS/WP.29/2007/93 and Corr.1; ECE/TRANS/WP.29/2007/94 and Corr.1; ECE/TRANS/WP.29/2007/105

6. GRSP noted ECE/TRANS/WP.29/GRSP/2008/2 aimed at introducing a tolerance on the geometric criteria that determine the exemption of flat front vehicles (approved either as category 1-1 or as category 2 vehicles). The expert from Germany gave a presentation showing the groups of vehicles that could benefit from the proposed tolerances. The expert from Japan supported in general the proposal but raised a study reservation. The expert from the United Kingdom informed

GRSP that the proposal (submitted at the European Union level to amend the draft proposal of transposition of the gtr) had received support by the European Parliament, but concerns had arisen on possible distortions of the market. The expert from the EC clarified that this exemption would cover N₁ vehicles and M₁ vehicles with maximum laden mass > 2.5t derived from N₁ only. The expert from the United States of America expressed concerns with this proposal of exemption and said she would have to re-examine how it would affect their domestic vehicle fleet. The GRSP Chairperson suggested that this allowance could be an amendment of a possible transposition of the gtr into the 1958 Agreement.

7. GRSP agreed to defer the discussion of the proposal to the next GRSP December session awaiting the adoption of the current draft gtr proposal by AC.3 (ECE/TRANS/WP.29/2007/93 and Corr.1; ECE/TRANS/WP.29/2007/94 and Corr.1; ECE/TRANS/WP.29/2007/105).

IV. HEAD RESTRAINTS (Agenda item 3)

A. Proposal for draft amendments to the global technical regulation (Agenda item 3(a))

Documentation: ECE/TRANS/WP.29/2008/54; ECE/TRANS/WP.29/2008/55; ECE/TRANS/WP.29/2008/76; Informal document No. GRSP-43-01 of Annex I to this report

8. GRSP noted the establishment in the Global Registry by consensus vote of gtr No. 7 on head restraints (ECE/TRANS/WP.29/2008/54; ECE/TRANS/WP.29/2008/55) at the AC.3 March 2008 session.

9. Referring to his presentation (GRSP-43-01), the expert from Japan announced the transmission of ECE/TRANS/WP.29/2008/76 (proposal to develop phase II of gtr No. 7 and to establish an informal group) to WP.29 and AC.3 for consideration at their June 2008 sessions. The expert from the United States of America informed GRSP about the ongoing research on whiplash protection at moderate speed impacts and that phase II of the gtr should address this situation. She indicated that BioRID II was among the dummies being evaluated for moderate speed impacts. She suggested that if one style of dummy could be used for both low and high test pulses, there would likely be a cost savings. She stated that the status of the research from her country would be available for the next GRSP December 2008 session. Welcoming the initiative, GRSP endorsed the request by the expert from Japan to submit comments or amendments to his proposal to the next WP.29 and AC.3 June 2008 sessions.

V. GTR No. 1 - DOOR LOCKS AND DOOR RETENTION COMPONENTS (Agenda item 4)

A. Proposal for draft amendments to global technical regulation No. 1 (Agenda item 4(a))

Documentation: ECE/TRANS/WP.29/AC.3/18; ECE/TRANS/WP.29/GRSP/2008/3; ECE/TRANS/WP.29/GRSP/2008/4; Informal document No. GRSP-43-04 of Annex I to this report

10. The expert from the United States of America informed GRSP that the rulemaking procedure to transpose gtr No. 1 was still in progress. Accordingly, GRSP agreed with her request to

defer the discussion to the next GRSP December session and requested the secretariat to distribute GRSP-43-04 with an official symbol.

VI. SIDE IMPACT (Agenda item 5)

A. Exchange of views on side impact (Agenda item 5(a))

Documentation: Informal documents Nos. GRSP-43-13 and GRSP-43-17 of Annex I to this report

11. The expert from the United States of America gave two presentations (GRSP-43-13 and GRSP-43-17) regarding the research programme conducted in her country concerning child protection in the event of side impact. GRSP noted the AC.3 statement at its March 2008 session regarding the relevance of this issue and confirmed this agenda item for the next meeting.

VII. CRASH COMPATIBILITY (Agenda item 6)

A. Exchange of views on vehicle crash compatibility (Agenda item 6(a))

Documentation: Informal documents No. GRSP-43-11 of Annex I to this report

12. The expert from the United States of America informed GRSP about the research work on offset barriers in her country (GRSP-43-11). She stated that the preliminary results of the progressive deformable barrier (PDB) showed better performance than the current Regulation No. 94 barrier, when used with heavier vehicles. She added that this could potentially allow manufacturers to reduce the stiffness of bigger vehicles and thus improve compatibility.

VIII. HYDROGEN AND FUEL CELL VEHICLES - SUBGROUP ON SAFETY (HFCV-SGS) (Agenda item 7)

A. Subgroup on Safety (HFCV-SGS) (Agenda item 7(a))

Documentation: ECE/TRANS/WP.29/AC.3/17

13. The expert from the United States of America informed GRSP about the outcome of the last meeting held in Washington on 13-16 May 2008. Moreover, she stated that a proposal by the expert from OICA had been submitted regarding fuel system integrity. She concluded that a first draft gtr was in the process and that the next meeting was intended to be held in Japan in September 2008.

IX. REGULATION No. 11 (Door latches and hinges) (Agenda item 8)

A. Alignment to gtr No. 1 (Agenda item 8(a))

Documentation: ECE/TRANS/WP.29/GRSP/2008/5; ECE/TRANS/WP.29/GRSP/2008/6; Informal documents Nos. GRSP-43-03, GRSP-43-23, GRSP-43-24 and Rev.1 of Annex I to this report

14. GRSP agreed with the request by the expert from OICA to proceed with the amendments to Regulation No. 11 as a matter of urgency, even though the corresponding amendment to the gtr was deferred to the next GRSP December 2008 session.

15. GRSP considered GRSP-43-03 regarding cases where back or side doors open vertically (e.g. gull-wing). Following the discussion, GRSP agreed that more time was needed to examine the proposal. The secretariat was requested to distribute GRSP-43-03 with an official symbol for consideration at the next GRSP December 2008 session.

16. GRSP considered ECE/TRANS/WP.29/GRSP/2008/5. Taking into account the comments received in GRSP-43-23, GRSP adopted the proposal as reproduced in Annex II of this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their November 2008 sessions, as draft Supplement 1 to the 03 series of amendments to Regulation No. 11.

17. With regard to ECE/TRANS/WP.29/GRSP/2008/6, GRSP considered GRSP-43-24/Rev.1, encompassing the comments received. GRSP adopted the proposal as reproduced in Annex II of this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their November 2008 sessions, as a part of (see para. 16) draft Supplement 1 to the 03 series of amendments to Regulation No. 11.

X. REGULATION No. 14 (Safety-belt anchorages) (Agenda item 9)

A. ISOFIX anchorages (Agenda item 9(a))

Documentation: ECE/TRANS/WP.29/GRSP/2006/19; Informal documents Nos. GRSP-43-09 and GRSP-43-10 of Annex I to this report

18. GRSP considered GRSP-43-09, tabled by the expert from Germany and superseding ECE/TRANS/WP.29/GRSP/2006/19 concerning top tether anchorage markings. The expert from OICA requested to defer the decision on the proposal until the voluntary commitment (on the same subject) of the Alliance of Automobile Manufacturers (Alliance) was finalized.

19. GRSP requested the secretariat to distribute GRSP-43-09 with an official symbol for consideration at the next GRSP December 2008 session. The expert from Germany voluntarily agreed to submit an updated proposal in the case of changes introduced by the final Alliance voluntary commitment.

20. The expert from Germany introduced GRSP-43-10. GRSP requested the secretariat to

distribute it with an official symbol for consideration at the next GRSP session.

B. Mandatory fitting of safety-belt anchorages for Class II buses (Agenda item 9(b))

Documentation: ECE/TRANS/WP.29/GRSP/2007/7; ECE/TRANS/WP.29/GRSP/2007/10; ECE/TRANS/WP.29/GRSP/2008/7; Informal documents Nos. GRSP-43-25, Rev.1 and Rev.2, GRSP-43-26 and Rev.1 of Annex I to this report

21. GRSP considered ECE/TRANS/WP.29/GRSP/2007/10 tabled by the expert from France and Italy and ECE/TRANS/WP.29/GRSP/2007/7 from the expert from Germany. The expert from the Netherlands introduced the first part of ECE/TRANS/WP.29/GRSP/2008/7 (A.1.) with the aim of finding a solution for the mandatory fitting of safety-belt anchorages on Class II buses by the Contracting Parties applying this Regulation. Thus, he proposed the mandatory fitting of safety-belts anchorages in Class II buses in order to provide Contracting Parties the legal basis for the mandatory installation and use of safety belts. The expert from Japan endorsed the proposal from the Netherlands providing the allowance of non-fitment for folding seats for those Contracting Parties that did not have these compulsory requirements at the time of acceding to this Regulation.

22. Taking into account all the comments received, GRSP considered GRSP-43-26. GRSP adopted GRSP-43-26/Rev.1 as reproduced in Annex III of this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their November 2008 sessions, as draft 07 series of amendments to Regulation No. 14. The expert from Germany withdrew ECE/TRANS/WP.29/GRSP/2007/7.

23. Notwithstanding the agreement reached, GRSP wished to make WP.29 aware of the discussions that took place on these proposals (as well as those related to Regulation No. 16) and to give due consideration to all issues raised. Accordingly, GRSP adopted GRSP-43-25/Rev.2 as reproduced in Annex X and requested the secretariat to submit the proposal to WP.29 and AC.1, for consideration at their November 2008 sessions.

XI. REGULATION No. 16 (Safety-belts) (Agenda item 10)

A. Proposal for draft amendments (Agenda item 10(a))

Documentation: ECE/TRANS/WP.29/GRSP/2007/18; Informal documents Nos. GRSP-43-18 and GRSP-43-19 of Annex I to this report

24. With regard to ECE/TRANS/WP.29/GRSP/2007/18, GRSP considered the comments tabled by the expert from CLEPA (GRSP-43-18). GRSP considered and adopted GRSP-43-19 (superseding ECE/TRANS/WP.29/GRSP/2007/18), as reproduced in Annex IV of this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their November 2008 sessions, as draft Corrigendum 1 to Revision 5 to Regulation No. 16.

B. Mandatory fittings of safety-belts for Class II buses (Agenda item 10(b))

Documentation: ECE/TRANS/WP.29/GRSP/2007/8; ECE/TRANS/WP.29/GRSP/2007/11; ECE/TRANS/WP.29/GRSP/2008/7; ECE/TRANS/WP.29/GRSP/2008/8; Informal documents Nos. GRSP-43-27 and Rev.1 of Annex I to this report

25. For the same purpose as mentioned in paragraph 21, GRSP considered ECE/TRANS/WP.29/GRSP/2007/8 and ECE/TRANS/WP.29/GRSP/2007/11. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSP/2008/8, superseding the second part of ECE/TRANS/WP.29/GRSP/2008/7 (A.2.).

26. GRSP agreed to follow the same approach as for Regulation No. 14 and considered GRSP-43-27. GRSP adopted GRSP-43-27/Rev.1 as reproduced in Annex IV of this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their November 2008 sessions, as draft 06 series of amendments to Regulation No. 16. The expert from Germany withdrew ECE/TRANS/WP.29/GRSP/2007/8.

XII. REGULATION No. 29 (Cabs of commercial vehicles) (Agenda item 11)

A. Proposal for draft 03 series of amendments (Agenda item 11(a))

Documentation: ECE/TRANS/WP.29/GRSP/2007/2; ECE/TRANS/WP.29/GRSP/2007/14; ECE/TRANS/WP.29/GRSP/2007/15

27. The expert from the Russian Federation informed GRSP that an upcoming meeting of the informal working group on cab strength would be held in the next months. He stated that an agreement would be likely reached and a draft amendment might be submitted for consideration to the next GRSP December 2008 session. He invited all the experts interested in the informal working group activities to provide comments in order to finalize the proposal. The expert from OICA reminded that his organization would act as secretariat for the informal working group and that a feasible date for the next meeting would be likely in next September 2008.

XIII. REGULATION No. 44 (Child restraint systems (CRS)) (Agenda item 12)

A. Proposal for draft amendments (Agenda item 12(a))

Documentation: ECE/TRANS/WP.29/GRSP/2008/9; Informal documents Nos. GRSP-43-14, GRSP-43-15 and Rev.1, GRSP-43-28 and Rev.1, GRSP-43-29, GRSP-43-31 and GRSP-43-32 of Annex I to this report

28. The expert from France introduced GRSP-43-29 giving an overview of the activities of the informal working group on the revision of Regulation No. 44. He submitted, for consideration and approval, the terms of reference of this group.

29. With the aim of starting a collaboration with ISO, GRSP requested the Chairman of the informal group to contact the ISO secretariat as needed to start a possible collaboration to develop a

side impact test method for child restraint systems. GRSP adopted the terms of reference as reproduced in Annex V to this report.

30. GRSP considered ECE/TRANS/WP.29/GRSP/2008/9 tabled by the expert from CLEPA, intended to respond to the importance of abdominal injuries for older children using booster seats. In order to address this problem and, at the same time, to take into account head injuries, the expert from the Netherlands provided anthropometric data of the 5th percentile Dutch adult (males and females) year 2004, showing a sitting height of 838 mm (originating from the Civilian American and European Surface Anthropometry Resource Project (CAESAR) database and previously presented in a working paper of the informal working group on head restraints (HR-03-06)). GRSP concluded that for testing of booster seats with the P10 dummy, representing the older children, the new horizontal plane requirement could be raised from 800 to 840 mm. GRSP adopted ECE/TRANS/WP.29/GRSP/2008/9, as amended below, and requested the secretariat to submit the proposal to WP.29 and AC.1, for consideration at their November 2008 sessions, as draft Corrigendum 1 to Supplement 6 to the 03 series of amendments to Regulation No. 44.

Page 2, paragraph 7.1.4.4.1.1., correct to read:

"7.1.4.4.1.1. Forward facing child restraints: the head of the manikin shall not pass beyond the planes BA and DA as defined in Figure 1 below, except for boosters seats when using the largest dummy P10 **where the value** in relation to DA plane **is 840 mm.**"

31. The expert from Japan introduced GRSP-43-15 and Rev. 1. He gave a presentation (GRSP-43-28 and Rev.1) on the safety performances of impact-shield of child restraints systems. GRSP experts were invited to provide information to the expert from Japan, if available.

32. The expert from the United States of America gave a presentation (GRSP-43-14) on the National Highway Traffic Safety Administration "Ease of Use" rating system for child restraint systems. The expert from CLEPA stated that the misuse issue is still relevant. In order to clarify the regulatory improvement in her country, the expert from the United States of America submitted information on the ease of use rating form (GRSP-43-31) and the text of the final rule on this subject (GRSP-43-32).

XIV. DRAFT REGULATION ON SEAT COVERS (Agenda item 13)

A. Proposal for a new Regulation on accessory or replacement seat covers (Agenda item 13(a))

33. Due to the lack of new information and cost benefit analysis from the expert from Germany, GRSP agreed to remove this item from the agenda of the next meeting and eventually to reinsert it at a later time when new outcomes would be provided.

XV. CONSIDERATION OF SCOPES AND COMMON DEFINITIONS (Agenda item 14)

A. Draft amendments to Regulations Nos. 14 and 16 (Agenda item 14(a))

Documentation: ECE/TRANS/WP.29/GRSP/2007/3

34. GRSP considered and adopted ECE/TRANS/WP.29/GRSP/2007/3, as amended below, to extend the use of child restraint systems on vehicle categories other than M₁ and N₁. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their November 2008 sessions, as draft Supplement 4 to the 06 series of amendments to Regulation No. 14 and draft Supplement 1 to the 05 series of amendments to Regulation No. 16.

Page 2, new paragraph 1.4., renumber as paragraph 1.5 and correct to read:

"1.5. It also applies to **the installation of** child restraint systems and ISOFIX child restraint systems designated for installation in vehicles of category M₁, M₂, M₃ and N₁. */"

XVI. REGULATION No. 17 (Strength of seats) (Agenda item 15)

A. Proposal for draft amendments (Agenda item 15(a))

Documentation: ECE/TRANS/WP.29/GRSP/2007/12; ECE/TRANS/WP.29/GRSP/2008/10
Informal document No. GRSP-43-30 of Annex I to this report

35. GRSP considered ECE/TRANS/WP.29/GRSP/2008/10, tabled by the expert from India. The proposal received some comments. The expert from India volunteered to prepare a revised proposal for consideration at the next GRSP session.

36. GRSP considered ECE/TRANS/WP.29/GRSP/2007/12 (tabled by Italy and France). The EC expert did not support the proposal and requested to insert a time limit for the exemption for vehicles having an integrated saloon up to 10 seats (M₃ of class III or B) with side-facing seats grouped in the rear, as in the EU Directive. Taking into account the comments received, GRSP adopted GRSP-43-30 as reproduced in Annex VI to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their November 2008 sessions, as draft 08 series of amendments to Regulation No. 17.

B. Alignment to the draft gtr on head restraints (Agenda item 15(b))

Documentation: ECE/TRANS/WP.29/GRSP/2008/11; Informal documents Nos. GRSP-43-05 and GRSP-43-20 of Annex I to this report

37. GRSP welcomed ECE/TRANS/WP.29/GRSP/2008/11, tabled by the expert from the EC, regarding the transposition of gtr No. 7 (Head restraints) into Regulation No. 17. The proposal received some comments. The expert from the Netherlands urged a solution for the head restraints height issue, regretting that it was delayed several times in the past. The expert from Japan gave a presentation (GRSP-43-20) and introduced GRSP-43-05 intended to allow Contracting Parties to

transpose into their national or regional law alternative test procedures for the dynamic assessment of head restraints.

38. The proposal from Japan received a general support by GRSP. The expert from the EC solicited written comments in order to have a reasonable assumption that his draft proposal would reflect the expert expectations. GRSP endorsed the request by the expert from the EC and invited all GRSP experts to provide the secretariat in due time with proposals complementing ECE/TRANS/WP.29/GRSP/2008/11. GRSP requested the secretariat to distribute GRSP-43-05 with an official symbol at the next GRSP session.

39. The expert from the United States of America informed that a recent report from the Insurance Institute of Highway Safety (IIHS) was introduced in the last Society of Automotive Engineers (SAE) meeting, which claimed unexpected difficulties to correlate real-world data with the IIHS ratings (<http://www.iihs.org/research/topics/pdf/r1095.pdf> - Relationship of Dynamic Seat Ratings to Real-World Neck Injury Rates).

XVII. REGULATION No. 80 (Strength of seats) (Agenda item 16)

A. Proposal for draft amendments (Agenda item 16(a))

Documentation: ECE/TRANS/WP.29/GRSP/2008/12

40. GRSP adopted ECE/TRANS/WP.29/GRSP/2008/12, not amended, and requested the secretariat to submit the proposal to WP.29 and AC.1, for consideration at their November 2008 sessions, as draft Corrigendum 1 to the 01 series of amendments to Regulation No. 80.

XVIII. REGULATION No. 94 (Frontal collision) (Agenda item 17)

A. Proposal for draft corrigendum (Agenda item 17(a))

Documentation: ECE/TRANS/WP.29/GRSP/2007/19; ECE/TRANS/WP.29/GRSP/2008/13

41. GRSP considered ECE/TRANS/WP.29/GRSP/2007/19 tabled by the expert from Japan. The proposal received some comments. GRSP agreed to defer the discussion to its December 2008 session, awaiting information by the expert from the United States of America that could clarify how the dimensions of the H-point machine were originally devised.

42. The expert from India presented ECE/TRANS/WP.29/GRSP/2008/13 to introduce some corrections to the dummy foot impact requirements. The proposal did not receive the support of GRSP. The expert from India withdrew the proposal. GRSP agreed to remove this item from the agenda of the next session until new data and rationales were provided.

B. Proposal for draft amendments (Agenda item 17(b))

Documentation: ECE/TRANS/WP.29/GRSP/2007/17; Informal document No. GRSP-43-11 and GRSP-43-12 of Annex I to this report

43. The expert from France introduced GRSP-43-12, regarding the terms of reference agreed by the informal working group at its first meeting. He informed that the next meeting would be held at the OICA premises the 6th October 2008 and that a draft proposal of amendment to the Regulation should be finalized by 2010. GRSP adopted the terms of reference, as reproduced in Annex VII to this report. The expert from the United States of America introduced GRSP-43-11 (see para. 12) and stated the intention of her country to continue to collaborate with France sharing real-world data and outcome research.

XIX. BUSES AND COACHES (Agenda item 18)

A. Frontal collision of buses and coaches (Agenda item 18(a))

Documentation: Informal documents Nos. GRSP-43-02 and GRSP-43-16 of Annex I to this report

44. GRSP welcomed a presentation by the expert from the United States of America (GRSP-43-02) concerning a motor coach frontal impact crash test. She added further details on the test and introduced GRSP-43-16.

B. Restraining of children travelling in buses and coaches (Agenda item 18(b))

Documentation: Informal document No. GRSP-43-08 of Annex I to this report

45. GRSP considered GRSP-43-08 tabled by the expert from Spain, proposing to mandate a new informal working group to develop a draft Regulation for the installation of child restraint systems on vehicle categories M₂ and M₃. GRSP requested experts to provide further clarifications and data to solve the concerns expressed. GRSP agreed to defer the discussion to the next session. GRSP also requested the secretariat to distribute GRSP-43-08 with an official symbol for consideration at the next GRSP December 2008 session.

C. Safety of wheelchair users in buses and coaches (Agenda item 18(c))

46. Due the lack of new information, it was agreed to defer the discussion to the next GRSP session.

D. Safety on board of sleeper coaches (Agenda item 18(d))

Documentation: ECE/TRANS/WP.1/2008/3

47. Due to the lack of information from WP.1 regarding ECE/TRANS/WP.1/2008/3, tabled by the secretariat and aimed at clarifying the legal use of sleeper coaches, it was agreed to defer the discussion to the next GRSP meeting.

**XX. PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 100
(Construction and functional safety of battery electric vehicles) (Agenda item 19)**

Documentation: Informal document No. GRSP-43-21 of Annex I to this report

48. The expert from Germany introduced GRSP-43-21 regarding the terms of reference adopted by the informal working group on Regulation No. 100 at its last meeting. GRSP adopted the proposal, as reproduced in Annex VIII.

XXI. OTHER BUSINESS (Agenda item 20)

**A. Exchange of information on national and international requirements on passive safety
(Agenda item 20(a))**

Documentation: ECE/TRANS/WP.29/GRSP/2008/14

49. GRSP welcomed ECE/TRANS/WP.29/GRSP/2008/14, regarding the Swedish National activities alcohol ignition interlock devices. However, the expert from Sweden acknowledged that GRSP should not be the proper working group to address on this issue. He suggested instead the Working Party on General Safety Provisions (GRSG), pending a decision by WP.29. In this respect, GRSP agreed to seek guidance of WP.29 at its June 2008 session.

B. Rear impact assessment (Agenda item 20(b))

50. GRSP agreed with the Chairperson's suggestion to delete this item from the agenda of the next meeting because it is covered by the ongoing activity on phase II of the head restraints gtr.

C. Regulations Nos. 16, 17, 44 and 80 - Proposal for draft amendments to sled test parameters (Agenda item 20(c))

Documentation: ECE/TRANS/WP.29/GRSP/2008/15

51. The expert from India withdrew ECE/TRANS/WP.29/GRSP/2008/15 and volunteered to prepare a new proposal with the collaboration of experts that were involved in the development of the acceleration sled test device requirements. GRSP agreed to delete this item from the agenda of the next meeting, awaiting further development on this issue.

**D. Proposal for draft amendments to Regulation No. 12 (Steering wheel protection)
(Agenda item 20(d))**

Documentation: ECE/TRANS/WP.29/GRSP/2008/16

52. The expert from India introduced ECE/TRANS/WP.29/GRSP/2008/16. The proposal received some comments. The expert from India volunteered to prepare a new proposal for consideration at the next GRSP session and invited all GRSP experts to send him their comments.

**E. Proposal for draft amendments to Regulation no. 21 (Interior fitting)
(Agenda item 20(e))**

Documentation: ECE/TRANS/WP.29/GRSP/2008/17

53. The expert from India withdrew ECE/TRANS/WP.29/GRSP/2008/17 and volunteered to prepare a new proposal for consideration at the next GRSP December 2008 session.

F. Regulations Nos. 12, 33 and 34 - Proposal for draft amendments to plywood specifications for crash test barriers (Agenda item 20(f))

Documentation: ECE/TRANS/WP.29/GRSP/2008/18; Informal document No. GRSP-43-22 of Annex I to this report

54. The expert from India introduced ECE/TRANS/WP.29/GRSP/2008/18. GRSP considered a revised proposal (GRSP-43-22) and requested the secretariat to distribute it with an official symbol at the next GRSP session.

**G. Regulation No. 25 (Head restraints) - Proposal of draft corrigendum
(Agenda item 20(g))**

Documentation: Informal document No. GRSP-43-06 of Annex I to this report

55. GRSP adopted GRSP-43-06, tabled by the expert from Japan, as reproduced in Annex IX to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their November 2008 sessions, as draft Corrigendum 2 to Revision 1 to Regulation No. 25.

H. Tribute to Mr. C. Newland (Agenda item 20(i))

56. Learning that Mr. C. Newland would no longer attend GRSP sessions, the group acknowledged his fruitful contributions to the GRSP work and wished him all the best for his future activities.

XXII. PROVISIONAL AGENDA FOR THE NEXT SESSION

57. For its forty-fourth session, scheduled to be held in Geneva from 10 (9.30h) to 12 (17.30h) December 2008, GRSP agreed that the Chairperson, in collaboration with the secretariat, would prepare the provisional agenda.

Annex I

LIST OF INFORMAL DOCUMENTS DISTRIBUTED DURING THE SESSION (GRSP-43-...)

| No. | Transmitted by | Agenda item | Language | Title | Follow-up |
|-----|---------------------|----------------|----------|--|-----------|
| 01. | Japan | 3(a) | E | Proposal of the Informal Working Group on Head Restraints gtr phase 2 | (a) |
| 02. | USA | 18(a) | E | NHTSA motorcoach crash test - Video Files | (a) |
| 03. | European Commission | 8(a) | E | Regulation No. 11 (Door latches and hinges) - Proposal of alignment to gtr No. 1 | (b) |
| 04. | European Commission | 4(a) | E | gtr No. 1 (Door locks and door retention components) - Proposal for draft amendments | (b) |
| 05. | Japan | 15(b) | E | Regulation No. 17 (Strength of Seats) - Proposed amendments to ECE/TRANS/WP.29/ GRSP/2008/11 | (b) |
| 06. | Japan | 20(g) | E | Regulation No. 25 (Head restraints) - Proposal for draft corrigendum to Regulation No. 25 | (a) |
| 07. | Japan | 2(a) | E | Pedestrian protection (gtr) - Status Report on Flexible Pedestrian Legform Impactor | (a) |
| 08. | Spain | 18(b) | E | Proposal for a new regulation on child restraint systems in vehicle categories M2-M3 | (b) |
| 09. | Germany | 9(a) | E | Proposal for draft amendments to Regulation No. 14 (Safety-belt anchorages) | (b) |
| 10. | Germany | 9(a) | E | Proposal for draft amendments to Regulation No. 14 (Safety-belt anchorages) | (b) |
| 11. | USA | 6(a) and 17(b) | E | Preliminary Results of NHTSA's Comparison of the Current Offset Deformable Barrier Specified in FMVSS No. 208 and the Progressive Deformable Barrier | (a) |
| 12. | France | 17(b) | E | Amendments to UNECE Regulation No. 94 (Frontal collision) - GRSP Informal Group on Frontal Impact | (a) |
| 13. | USA | 5(a) | E | Side impact -NHTSA's Initial Evaluation of Child Side Impact Test Procedures | (a) |

| No. | Transmitted by | Agenda item | Language | Title | Follow-up |
|----------|-------------------------|----------------------|----------|--|-----------|
| 14. | USA | 12(a) | E | Regulation No. 44 (child Restraints) - NHTSA's "Ease of Use" Rating System for Child Restraint Systems (Re-issued for technical reasons on 23.05.2008) | (a) |
| 15/Rev.1 | Japan | 12(a) | E | Regulation No. 44 (child Restraints) - Impact-Shield Type CRS in JNCAP | (a) |
| 16. | USA | 18(a) | E | Frontal collision of buses and coaches - Motorcoach Tests | (a) |
| 17. | USA | 5(a) | E | Side impact - Side Impact Child Dummy Development | (a) |
| 18. | CLEPA | 10(a) | E | Regulation No. 16 (Safety-belts)-Proposed amendment to ECE/TRANS/WP.29/GRSP/2007/18 | (a) |
| 19 | France | 10(a) | E | Regulation No. 16 (Safety-belts)-Proposal for draft corrigendum 3 to supplement 16 to 04 series of amendments to Regulation No. 16 | (a) |
| 20. | Japan | 15(b) | E | Regulation No. 17 (Strength of seats)- Proposal for Regulation No. 17, 08 series of amendments "Dynamic Backset Option with BioRID II" | (a) |
| 21. | Germany | 19 | E | Regulation No. 100 (Battery electric vehicle safety) - Terms of Reference for the informal group on Electric Safety | (d) |
| 22. | India | 20(f) | E | Regulations Nos. 12, 32 and 33 - Proposal for draft amendments to plywood specifications for crash test barriers | (b) |
| 23. | GRSP Chairperson | 8(a) | E | Regulation No. 11 (Door latches and hinges) - Proposal for draft amendments to Reg. No. 11 (based on ECE/TRANS/WP.29/2008/5) | (a) |
| 24/Rev.1 | GRSP Chairperson | 8(a) | E | Regulation No. 11 (Door latches and hinges) - Proposal for draft amendments to Reg. No. 11 (based on ECE/TRANS/WP.29/GRSP/2008/6) | (d) |
| 25/Rev.2 | Italy, France and EC | 9(b) and 10(b) | E | Mandatory fitting of safety-belt anchorages and safety belts for Class II buses. | (d) |

| No. | Transmitted by | Agenda item | Language | Title | Follow-up |
|----------|---------------------|-------------|----------|--|-----------|
| 26/Rev.1 | GRSP Chairperson | 9(b) | E | Mandatory fitting of safety-belt anchorages for class II buses Proposal for draft amendments based on ECE/TRANS/WP.29/GRSP/2007/10 and ECE/TRANS/WP.29/GRSP/2008/7 | (d) |
| 27/Rev.1 | GRSP Chairperson | 10(b) | E | Mandatory fitting of safety belts for class II buses Proposal for draft amendments based on ECE/TRANS/WP.29/GRSP/2007/11 and ECE/TRANS/WP.29/GRSP/2008/8 | (d) |
| 28/Rev.1 | Japan | 12(a) | E | Regulation No.44 (child restraints) - Impact-Shield Type CRS in JNCAP | (a) |
| 29. | France | 12(a) | E | Regulation No.44 (child restraints) - Status Report GRSP informal group on Child Restraint System (UNECE New Regulation) | (a) |
| 30. | Italy and France | 15(a) | E | Regulation No.17 (Strength of seats) - Proposal for draft amendments to Regulation No. 17 | (d) |
| 31. | USA | 12(a) | E | Regulation No. 44 (child Restraints)- Ease of Use Final Rule Evaluation Form | (a) |
| 32. | USA | 12(a) | E | Regulation No. 44 (child Restraints) - Ease of Use Final Rule | (a) |

Notes:

- (a) Consideration completed or superseded
- (b) Continue consideration at the next session with an official symbol
- (c) Continue consideration at the next session as informal document
- (d) Adopted with amendments

Annex II

AMENDMENTS TO REGULATION No. 11

ADOPTED TEXT BASED ON GRSP-43-23

(see paragraph 16. of this report)

Paragraph 6.1.5.1.(d), amend to read:

"6.1.5.1.

.....

(d) On back doors; ~~only, not separate when a vertical load of 9,000 N is applied.~~

- (i) **Not separate when a load of 11,000 N is applied perpendicular to the hinge face plate (longitudinal test) such that the hinge plates are not compressed against each other (Load Test One).**
- (ii) **Not separate when a load of 9,000 N is applied perpendicular to the axis of the hinge pin and parallel to the hinge face plate (transverse load test) such that the hinge plates are not compressed against each other (Load Test Two).**
- (iii) **Not separate when a load of 9,000 N is applied in the direction of the axis of the hinge pin (Load Test Three – only for back doors that open in a vertical direction).**"

Paragraph 6.2.4.2.1., amend to read:

"6.2.4.2.1. ~~A separation between the interior of the door and the exterior edge of the doorframe exceeds 100mm, which permits a sphere with a diameter of 100 mm to pass unobstructed from the exterior of the vehicle to the interior of the vehicle, while the required force is maintained.~~

Annex 3,

Paragraph 2.1.2.1.1., amend to read:

"2.1.2.1.1. ~~Adapt~~ **Attach** the test fixture to the mounting provisions of the latch and striker. Align in the direction of engagement parallel to the linkage of the fixture. Mount **the fixture with** the latch and striker in the fully latched position ~~to the test fixture in the test machine.~~

Paragraph 2.1.2.2.1., amend to read:

"2.1.2.2.1. ~~Adapt~~ **Attach** the test fixture to the mounting provisions of the latch and striker. Align in the direction of engagement parallel to the linkage of the fixture. Mount **the test fixture with** the latch and striker in the secondary latched position ~~to the test fixture in the test machine.~~

Paragraph 2.2.2.1.1., amend to read:

"2.2.2.1.1. ~~Adapt~~ **Attach** the test fixture to the mounting provisions of the latch and striker. Mount the **test fixture with** the latch and striker in the fully latched position **in the test machine.**"

Paragraph 2.2.2.2.1., amend to read:

"2.2.2.2.1. ~~Adapt~~ **Attach** the test fixture to the mounting provision of the latch and striker. Mount the **test fixture with the** latch and striker in the secondary latched position ~~to the test fixture~~ **in the test machine.**"

Paragraph 2.3.2.1., amend to read:

"2.3.2.1. ~~Adapt~~ **Attach** the test fixture to the mounting provisions of the latch and striker. Mount **the test fixture** in the fully latched position ~~to the test fixture~~ **in the test machine.**"

Annex 6

Paragraph 3.2., amend to read:

"3.2. Remove seats and any interior components that may interfere with the mounting and operation of the test equipment **and all pillar trim and any non-structural components that overlap the door and cause improper placement of the force application plates.**"

Paragraph 3.3., amend to read:

"3.3. Mount the force application devices and associated support structure to the floor of the test vehicle. **Each force application device and associated support structure is rigidly fixed on a horizontal surface on the vehicle floor, while applying the loads.**"

Paragraph 3.6.1., amend to read:

"3.6.1. The force application plate is 150 mm in length, and 50 mm in width, and at least 15 mm in thickness. **The plate edges are rounded to a radius of 6 mm ± 1 mm.**"

Paragraph 3.7.1., amend to read:

"3.7.1. The force application plate is 300 mm in length, and 50 mm in width, and at least 15 mm in thickness. **The plate edges are rounded to a radius of 6 mm ± 1 mm.**"

Paragraph 4.1., amend to read:

"4.1. Move each force application device at a rate of ~~20—90 mm per minute~~ **up to 2000 N per minute,....."**

Paragraph 4.4., amend to read:

"4.4. Maintain the force application device position of paragraph 4.3., **and within 60 seconds**, ~~and~~ measure the separation between the exterior edge of the doorframe and the interior of the door along the perimeter of the door."

ADOPTED TEXT BASED ON GRSP-43-24/Rev.1
(see paragraph 17. of this report)

Paragraph 6.1.3., amend to read:

"6.1.3. Load Test Three (**applicable only to back doors that open in a vertical direction**)"

Paragraph 6.3.2.1., amend to read:

"6.3.2.1. ~~Based on a determination by each Contracting Party or regional economic integration organization, the~~ **The** locking device may be a:
(a) child safety lock system, or
(b) lock release/engagement device located within the interior of the vehicle and readily accessible to the driver of the vehicle or an occupant seated adjacent to the door."

Annex 3

Paragraph 2.3., amend to read:

"2.3. Load Test Three (**only for back doors that open in a vertical direction** ~~only~~)"

Figure 3-3., amend to read:

"Figure 3-3 - Door Latch – Tensile Testing Fixture for Load Test Three (**only for back doors that open in a vertical direction** ~~only~~)"

Annex 4

Paragraph 2.3.3.5., amend to read:

"2.3.3.5. Vertical Setup 1. (Only for back doors **that open in a vertical direction**). Orient the door subsystem(s)..."

Paragraph 2.3.3.6., amend to read:

"2.3.3.6. Vertical Setup 2. (Only for back doors **that open in a vertical direction**). Orient the door subsystem(s)..."

Annex 5

Paragraph 1., amend to read:

"1. Purpose

These tests are conducted to determine the ability of the vehicle hinge system to withstand test loads:

- (a) in the longitudinal **and** transversal **directions and, in addition,**
- (b) for back doors **that open in a vertical direction only, also the vertical direction, as shown in Figure 5-2.**"

Paragraph 2.1.3., amend to read:

"2.1.3. Vertical load test (**only for back doors that open in a vertical direction**)"

Annex III

AMENDMENTS TO REGULATION No. 14

ADOPTED TEXT BASED ON GRSP-43-26/Rev.1

(see paragraph 22. of this report)

Paragraph 2.9., shall be deleted.

Paragraph 4.2., amend to read:

"4.2two digits (at present 07, corresponding to the 07 series of amendments) shall"

Paragraph 5.3.1., amend to read:

"5.3.1.(except thosewhich belong to Classes I, ~~or H~~ or A 1/)......"

Paragraph 5.3.6., amend to read:

"5.3.6. For all ~~folding~~ seats, ~~or seating~~ intended solely for use....of this Regulation. ~~In this case, two lower anchorages shall be sufficient.~~ **Any anchorage intended solely for use in conjunction with a disabled person's belt, or any other restraint system according to Regulation No. 107, 01 series of amendments, Annex 8, do not need to conform to the requirements of this Regulation.**"

Insert new paragraphs 14.12. to 14.15., to read:

"14.12. As from the official date of entry into force of the 07 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approvals under this Regulation as amended by the 07 series of amendments.

14.13. As from 24 months after the date of entry into force of the 07 series of amendments, Contracting Parties applying this Regulation shall grant ECE approvals only if the requirements of this Regulation, as amended by the 07 series of amendments, are satisfied.

14.14. As from 36 months after the date of entry into force of the 07 series of amendments, Contracting Parties applying this Regulation may refuse to recognize approvals which were not granted in accordance with the 07 series of amendments to this Regulation.

14.15. Notwithstanding paragraphs 14.13. and 14.14., approvals of the vehicle categories to the preceding series of amendments to the Regulation which are not affected by the 07 series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.

- 14.16. As long as there are no requirements concerning the compulsory fitting of safety belt anchorages for folding seats in their national requirements at the time of acceding to this Regulation, Contracting Parties may continue to allow this non-fitment for the purpose of national approval and in this case these bus categories cannot be type approved under this Regulation."**

Annex 2

Amend the figure "06", to read "**07**" (5 times, including all the figures).

Annex IV

AMENDMENTS TO REGULATION No. 16

ADOPTED TEXT BASED ON GRSP-43-19

(see paragraph 24. of this report)

Paragraphs 7.7.1.4., amend to read:

"7.7.1.1. shall be mounted **either as defined in paragraph 7.7.1. or on the.....**"

Paragraphs 7.7.1.4., amend to read:

"7.7.1.4. The seats **of the vehicle** shall be.... "

ADOPTED TEXT BASED ON GRSP-43-27/Rev.1

(see paragraph 26. of this report)

Paragraph 5.2.2., amend to read:

"5.2.2.two digits (at present **06** corresponding to the **06** series of amendments) shall...."

Paragraph 8.1.1., amend to read:

"8.1.1. With the exception of ~~folding seats (as defined in Regulation No. 14)~~ and seating intended solely for use when the vehicle is stationary, the seats of vehicles of categories ~~M and N~~ **M₁, M₂ (of Class III or B *), M₃ (of Class III or B *) and N (except those vehicles of categories M₂ and M₃ which belong to Classes I II or A *)** shall be equipped with safety-belts or restraint systems which satisfy the requirements of this Regulation.

Contracting Parties applying this Regulation, may demand the installation of safety belts on M₂ and M₃ vehicles belonging to Class II.

When fitted, the safety belts and/or restraint systems in Class I, II or A vehicles belonging to category M₂ or M₃ have to be in compliance with the requirements of this Regulation.

Contracting Parties may, under national law, allow the installation of safety belts or restraint systems other than those covered by this Regulation provided that they are intended for disabled people.

Restraint systems complying with the provisions of Regulation No. 107, 01 series of amendments, Annex 8, are exempted from the provisions of this Regulation.

Class I, or A vehicles belonging to category M₂ or M₃ may be fitted with safety belts and/or restraint systems conforming to the requirements of this Regulation."

Insert new paragraphs 15.2.17 to 15.2.21., to read:

- "15.2.17. As from the official date of entry into force of the 06 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approvals under this Regulation as amended by the 06 series of amendments.**
- 15.2.18. As from 24 months after the date of entry into force of the 06 series of amendments, Contracting Parties applying this Regulation shall grant ECE approvals only if the requirements of this Regulation, as amended by the 06 series of amendments, are satisfied.**
- 15.2.19. As from 36 months after the date of entry into force of the 06 series of amendments, Contracting Parties applying this Regulation may refuse to recognize approvals which were not granted in accordance with the 06 series of amendments to this Regulation.**
- 15.2.20. Even after the date of entry into force of the 06 series of amendments, approvals of the components and separate technical units to the preceding series of amendments to the Regulation shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.**
- 15.2.21. Notwithstanding paragraphs 15.2.18. and 15.2.19., approvals of the vehicle categories to the preceding series of amendments to the Regulation which are not affected by the 06 series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.**
- 15.2.22. As long as there are no requirements concerning the compulsory fitting of safety belts for folding seats in their national requirements at the time of acceding to this Regulation, Contracting Parties may continue to allow this non-fitment for the purpose of national approval and in this case these bus categories cannot be type approved under this Regulation."**

Annex 2

Paragraph 1. and 2., amend the figure "05", to read "**06**" (22 times, including all the figures)."

Annex V

PROPOSAL OF TERMS OF REFERENCE, RULES OF PROCEDURES AND
DESCRIPTION OF FUTURE WORK OF GRSP INFORMAL GROUP
ON CHILD RESTRAINT SYSTEMS

ADOPTED TEXT BASED ON GRSP-43-29
(see paragraph 29. of this report)

Proposal of terms of reference

1. The informal group shall consider the development of a new regulation for "Restraining devices for child occupants of power-driven vehicles" for consideration by GRSP.
2. The basis of the discussion will be informal documents No. GRSP-42-2 and GRSP-42-27.
3. A step by step approach shall be implemented
 - (a) Phase1: Develop definitions, performance criteria and test methods for ISOFIX Integral "Universal" CRS.
4. In its work, the informal group will take into consideration amongst others the technical expertise of EEVC WG18, EEVC WG12, ISO TC22/SC12, New Programme for the Assessment of Child-restraint Systems (NPACS) as well as the results of the discussions held in the informal group and at GRSP.
5. If necessary, the informal group shall develop complementary test methods and propose alternative judgement criteria.
6. The target completion date for the informal group shall be the forty-sixth session of GRSP (December 2009) for this first phase.

Proposal of rules of procedures

1. The informal group is open to all participants of GRSP. A limitation of number of participants from any country and organization to participate in the informal group is actually not foreseen.
2. A Chairman and a Secretary will govern the informal group.
3. The official language of the informal group will be English.
4. All documents and/or proposals must be submitted to the Secretary of the group in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated ten working days in advance.

5. An agenda and related documents will be circulated to all members of the informal group at least two weeks in advance of all scheduled meetings.
6. The process will pursue consensus. When consensus cannot be reached, the chairman of the group shall present the different points of view to GRSP.
7. The progress of the informal group generally will be reported to GRSP as an informal document and presented by the chairman.
8. All working documents should be distributed in digital form, and accessible on the UNECE website in the GRSP folder:
http://www.unece.org/trans/main/wp29/wp29wgs/wp29grsp/crs_1.html

Proposal for the description of future work

Fourth meeting scheduled (18 June 2008; Paris)

- (a) Pulses analysis

Fifth meeting scheduled (2 September 2008; Tbd)

Sixth meeting scheduled (7 October 2008; Tbd)

Seventh meeting scheduled (25 November 2008; Tbd)

Then three meetings between each GRSP session until the forty-sixth session of GRSP (December 2009; Geneva)

Annex VI

AMENDMENTS TO REGULATION No. 17

ADOPTED TEXT BASED ON GRSP-43-30

(see paragraph 36. of this report)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to:

.....

..... with regard to ~~folding~~, side-facing to these seats."

Paragraph 2.3., amend to read:

"2.3. "Seat" means .. to seat one person. **Depending on its orientation, a seat is defined as follows:**"

Insert new paragraphs 2.3.1. to 2.3.3., to read:

"2.3.1. **"Forward-facing seat"** means a seat which can be used whilst the vehicle is in motion and which faces towards the front of the vehicle in such a manner that the vertical plane of symmetry of the seat forms an angle of less than + 10° or - 10° with the vertical plane of symmetry of the vehicle;

2.3.2. **"Rearward-facing seat"** means a seat which can be used whilst the vehicle is in motion and which faces towards the rear of the vehicle in such a manner that the vertical plane of symmetry of the seat forms an angle of less than + 10° or - 10° with the vertical plane of symmetry of the vehicle;

2.3.3. **"Side-facing seat"** means a seat which, with regard to its alignment with the vertical plane of symmetry of the vehicle, does not meet either of the definitions given in paragraphs 2.3.1. or 2.3.2. above;"

Paragraph 4.2., amend to read

"4.2. ...two digits (at present **08**, corresponding to the **08** series of amendments) shall...."

Insert new paragraphs 5.1. to 5.1.3., to read:

"5.1. **General requirements**

5.1.1. **The installation of side-facing seats shall be prohibited in vehicles of categories M₁,**

N₁, M₂ (of class III or B) and M₃ (of class III or B).

- 5.1.2.** It does not apply to ambulances or to vehicles intended for use by the armed services, civil defence, fire services and forces responsible for maintaining public order.
- 5.1.3.** It also shall further not apply to vehicles of category M₃ (of class III or B) of a technically permissible maximum laden mass exceeding 10 tonnes in which side facing seats are grouped together at the rear of the vehicle to form an integrated room of up to 10 seats. Such side-facing seats shall be fitted with, at least, a head restraint and a two-point belt with retractor type-approved in accordance with Regulation No. 16. The anchorages for the safety belts shall comply with Regulation No. 14."

Paragraphs 5.1. to 5.1.7. (former), renumber as paragraphs 5.2. to 5.2.7.

Paragraph 5.2. (former), renumber as paragraph 5.3. and add a new indent after the title to read:

"5.3. General specifications....

With the exception of the provisions of paragraph 5.1., the requirements also apply to side-facing seats of all categories of vehicles."

Paragraphs 5.2.1. to 5.2.3. (former), renumber as paragraphs 5.3.1. to 5.3.3.

Paragraph 5.2.4., renumber as paragraphs 5.3.4. and amend to read:

"5.3.4. All seats which can be tipped forward or have fold-on backs must lock automatically in the normal position. **This requirement does not apply to seats fitted in the wheelchair spaces of vehicles of category M2 or M3 of class I, II or A."**

Paragraphs. 5.3. to 5.15. (former), renumber as paragraphs 5.4. to 5.16.

Insert new paragraphs 13.7. to 13.10., to read:

- "13.7.** As from the official date of entry into force of the 08 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approvals under this Regulation as amended by the 08 series of amendments.
- 13.8.** As from 24 months after the date of entry into force of the 08 series of amendments, Contracting Parties applying this Regulation shall grant ECE approvals only if the requirements of this Regulation, as amended by the 08 series of amendments, are satisfied.
- 13.9.** As from 36 months after the date of entry into force of the 08 series of amendments,

Contracting Parties applying this Regulation may refuse to recognize approvals which were not granted in accordance with the 08 series of amendments to this Regulation.

13.10. Notwithstanding paragraphs 13.8. and 13.9., approvals of the vehicle categories which are not affected by the 08 series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them."

13.11. As long as there are no requirements forbidding side-facing seats in their national requirements at the time of acceding to this Regulation, Contracting Parties may continue to allow the fitting of side-facing seats for the purpose of national approval and in this case these bus categories cannot be type approved under this Regulation

13.12. The exemption referred to in paragraph 5.1.3. shall cease to have effect on 20 October 2010. It may be extended if reliable accident statistics are available and there has been further development of restraint systems."

Annex 2

Amend the figure "07", to read "08" (10 times, including all the figures).

Annex VII

PROPOSAL OF TERMS OF REFERENCE, RULES OF PROCEDURES
AND DESCRIPTION OF WORK OF GRSP INFORMAL
GROUP ON FRONTAL IMPACT

ADOPTED TEXT BASED ON GRSP-43-12
(see paragraph 43. of this report)

Proposal of terms of reference

1. The informal group shall consider the updating of the current Regulation No. 94 for adapting it with the new context and new vehicle generation and include regulatory impact assessment.
 - (a) Proper justification for all proposed changes (speed, offset, PDB, etc.) shall be provided and assessed by the informal group. In addition a cost benefit study shall be made.
2. The group shall focus on self-protection but take into account research worldwide on compatibility in order not to go against future compatibility requirements.
3. The informal group will take into consideration amongst others the technical expertise of EEVC WG16 and EEVC WG15, as well as the results of the discussions held in the informal group and at GRSP.
4. The discussion will be based on the formal documents n° ECE/TRANS/WP.29/GRSP/2007/17 presented to GRSP in December 2007.
5. If necessary, the informal group could propose complementary test methods.
6. The target completion date for the informal group shall be the forty-seven session of GRSP (May 2010).

Proposal of rules of procedures

1. The informal group is open to all participants of GRSP. A limitation of number of participants from any country and organization to participate in the informal group is actually not foreseen.
2. A Chairman (Mr. Castaing) and a Secretary (Mr. Faerber) will govern the informal group.
3. The official language of the informal group will be English.
4. All documents and/or proposals must be submitted to the Secretary of the group in a suitable

electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated 10 working days in advance.

5. An agenda and related documents will be circulated to all members of the informal group at least two weeks in advance of all scheduled meetings.
6. The process will pursue consensus. When consensus can not be reached, the chairman of the group shall present the different points of view to GRSP.
7. The progress of the informal group generally will be reported to GRSP as an informal document and presented by the chairman.
8. All working documents should be distributed in digital form, and accessible on the UNECE website in the GRSP folder:

http://www.unece.org/trans/main/wp29/wp29wgs/wp29grsp/fi_1.html

Proposal of description of work

First meeting: (19 May 2008; Geneva)

- (a) Kick off meeting to define ToR and rules of procedure
- (b) Summary of the document ECE/TRANS/WP.29/GRSP/2007/17

Second meeting (6 October 2008; Paris OICA; 09:30 to 17:00)

- (a) Analysis of Chairman Work Plan draft document and definition of priorities

Third meeting (December 2008; Geneva)

- (a) Tuesday 9th December

Annex VIIIPROPOSAL OF TERMS OF REFERENCE OF GRSP INFORMAL GROUP
ON ELECTRIC SAFETYADOPTED TEXT BASED ON GRSP-43-21
(see paragraph 48. of this report)

1. In March 2008, WP.29 decided that the electric safety subgroup under GRSP will be responsible to develop the electric safety requirements. The informal group agrees on establishing these requirements for (1) Regulation No. 100 under the 1958 Agreement 1/ and (2) the hydrogen fuel cell vehicle (HFCV) global technical regulation (gtr) under the 1998 Agreement. 2/ This subgroup will be comprised of experts from GRSP and the HFCV gtr Subgroup Safety (SGS).
2. The goal is to establish electric safety provisions for electric, hybrid and hydrogen/fuel cell-vehicles during "in-use" and "post crash". The scope of the electric safety provisions will be in accordance with the relevant documents identified in paragraphs 5 and 6.
3. A section for the HFCV gtr with the title "Electric Safety Provisions" will be developed. This section will have two sub-sections with the titles "Electric safety provisions during "in-use" and "Electric safety provisions post crash". Therefore, the group will avoid attempting to harmonize current national crash tests for the gtr and instead include language in the gtr specifying that the Contracting Parties apply their existing crash tests and check for compliance with an agreed set of requirements and limit values.
4. Once the technical requirements of the sub-sections are defined and agreed, the formal integration into the 1958 and the 1998 Agreements will be conducted separately. A proposal based on the technical requirements of the sub-sections will be submitted directly to GRSP to amend Regulation No. 100 regarding in-use under the 1958 Agreement. After the adoption of requirements regarding "post-crash" could be transposed to Regulation No. 94 and/or Regulation No. 95. A proposal regarding in-use and post crash, which relate to HFCV, will be submitted to the SGS for the electrical safety section in the gtr.
5. The following documents are the basis for defining electric safety provisions during "in-use" of vehicles:
 - (a) GRSP-42-01 (proposal from Germany)
 - (b) ISO CD 6469-3
 - (c) Japanese Technical Standard concerning the protection of occupants from high voltage etc. of electrical vehicles and electrical hybrid vehicles. (Attachment, 110.) and fuel cell vehicles (Attachment 101)

1/ See report of WP.29 November 2007 session (ECE/TRANS/WP.29/1064, paragraph 14)

2/ See section III of the HFCV Action Plan (ECE/TRANS/WP.29/2007/41)

6. The following documents are the basis for defining electric safety provisions "post crash":
 - (a) Federal Motor Vehicle Safety Standard (FMVSS) No. 305, Electric-powered vehicles: electrolyte spillage and electrical shock protection.
 - (b) Japanese Technical Standard concerning the protection of passengers from high voltage etc. after collision of electrical vehicles and electrical hybrid vehicles (Attachment 111).
7. Relevant international Standards should be considered.
8. The proposal for the amendment of Regulation No. 100 will be presented to the 45th session of GRSP in May 2009. The proposal for the electric safety provisions section for the gtr of HFCV will be completed by December 2009. The mandate for the informal group shall be limited until June 2010.

Operating principles

1. Participation

Participants to include Contracting Parties, Vehicle Manufacturers, Technical Services, Traffic Safety Experts, etc.

2. A Chairperson and a Secretary will govern the informal group.

3. The official language of the informal group will be English.

4. Sessions

Sessions shall be held in agreement with the majority of the participants after the group has been established in a constitutional meeting.

The Secretariat, at least two (2) weeks before the commencement of a session, shall distribute a notice of the opening date of said session, together with a copy of the provisional agenda. The basic documents relating to each item appearing on the provisional agenda of a session shall be available on the WP.29 website or sent by to members by email. If the previous meeting report is not available before the next scheduled session the subsequent sessions have to be postponed accordingly.

5. Agenda

A provisional agenda shall be drawn up by the secretariat in accordance with the participants of the informal group. The first item upon the provisional agenda for each session shall be the adoption of the agenda.

6. Minutes

The second item on the provisional agenda will be the discussion, matters arising and adoption of the Minutes of the previous session.

7. The process will pursue consensus. When consensus can not be reached, the Chairperson of the group shall present the different points of view in case of the Regulation No. 100 amendments to GRSP. In case of gtr, the HFCV gtr manager will inform WP.29 and AC.3 .

8. The progress of the informal group will be reported to GRSP and SGS orally or as an informal document by the chairperson or another a designated participant of the group.

9. All working papers should be distributed in digital form. A specific website has been created at:

http://www.unece.org/trans/main/wp29/wp29wgs/wp29grsp/elsa_1.html.

Annex IX

AMENDMENTS TO REGULATION No. 25

ADOPTED TEXT BASED ON GRSP-43-06

(see paragraph 55. of this report)

Paragraph 7.4.3.7., amend to read:

"7.4.3.7. In case where the force prescribed in paragraph 7.4.3.4. is applied at a distance of 65 mm or less below the top of the head restraint, and only in such cases, it shall be increased to ~~89 daN~~ **89 daN** unless breakage of seat or its back occurs earlier."

Annex X

MANDATORY FITTING OF SAFETY-BELT ANCHORAGES AND SAFETY BELTS FOR CLASS II BUSES.

ADOPTED TEXT BASED ON GRSP-43-25/Rev.2
(see paragraph 23. of this report)

Several proposals have been presented by France and Italy to align Regulations Nos. 14, 16 and 17 with the new requirements of the corresponding EC Directives 2005/41/EC and 2005/40/EC and 2005/39/EC. These proposals were distributed during the 39th session of GRSP (May 2006). Among those proposals, France and Italy have proposed to make mandatory the fitting of safety-belt anchorages and safety-belts on buses belonging to Class II. (ECE/TRANS/WP.29/GRSP/2007/10 and ECE/TRANS/WP.29/GRSP/2007/11).

Background

Class II buses are constructed principally for the carriage of seated passengers, and also designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seat. These buses may be used for interurban services and can circulate at 100 km/h on the motorways.

Research has shown that the use of safety-belts and restraint systems can contribute to a substantial reduction in the number of fatalities and the severity of injury in the event of an accident, even due to rollover.

A lot of fatalities occur because the passengers are violently thrown around within the confines of the vehicle or even more seriously ejected from the vehicle through the broken windows.

Many studies have demonstrated over time that wearing a safety belt can contribute to decrease significantly the number of people killed.

In cases of coaches, many fatally injured passengers would have survived accidents if they had been provided with and were wearing safety belts.

The issue

In some countries Class II buses are regarded as Class I derived vehicles (urban buses) while in other countries Class II buses are mainly based on Class III (coaches). These different vehicle designs have led to different opinions among GRSP experts.

GRSG was mandated to try to find a better definition of bus classes which could help GRSP to solve the proposal for mandatory fitting of safety-belts anchorages and safety-belts. However, while a

definition is still awaited in the future, a compromise agreement has been found for the provision of safety-belts and anchorages on Class II buses.

The compromise solution

In GRSP there has been discussion on the proposals made and, in the absence of a clearer definition of either Class II buses, or "low-floor" buses the two proposals have been agreed on the basis of a compromise proposed by the Netherlands; this compromise will require the fitting of safety-belt anchorages in these buses with the requirement for the fitment of the safety-belts being up to the Contracting Party.

GRSP wishes to make WP.29 aware of the discussions that took place on these proposals and to give due consideration to all issues raised.
