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World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Passive Safety (GRSP)

REPORT OF THE WORKING PARTY ON PASSIVE SAFETY (GRSP)  
ON ITS THIRTY-EIGHTH SESSION

(6 – 9 December 2005)

1. GRSP held its thirty-eighth session from 6 (afternoon) to 9 (morning only) December 2005 under the chairmanship of Mr. G. Mouchahoir (United States of America). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Australia; Canada; Czech Republic; Finland; France; Germany; Hungary; Italy; Japan; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; Sweden; Turkey; United Kingdom; United States of America. Representatives of the European Commission (EC) participated. Experts from the following non-governmental organizations participated: International Organization for Standardization (ISO), International Organization of Motor Vehicle Manufacturers (OICA); European Association of Automotive Suppliers (CLEPA) and Consumers International (CI).
2. The informal documents distributed during the session are listed in Annex 1 to this report.
  - (a) Informal meeting of the GRSP working group on Regulation No. 29
3. The GRSP working group on Regulation No. 29 held its second informal meeting on 5 December 2005, morning only (for details, see paras. 20 and 21).
  - (b) Informal meeting of the GRSP working group on pedestrian safety
4. The GRSP working group on pedestrian safety held its ninth informal meeting on 5 (afternoon) and 6 (morning) December 2005 (for details, see paras. 5 and 6).

(c) Thirty-eighth session of the GRSP proper

**A. 1998 AGREEMENT**

A.1. Draft global technical regulation (gtr) on pedestrian safety

Documentation: Informal documents Nos. GRSP-38-12 and GRSP-38-16 of Annex 1 to this report.

5. The Chairman of the informal working group on pedestrian safety reported on the progress achieved in the development of a draft gtr on pedestrian safety. He stated that a majority of the pending issues could be resolved at the upcoming informal meeting scheduled to be held on 16 January 2006, in Washington D.C. (United States of America). He expected GRSP to adopt this gtr at its May 2006 session and to submit it to WP.29 and AC.3 for consideration at their November 2006 sessions. The expert from the United States of America gave a summary of her comments on the draft gtr (GRSP-38-16). The secretariat was requested to distribute the document with an official symbol for consideration at the next GRSP session (see document ECE/TRANS/WP.29/GRSP/2006/2). The GRSP Chairman invited the informal group to consider, at its January 2006 meeting, the document in depth and to resolve the pending issues.

6. The Chairman of the Flex-PLI Technical Evaluation Group (Flex-TEG) presented a status report on their work (GRSP-38-12). GRSP agreed that, in the future, documents of this sub-group would also appear on the WP.29 website, either under the informal group "Pedestrian Safety" or as a new informal group's heading. GRSP would take a final decision on this subject at its next session.

A.2. Draft global technical regulation (gtr) on head restraints

Documentation: Informal document No. GRSP-38-17 of Annex 1 to this report.

7. The Chairwoman of the informal group on head restraints presented the second progress report of the informal group (GRSP-38-17). She invited GRSP experts to send her their comments to be taken into account when drafting the final progress report for WP.29 and AC.3. She announced that the informal group would meet again on 23-26 January 2006, at BAST in Cologne (Germany). GRSP experts were invited to attend the session.

A.3. Global technical regulation No. 1 (Door locks and door retention components)

Documentation: TRANS/WP.29/GRSP/2005/11.

8. The expert from the United States of America introduced TRANS/WP.29/GRSP/2005/11 to resolve the pending definition of an auxiliary latch system. GRSP agreed, in principle, on the proposal and preferred to adopt it at a later session, awaiting the amendments expected for the incorporation of the gtr into UNECE Regulation No. 11 and United States of America Federal Motor Vehicle Safety Regulation (FMVSS) No. 206. The Chairman invited the expert from the United States of America to prepare a revised document for further consideration at the next GRSP session in May 2006, taking into account the public comments received to the notice proposing the gtr to upgrade FMVSS No. 206.

A.4. Exchange of views on side impact

9. The expert from ISO announced the recent publication of ISO standard 15830-1 regarding the terminology and rationale for the development of the WorldSID 50th percentile male side-impact dummy. The expert from the United States of America informed GRSP that the new dummy was still in the evaluation process in her country. She presented the processes of federalizing a dummy in the United States of America, and stated that its incorporation into regulation would need several years.

A.5. Exchange of views on vehicle crash compatibility

10. The Chairman of the EEVC Working Group 12 gave a presentation on the status of research work on "compatibility between cars". He volunteered to keep GRSP informed about the ongoing work. He added that the full report on the research work could be consulted on the EEVC website at the following address: <http://www.eevc.org/wgpages/wg15/wg15index.htm>

A.6. Global technical regulation on hydrogen/fuel cell vehicles (HFCV)

11. The Chairman informed GRSP about the decision of WP.29 and AC.3 to restructure the GRPE informal working group on hydrogen/fuel-cell vehicles (WP.29-136-24). The HFCV group will continue its activity in two sub-groups, one (SGE) to address environmental items under the guidance of GRPE and the second (SGS) to address safety issues under the guidance of GRSP. SGS had held a session in October 2005 (see WP.29-137-13/Rev.1). The Chairman invited all interested experts to contact Mr. Albus (Germany) ([christoph.albus@bmvs.bund.de](mailto:christoph.albus@bmvs.bund.de)).

**B. 1958 AGREEMENT**

B.1. Amendments to Regulations

B.1.1. Regulation No. 11 (Door latches and hinges)

Documentation: TRANS/WP.29/GRSP/2005/9 and Corr.1.

12. The expert from the European Commission (EC) introduced TRANS/WP.29/GRSP/2005/9 and Corr. 1 to align the scope and requirements of Regulation No. 11 with those of global technical regulation No. 1. A number of delegations raised reservations concerning the enlargement of the scope to vehicles of categories other than M<sub>1</sub> and N<sub>1</sub>, even as an optional requirement. GRSP agreed on the need to insert, in that case, transitional provisions. GRSP also agreed to resume consideration of this subject at its next session on the basis of a new proposal by the EC.

B.1.2. Regulation No. 14 (Safety-belt anchorages)

Documentation: TRANS/WP.29/GRSP/2005/12; TRANS/WP.29/GRSP/2005/17; informal document No. GRSP-38-5 of Annex 1 to the report.

13. Regarding safety-belt anchorages of seats capable of being turned to or placed in a rearward position, the expert from Japan presented document TRANS/WP.29/GRSP/2005/17 superseding TRANS/WP.29/GRSP/2005/12. Following the discussion, GRSP agreed that there was no evidence for the need to insert such restrictive requirements into Regulation No. 14.

14. The expert from OICA introduced GRSP-38-5 concerning editorial corrections to the current provisions of the Regulation. GRSP agreed on the proposal and requested the secretariat to distribute it with an official symbol (see ECE/TRANS/WP.29/GRSP/2006/3) for final consideration at the next GRSP session.

B.1.3. Regulation No. 16 (Safety-belts)

Documentation: TRANS/WP.29/GRSP/2004/26/Rev.1; TRANS/WP.29/GRSP/2005/16; TRANS/WP.29/GRSP/2005/18; informal documents Nos. GRSP-38-1, GRSP-38-6, GRSP-38-10, GRSP-38-13 and GRSP-38-20 of Annex 1 to this report.

15. The expert from Japan recalled the purpose of TRANS/WP.29/GRSP/2004/26/Rev.1 concerning the installation of safety-belt reminders. He proposed some amendments (GRSP-38-1 and GRSP-38-10) to modify the current title of Regulation No. 16 and the requirements in Annex 16. Following reservations raised by some delegations, GRSP agreed to resume consideration of this subject at its next session. For that purpose, the secretariat was requested to distribute the documents with an official symbol (see ECE/TRANS/WP.29/GRSP/2006/4). GRSP noted the procedures to deactivate safety belt reminders (GRSP-38-13, transmitted by Japan).

16. The expert from the United Kingdom introduced GRSP-38-20 proposing amendments to TRANS/WP.29/GRSP/2004/26/Rev.1 mainly with regard to the scope of the Regulation and to the tell-tale requirements. GRSP noted some comments to the proposal and agreed on the need to insert transitional provisions. The expert from France was invited to prepare, in cooperation with the experts from Italy, Japan and the United Kingdom, a consolidated document for final consideration at the next session, taking into account the provisions of the new Regulation No. 121 on hand controls, tell-tales and indicators.

17. The expert from France presented a proposal (TRANS/WP.29/GRSP/2005/16) to reduce the risk of interference of the tongue of the unbuckled belt with the interior components and the vehicle door, and to improve the grip of the tongue to buckle the belt. The experts from Italy and the United Kingdom raised concerns that the proposal might conflict with their national legislation. GRSP agreed to resume consideration of that subject at its next session. For that purpose, all experts were invited to clarify their position on the document.

18. Referring to GRSP's decision on the same subject (TRANS/WP.29/GRSP/2005/17) under agenda item B.1.2. (see para. 13 above), the expert from Japan suggested deferring consideration of TRANS/WP.29/GRSP/2005/18 to the next session.

19. The expert from OICA presented some editorial corrections (GRSP-38-6) to the current text of the Regulation. GRSP adopted the proposal as reproduced in Annex 2 to this report. The secretariat was requested to transmit the adopted proposal to WP.29 and AC.1, for consideration at their June 2006 sessions, as draft Corrigendum 5 to Supplement 15, respectively Corrigendum 2 to Supplement 16, to the 04 series of amendments to Regulation No. 16.

B.1.4. Regulation No. 29 (Cabs of commercial vehicles)

Documentation: Informal document No. GRSP-38-19 of Annex 1 to the report.

20. The expert from the Russian Federation, Chairman of the informal group, reported on the good progress made by the group during its informal meeting (see para. 3). He introduced GRSP-38-19 proposing to insert into the Regulation new test methods for the different categories of vehicles. GRSP welcomed the document and agreed on the need for further investigations and detailed data. The expert from OICA stated that, once the new provisions were agreed, they could be a good basis for the development of a new gtr under the 1998 Agreement. The informal group was invited to continue the further elaboration of the new test methods taking into account the comments received. GRSP agreed to resume consideration of this subject at its next session and, for that purpose, requested the secretariat to distribute GRSP-38-19 with an official symbol (see ECE/TRANS/WP.29/GRSP/2006/5).

21. The GRSP Chairman invited all experts to share research data and information regarding this subject with the Russian delegation. He suggested that the informal group should meet again in Geneva, prior to the thirty-ninth GRSP session.

B.1.5. Regulation No. 44 (Child restraint systems)

Documentation: TRANS/WP.29/GRSP/2005/15; informal documents Nos. GRSP-38-2, GRSP-38-8 and GRSP-38-9 of Annex 1 to this report.

22. GRSP adopted TRANS/WP.29/GRSP/2005/15 with the amendments reproduced below. The secretariat was requested to transmit the adopted proposal to WP.29 and AC.1, for consideration at their June 2006 sessions, as draft Supplement 2 to the 04 series of amendments to Regulation No. 44.

Paragraph 2.1.3.3., should be deleted (and re-inserted as new paragraph 2.8.8.).

Insert a new paragraph 2.8.8., to read:

"2.8.8. "guide strap" means a strap which constrains the shoulder strap of the adult seat belt in a position to suit the child and where the effective position at which the shoulder strap changes direction can be adjusted by means of a device which can be moved up and down the strap to locate the wearer's shoulder, and then locked into that position. This guide strap is not meant to carry a significant part of the dynamic load."

23. The expert from the Netherlands introduced GRSP-38-2 to clarify in the provisions of the Regulation that a guide strap is not a child restraint system (CRS). GRSP agreed on the text and requested the secretariat to distribute the proposal as an official document (see ECE/TRANS/WP.29/GRSP/2006/6) for final consideration at the next GRSP session.

24. GRSP considered a proposal by CLEPA to correct the provisions of the Regulation regarding the labelling of universal CRS (GRSP-38-8). GRSP adopted the document as reproduced in Annex 3 to this report. The secretariat was requested to transmit the proposal to WP.29 and AC.1, for consideration at their June 2006 sessions, as Corrigendum 1 to the 04 series of amendments to Regulation No. 44.

25. The expert from CLEPA informed GRSP about the results of an investigation (GRSP-38-9) on the horizontal plane requirement of 800 mm described in paragraph 7.1.4.4. of the Regulation. GRSP agreed to consider amending the provisions concerned. The expert from CLEPA was invited to prepare a concrete proposal and to transmit it in due time to the secretariat for distribution with an official symbol at the next GRSP session.

B.1.6. Regulation No. 94 (Frontal collision)

Documentation: TRANS/WP.29/GRSP/2004/8.

26. Referring to WP.29's request (TRANS/WP.29/1047, paras. 12 and 78), the expert from Japan confirmed his intention to transmit a proposal to WP.29 and AC.1 for consideration at their March 2006 sessions. GRSP agreed to resume consideration of TRANS/WP.29/GRSP/2004/8 at its next session, awaiting WP.29's advice.

B.1.7. Regulation No. 95 (Lateral collision)

27. GRSP noted that there was no new information about the status of the work on the revised ES-2 dummy (ES-2re).

B.1.8. Acceleration test devices

Documentation: TRANS/WP.29/GRSP/2003/12; TRANS/WP.29/GRSP/2005/5 and Corr.1; informal documents Nos. GRSP-38-11 and GRSP-38-14-Rev.1 of Annex 1 to this report.

28. Regarding the inclusion of acceleration test devices into Regulation No. 16, the expert from France presented documents TRANS/WP.29/GRSP/2005/5 and Corr.1. superseding TRANS/WP.29/GRSP/2003/12. He recalled GRSP's decision to add a sentence to paragraph 7.7.4.2. (see TRANS/WP.29/GRSP/37, para. 25). The expert from Japan reported on the test results for the verification of sled acceleration (GRSP-38-14-Rev.1). GRSP agreed with Japan's request to postpone the adoption of the proposal. The expert from France volunteered to prepare a revised proposal for consideration at the next GRSP session (see ECE/TRANS/WP.29/GRSP/2005/5/Rev.1).

29. The expert from Japan introduced GRSP-38-11 proposing draft amendments to Regulation No. 17 in order to allow the use of acceleration test devices. Following the discussion, the expert from the Netherlands volunteered to prepare a new proposal taking into account the comments received and to transmit it in due time to the secretariat for consideration as an official document at the next GRSP session.

B.1.9. New draft Regulation on accessory or replacement seat covers

Documentation: TRANS/WP.29/GRSP/2005/14.

30. The expert from Germany presented TRANS/WP.29/GRSP/2005/14 proposing a new Regulation on accessory or replacement seat covers. The expert from CLEPA stated that such requirements should be applied for seats with airbag systems only. GRSP noted reservations by the experts from France, the EC and the United Kingdom. GRSP agreed to resume consideration of this subject at its next session on the basis of a revised document, if necessary.

B.1.10. Consideration of scopes and common definitions

Documentation: TRANS/WP.29/GRSP/2005/13; ECE/TRANS/WP.29/GRSG/2006/2; informal documents Nos. GRSP-38-4 and GRSP-38-7 of Annex 1 to this report.

31. GRSP considered TRANS/WP.29/GRSP/2005/13 transmitted by the expert from the EC and proposing amendments to clarify the scope of Regulations Nos. 16, 17, 29, 32, 33, 34, 42, 44 and 94. GRSP also considered the proposals by Sweden (GRSP-38-4) and by OICA (GRSP-38-7). Following the discussion, the expert from OICA volunteered to prepare a new proposal for consideration as an official document at the next GRSP session, taking into account the comments received.

32. With regard to the amendment for Regulation No. 34, GRSP invited the EC to include the proposed part of TRANS/WP.29/GRSP/2005/13 into their proposal for consideration at the next GRSG session (see ECE/TRANS/WP.29/GRSG/2006/16). Upon the request of GRSG (see report TRANS/WP.29/GRSG/68, paras. 60 and 61), GRSP agreed to consider the amendments to the scope of Regulation No. 80 (ECE/TRANS/WP.29/GRSG/2006/2) together with those to Regulation No. 17, as both Regulations are closely linked. For the same reason, GRSP requested the Chairman to clarify, with the GRSG Chairman, if GRSP should take over the future responsibility of Regulation No. 80.

B.1.11. REGULATION No. 58 (Rear underrun protective devices RUPD)

Documentation: Informal documents Nos. GRSP-38-3 and GRSP-38-15 of Annex 1 to this report.

33. Regarding the safety of rear underrun protective devices, the EC expert introduced GRSP-38-15 superseding GRSP-38-3. The proposal received some comments. Given the fact that Regulation No. 58 is under the responsibility of GRSG, the experts from the EC and France were invited to jointly prepare a new document, for consideration at the next session of GRSG. (Note by the secretariat: see ECE/TRANS/WP.29/GRSG/2006/20)

**C. BUSES AND COACHES**

C.1. Frontal collision of buses and coaches

34. GRSP noted that there was no new information on this subject. The Chairman suggested keeping this issue on the agenda as an exchange of information.

C.2. Restraining of children travelling in buses and coaches

35. GRSP followed with interest a presentation by the expert from France on the issue of wearing adult safety belts on buses and coaches by children in the case of tip-over or rollover accidents. GRSP agreed to resume consideration at its next session. The expert from Canada informed GRSP about an ongoing study, sponsored jointly with the United States of America, on the reinforcement of safety glazing in coaches in order to avoid ejection of passengers in the case of such accidents. Upon the Chairman's invitation, the expert from Canada agreed to present the final results of this research at the next GRSP session in May 2006.

C.3. Safety of wheelchair users in buses and coaches

36. GRSP noted that there was no new information on this subject. The Chairman suggested keeping this issue on the agenda as an exchange of information.

**D. OTHER BUSINESS**

D.1. ELECTION OF OFFICERS

37. Mr. G. Mouchahoir (United States of America) was unanimously re-elected as Chairman for the GRSP sessions in 2006.

D.2. Exchange of information on national and international requirements on passive safety

Documentation: Informal document No. GRSP-38-18 of Annex 1 to this report.

38. GRSP welcomed the information (GRSP-38-18) by the expert from the United States of America about the status of rulemaking on roof crush standard FMVSS No. 216.

D.3. Guidelines for the preparation and submission of documents

Documentation: TRANS/WP.29/1042; TRANS/WP.29/1044.

39. GRRF noted two new documents adopted by WP.29 during its June 2005 session: (a) Guidelines for the preparation and submission of documents to WP.29 and its subsidiary bodies (TRANS/WP.29/1042) and (b) Guidelines for the elaboration of transitional provisions (TRANS/WP.29/1044). Both documents are available on the website of WP.29 at the address: <http://www.unece.org/trans/main/welcwp29.htm>

40. Experts were invited to consult and to apply those documents when preparing new documents for transmission to the secretariat.

D.4. TRIBUTE TO MR. COOKE

41. Learning that Mr. B. Cooke (OICA) would no longer attend GRSP sessions, the group acknowledged his fruitful contributions to the GRSP work and wished him a long, happy and healthy retirement.

AGENDA FOR THE NEXT SESSION

42. For its thirty-ninth session, scheduled to be held in Geneva from 15 (14.30h) to 19 (12.30h) May 2006, GRSP agreed that the Chairman, in collaboration with the secretariat, would prepare the provisional agenda. 1/

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1/ As part of the secretariat's efforts to reduce expenditure, all the official documents, as well as the informal documents, distributed prior to the session by mail or posted to the WP.29 website will not be available in the conference room for distribution to session participants. Delegates are kindly requested to bring their copies of documents to the meeting. With regard to the translated official documents, experts can now access the new public Official Documents System (ODS) at the website address: <http://documents.un.org>

Annex 1LIST OF INFORMAL DOCUMENTS DISTRIBUTED DURING THE SESSION  
(GRSP-38-...)

No.	Transmitted By	Agenda item	Language	Title	Follow- up
1.	Japan	B.1.3.	E	Proposal for draft amendments to Regulation No. 16 (Safety belts)	(b)
2.	Netherlands	B.1.5.	E	Amendment to proposal for Supplement 1 to the 04 series of amendments to Regulation No. 44 (Child restraint systems)	(b)
3.	European Commission	B.1.11.	E	Proposal for draft amendments to Regulation No. 58 (Rear underrun protective devices - RUPD)	(a)
4.	Sweden	B.1.10.	E	Proposal for amendments to TRANS/WP.29/GRSP/2005/13 (Clarification of the scopes of the Regulations)	(a)
5.	OICA	B.1.2.	E	Proposed Corrigendum to Regulation No. 14 (Safety belt anchorages)	(b)
6.	OICA	B.1.3.	E	Proposed Corrigendum to UNECE Regulation No. 16 (Safety belts)	(d)
7.	OICA	B.1.10.	E	Proposed for collective amendments to Regulations Nos. 14,16,17,29,32,33, 34,42,44,80,94 and 95 (Clarification of the scopes of the Regulations)	(a)
8.	CLEPA	B.1.5.	E	Proposal for draft amendments to Regulation No. 44 (Child restraints)	(d)
9.	CLEPA	B.1.5.	E	Investigations into the 800 mm horizontal plane requirement in Regulation No. 44/03	(a)
10.	Japan	B.1.3.	E	Proposal for draft amendments to Regulation No. 16 (Safety belts)	(b)
11.	Japan	B.1.8.	E	Proposal for draft amendments to Regulation No. 17 (Acceleration test devices)	(b)
12.	Japan	A.1.	E	Flex PLI Technical Evaluation Group (Flex TEG) – Status report	(a)

No.	Transmitted By	Agenda item	Language	Title	Follow-up
13.	Japan	B.1.3.	E	Procedures to deactivate safety belts reminders	(a)
14- Rev.1	Japan	B.1.8.	E	Japan's comment on TRANS/WP.29/GRSP/2005/5 (ECE-R.16)	(a)
15.	European Commission	B.1.11.	E	Draft proposal for amendments to Regulation No. 58	(a)
16.	United States of America	A.1.	E	United States comments on pedestrian head and leg protection gtr (Inf GR/PS/160)	(a)
17.	United States of America	A.2.	E	UNECE/WP.29/GRSP Informal working group on head restraints – 2nd Progress Report	(a)
18.	United States of America	D.2.	E	United States of America roof crush proposed rulemaking FMVSS 216	(a)
19.	Russian Federation	B.1.4.	E	Draft amendments to Regulation No. 29 (Passive safety for cargo vehicle cabin passengers)	(b)
20.	United Kingdom	B.1.3.	E	UK proposal to amend TRANS/WP.29/GRSP/2004/26/Rev.1	(a)
-	EEVC WG 15	C.2	E	Status of research work of EEVC WG 15 on "Compatibility between cars"	(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

Annex 2

AMENDMENTS TO REGULATION No. 16 ADOPTED BY GRSP  
AT ITS THIRTY-EIGHTH SESSION BASED ON DOCUMENT GRSP-38-8  
(see paragraph 17. of this report)

Paragraph 2.38., amend to read:

"2.38. "Child restraint fixture" (CRF) means ... whose dimensions are given from Figure 1 to Figure 7 in the previous mentioned ..."

Paragraph 8.3.5., amend to read:

"8.3.5. In order to inform ... of Regulation No. 14. The first ISOFIX position ... of Annex 17; the second ISOFIX position shall allow at least ... of the vehicle."

Paragraph 15.1.3., add at the end:

"15.1.3. However, existing approvals of the vehicle categories other than M<sub>1</sub> and which are not affected by Supplement 15 to the 04 series of amendments to this Regulation shall remain valid and Contracting Parties applying this Regulation shall continue to accept them."

Insert a new paragraph 15.2.4., to read:

"15.2.4. As from the official date of entry into force of Supplement 14 to the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant UNECE approvals under this Regulation as modified by Supplement 14 to the 04 series of amendments."

Paragraphs 15.2.4. to 15.2.8., renumber as 15.2.5. to 15.2.9.

Paragraph 15.2.5. (old numbering), amend to read:

"15.2.5. Upon expiration of a period of 36 months ... referred to in paragraph 15.2.4 above, the Contracting Parties ..."

Paragraph 15.2.6. (old numbering), amend to read:

"15.2.6. Upon the expiration of a period of 60 months ... referred to in paragraph 15.2.4 above, the Contracting Parties ..."

Annex 17, paragraph 1.1., item (c), amend to read:

"Provide a list of child restraint systems ..."

Annex 3

AMENDMENTS TO REGULATION No. 44 ADOPTED BY GRSP  
AT ITS THIRTY-EIGHTH SESSION BASED ON DOCUMENT GRSP-38-8  
(see paragraph 22. of this report)

Paragraph 15.2.1., amend to read:

"15.2.1. For "universal" category child restraints the following label shall be clearly visible at the point of sale without removing the packing:

NOTICE

This is a "Universal" child restraint. It is approved to Regulation No. 44, 04 series of amendments, for general use in vehicles and it will fit most, but not all, car seats.

A correct fit is likely if the vehicle manufacturer has declared in the vehicle handbook that the vehicle is capable of accepting a "Universal" child restraint for this age group.

This child restraint has been classified as "Universal" under more stringent conditions than those which applied to earlier designs which do not carry this notice.

If in doubt, consult either the child restraint manufacturer or the retailer.

Paragraph 15.2.11., amend to read:

"15.2.11. For an ISOFIX child restraint system, the following label shall be clearly visible at the point of sale without removing the packing:

NOTICE

1. This is an ISOFIX CHILD RESTRAINT SYSTEM. It is approved to Regulation No. 44, 04 series of amendments for general use in vehicles fitted with ISOFIX anchorages systems.
2. It will fit vehicles with positions approved as ISOFIX positions (as detailed in the vehicle handbook), depending on the category of the child seat and of the fixture.
3. The mass group and the ISOFIX size class for which this device is intended is: .....

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