



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.29/GRSP/42  
31 December 2007

Original: ENGLISH

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**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-SECOND SESSION  
(Geneva, 11 – 14 December 2007)**

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## **I. ATTENDANCE**

1. The Working Party on Passive Safety (GRSP) held its forty-second session from 11 (afternoon) to 14 (morning only) December 2007 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), International Standard Organization (ISO) and International Road Federation (IRF).

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 inserted new agenda items 19(d), 19(e), 19(f), 19(g), 19(h) and 19(i) and adopted the agenda.

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

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

Documentation: ECE/TRANS/WP.29/2007/93; ECE/TRANS/WP.29/2007/94; Informal documents Nos. GRSP-42-25 of Annex 1 to this report

4. GRSP noted the decision of AC.3 at its last session November 2007, to postpone to the March 2008 session the vote of the draft gtr.

5. The expert from Japan gave a presentation (GRSP-42-25) on the progress made by the flexible pedestrian legform impactor technical evaluation group (Flex-TEG). The Chairperson noted that the Flex-TEG group was a subgroup under the informal working group on gtr Pedestrian Protection. She clarified that when the gtr had been adopted, Japan would need to seek mandate from AC.3 to continue the work of the Flex-TEG as an informal group to develop the phase II of the gtr.

6. The expert from Japan expressed his intention to continue the work of this subgroup until the gtr on pedestrian safety is adopted.

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

Documentation: Informal document No. GRSP-42-19 of Annex I to this report

7. The expert from the United States of America gave a presentation on the status of gtr lower leg testing (GRSP-42-38).

8. GRSP noted GRSP-42-19 tabled by the expert from Germany. Due to the lack of time, it was agreed to defer the discussion to the next GRSP meeting and requested the secretariat to distribute it with an official symbol.

**IV. HEAD RESTRAINTS (Agenda item 3)**

**A. Proposal for a global technical regulation (gtr) (Agenda item 3(a))**

Documentation: ECE/TRANS/WP.29/2007/47, WP.29-142-23; Informal documents Nos. GRSP-42-05, GRSP-42-23, Rev.1 and Rev.2 and GRSP-42-24, Rev.1 and Rev.2, GRSP-42-29 and Rev.1, GRSP-42-33 and Rev.1, GRSP-42-36 and Rev.1 of Annex I to this report

9. The chairperson informed the group about the conclusion of the last meeting of the informal group on head restraints. To this aim, she introduced GRSP-42-23 concerning the last version of the gtr regulatory text. GRSP noted the guidance (GRSP-42-05) adopted by the Executive Committee of the Agreement (AC.3) at its November 2007 session, requested by the GRSP chairperson (ECE/TRANS/WP.29/GRSP/41. para. 19) with respect to the protocol for the assessment of dynamic head restraints. It was noted that some Contracting Parties may wish to adopt into their national or regional law, assessment requirements for dynamic head restraints that would use alternative protocols to those contained in the current text. It was also noted that they may wish to do so more rapidly than would be possible by waiting for the development of a second phase of the gtr. While acknowledging the direction given to them by AC.3, GRSP therefore also agreed to include text in the technical rationale that would allow for this alternative approach; it was agreed that the Chairperson would bring this to the attention of WP.29 and AC.3.

10. The expert from the Netherlands expressed concerns for the lack of requirements in the gtr regarding both the minimum height (100 mm) for the front surface of the head restraint and dangerous roughness or sharp edges (present in Regulation No. 17, respectively in paragraphs 5.6.1. and 5.4.1.). He clarified that these requirements had been in existence in Regulation No.17 for more than twenty years and were based on expert opinion. He felt it was not correct to have them excluded because a justification was difficult to deliver in the present situation. He also stated that the use of a dummy to fulfill the energy absorption test would result in a lowering of the level of stringency compared to the current requirements in Regulation No. 17. The expert from the Netherlands concluded that in the present situation the technical services could check different test points to identify the worst cases by using an impactor. The chairperson informed GRSP that the energy absorption test used to evaluate dangerous roughness and sharp edges was outside the scope of the gtr and could continue to be conducted per Regulation No.17 without change. With regard to the

100 mm height requirement, she explained that questions were raised concerning the effectiveness of this obligation and no justification was presented to support its inclusion.

11. GRSP discussed the justification for requirements to be applied to optionally fitted rear head restraints. The Chairperson explained that with regard to the backset retention requirements, the language was drafted to reflect philosophical differences in opinions, similar to the situation of gtr No. 1 relating to child safety locks. She explained that benefits for the occupant could be realized if the backset was set and maintained at a position forward of full rearward, but she added that these benefits were difficult to quantify. GRSP considered that, for transparency, this use of the precautionary principle (expert opinion is strong but the science is difficult to determine) should be recorded in the report.

12. The expert from Japan expressed concerns on the lack of definition of adjustable backset with respect to the inconsistency between the definition of the backset and the requirements for the backset adjustment. Moreover, he noted also that no description of how to adjust backset position (if the backset is adjustable as a pre-crash sensing), was provided in the text. GRSP was unable to develop a definition during the meeting and recommended that until a definition is developed, Contracting Parties could provide their own definition when the term is incorporated into their own national regulatory system.

13. With regards to the regulatory text, GRSP also considered the remaining issues of GRSP-42-29 and Rev.1 and GRSP-42-33 and Rev.1. GRSP recommended incorporating them into GRSP-42-23/Rev.1.

14. GRSP experts were provided with GRSP-42-24, a revised version of the technical rationale for the gtr developed in the meeting of the informal group immediately preceding this session of GRSP. The document received some comments from GRSP, reflected in GRSP-42-24 Rev.1.

15. The expert from the United States of America provided GRSP with a revised version of the technical rationale (GRSP-42-36 and Rev.1) to be incorporated into GRSP-42-24/Rev.1 based on discussions between the experts from the United States of America, the United Kingdom, the Netherlands, Japan and OICA to resolve issues from the informal group meeting. With regards to the clearance exemption section, the delegate of the United States of America noted that she and the expert from the United Kingdom were unsatisfied with the wording of the section but had been unable to complete a revision. Experts who could suggest better wording for this section were invited to provide them in informal documents for the WP.29 March 2008 session.

16. The expert from the United States of America introduced GRSP-42-36 to address some of its concerns with the technical rationale. GRSP accepted the proposed sentence for paragraph 4; but not the expert's recommendation that they reconsider some of the other places in the technical rationale that credited AC.3 with a decision, as some of those instances credited AC.3 with decisions not reflected in their guidance. They accepted the proposed footnote for all references to the European Enhanced Vehicle Safety Committee (EEVC) reports with some edits suggested by the United Kingdom and the Netherlands. GRSP rejected two requested edits that would have deleted some conclusions from an EEVC report.

17. The expert from the United Kingdom expressed his concern that AC.3 had not been aware of the lack of maturity of the proposal for the gtr. He acknowledged that concerns about the assessment of dynamic head restraints had been recognized but he also noted from this meeting that the requirements for the static assessment were not yet finalized as the test tools were not properly defined and that calibration procedures and calibration tools had not been developed. He felt that it was important that AC.3 understood this. He also recalled that the 1998 Agreement was clear about the need for transparency and the use of science to develop regulations, two principles that his government supported fully. He expressed concern that this procedure had not been followed and that text that amended technical requirements had been incorporated without the submission of papers or technical justification.

18. GRSP also noted the concerns of the experts from the United Kingdom, the Netherlands and Germany that a final draft document had not been provided to GRSP for review. They requested that the established process of allowing GRSP adequate time to review detailed informal papers be respected.

19. Concluding the discussion, GRSP adopted the regulatory text (GRSP-42-23/Rev.2) and the technical rationale (GRSP-42-24/Rev.2) of the gtr. The consolidated text is reproduced in document ECE/TRANS/WP.29/2008/54. GRSP recommended the gtr for adoption by AC.3 and WP.29 at their March 2008 sessions.

**B. Progress report (Agenda item 3(b))**

Documentation: ECE/TRANS/WP.29/2007/48; Informal document No. GRSP-42-34 and Rev.1 of Annex 1 to this report

20. GRSP considered GRSP-42-34 and adopted the "Final report on the development of the global technical regulation concerning head restraints" (GRSP-42-34/Rev.1). The consolidated text is reproduced in document ECE/TRANS/WP.29/2008/55. GRSP agreed to recommend the draft gtr for adoption by AC.3 and WP.29 at their March 2008 sessions.

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

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

Documentation: ECE/TRANS/WP.29/AC.3/18; Informal documents Nos. GRSP-42-09 and GRSP-42-16 of Annex I to this report

21. GRSP noted the decision of AC.3 at its June 2007 session (ECE/TRANS/WP.29/1062, para. 83) to adopt the proposal of amendment to the gtr (ECE/TRANS/WP.29/AC.3/18).

22. With regards to the finalization of the rulemaking procedure to adopt gtr No. 1, the expert from the United States of America reported that they had not been able to publish a response to



petitions for reconsideration of their final rule incorporating the gtr into their national regulation, and suggested GRSP to wait until they complete their response before consideration of ECE/TRANS/WP.29/AC.3/18, in case they wished to further amend this document. GRSP agreed to defer the discussion to the next GRSP session and requested the secretariat to distribute GRSP-42-09 and GRSP-42-16, tabled respectively by Japan and OICA, with official symbols at the next GRSP session.

## **VI. SIDE IMPACT (Agenda item 5)**

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

Documentation: Informal document Nos. GRSP-42-30 of Annex I to this report

23. The expert from ISO gave a presentation (GRSP-42-30) explaining that the World-SID dummy 50th percentile dummy had been completed and that the completion of evaluation testing by the National Highway Traffic Safety Administration (NHTSA) would be expected mid 2008.

## **VII. CRASH COMPATIBILITY (Agenda item 6)**

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

Documentation: Informal document Nos. GRSP-42-32 of Annex I to this report

24. The expert from the Netherlands gave a presentation (GRSP-42-32) on their research with the mobile deformable barrier and progressive deformable barrier (PDB). GRSP appreciated it as a promising improvement of test methodology closer to the real-world situation. GRSP agreed to resume consideration of this subject at its May 2008 session.

## **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

25. GRSP noted the decision of AC.3 at its June 2007 session to adopt the proposal (ECE/TRANS/WP.29/AC.3/17) to develop a global technical regulation concerning hydrogen / fuel cell vehicles session (ECE/TRANS/WP.29/1062, para. 89).

26. The expert from the United States of America, whose country is co-sponsoring the informal group on Hydrogen and Fuel Cells Vehicles special group safety (HFCV-SGS), informed GRSP on the outcome of the first meeting of the group held in Bonn, Germany, September 20-21, 2007. She clarified that the HFCV-SGS was updated with the current hydrogen fuel-cell vehicle research and rulemaking activities from the United States of America, EC, Republic of South Korea and SAE. She added that the informal group considered it important to have a full understanding of the Japanese regulation, since it would be used as a basis for the gtr discussion. Moreover she reported

that a timeline and a table outlining the key areas for the gtr had been developed. She concluded that the SGS group would like to work in conjunction with the electrical safety group (Regulation No. 100) on the electrical safety items related to the gtr. The next meeting of the HFCV-SGS is scheduled for 14-16 January, 2008 in Geneva, Switzerland. Interested persons were invited to contact Kazuyuki Narusawa [narusawa@ntsel.go.jp](mailto:narusawa@ntsel.go.jp) or Nha Nguyen [Nha.nguyen@dot.gov](mailto:Nha.nguyen@dot.gov) for additional information.

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

Documentation: Informal document No. GRSP-42-07 and GRSP-42-17 of Annex I to this report

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

27. GRSP welcomed the proposal from the expert from the EC (GRSP-42-07) and the expert from OICA (GRSP-42-17) regarding the transposition of the proposal amendments of gtr No. 1 into regulation No. 11. For the same purpose as mentioned in paragraph 15 (gtr No. 1), GRSP agreed to defer the discussion to the next meeting and requested the secretariat to distribute GRSP-42-07 and GRSP-42-17 with an official symbol at the next May 2008 GRSP session.

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

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

Documentation: ECE/TRANS/WP.29/2006/19; ECE/TRANS/WP.29/2007/16

28. The expert from Germany referred to his proposal (ECE/TRANS/WP.29/GRSP/2006/19) concerning identification markings of upper tether anchorages and requested from the United States of America further clarification on required and voluntary industry standards.

29. GRSP considered and adopted ECE/TRANS/WP.29/GRSP/2007/16, not amended. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their June 2008 session as draft Supplement 4 to the 06 series of amendments to Regulation No. 14.

### **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; Informal document No. GRSP-42-18 of Annex I to the report

30. The experts from Italy and Germany referred respectively to ECE/TRANS/WP.29/GRSP/2007/10 and ECE/TRANS/WP.29/GRSP/2007/7. The expert from the EC stated that a solution could be found on the basis of a new definition of Class II awaited by GRSG. The expert from Italy suggested that the discussion should be kept in parallel for Regulations Nos. 14, 16 and 17. The expert from the Netherlands introduced GRSP-42-18 with the aim of finding a solution for the mandatory fitting of safety belts by the Contracting Parties applying this Regulation. He also referred to GRSP-42-22 (under item 10(b)), asking the mandatory fitting of safety-belts anchorages in order to provide Contracting Parties with the right to demand the

installation of safety belts in Class II buses according to their use. GRSP welcomed this suggestion and agreed to defer the discussion to the next meeting. The secretariat was requested to keep ECE/TRANS/WP.29/GRSP/2007/7 and ECE/TRANS/WP.29/GRSP/2007/10 into the agenda and to distribute GRE-42-18 with an official symbol at the next May 2008 GRSP session.

## **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; ECE/TRANS/WP.29/GRSP/2007/20; ECE/TRANS/WP.29/GRSP/2007/21; Informal document No. GRSP-42-03 and Rev. 1 and GRSP-42-35 of Annex I to the report

31. GRSP welcomed ECE/TRANS/WP.29/GRSP/2007/18 tabled by the expert from France in order to propose a clarification of the provisions of Regulation No. 16 and to avoid different interpretation among test laboratories. The proposal received some comments and GRSP agreed to defer the discussion to the next GRSP meeting.

32. GRSP considered and adopted ECE/TRANS/WP.29/GRSP/2006/20, not amended. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their November 2007 session as draft Corrigendum 1 to Supplement 19 to the 04 series of amendments to Regulation No. 16.

33. During its November 2007 session (ECE/TRANS/WP.29/1064, para.53), GRSP noted the WP.29 decision to refer to GRSP a proposal from Japan (GRSP-42-03) whereby his country will not be prevented from requiring vehicles of category N<sub>1</sub> to meet its existing national provisions for safety-belt reminders. The proposal received some comments. Accordingly, the expert from Japan introduced GRSP-42-03/Rev.1. The expert from Japan clarified that this request would be only temporary in order to allow a quick adoption of Regulation No. 16 by his country. GRSP adopted the proposal as reproduced in Annex II, to this report and requested the secretariat to submit it to WP.29 and AC.1, for consideration at its March 2008 sessions, as Corrigendum 2 to the 05 series of amendments.

34. GRSP considered and adopted ECE/TRANS/WP.29/GRSP/2007/21 as amended by GRSP-42-35 and reproduced it in Annex II to this Report. The secretariat was requested to submit the proposal as draft Supplement 1 to the 05 series of amendments to WP.29 and AC.1, for consideration at their June 2008 sessions.

### **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; Informal documents Nos. GRSP-42-18 and GRSP-42-22 of Annex I to the report

35. For the same purpose as mentioned in paragraph 23 (Class II buses), GRSP agreed to follow the same approach as for Regulation No. 14 (see par. 30). The secretariat was requested to keep ECE/TRANS/WP.29/GRSP/2007/8 and ECE/TRANS/WP.29/GRSP/2007/11 on the agenda and to

distribute GRSP-42-22 with an official symbol at the next May 2008 GRSP session.

**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

36. Due to the lack of time, it was agreed to defer the discussion to the next GRSP meeting.

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

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

Documentation: ECE/TRANS/WP.29/GRSP/2006/9; Informal documents Nos. GRSP-42-02, GRSP-42-20, GRSP-42-27 and GRSP-42-28 of Annex I to this report

37. GRSP noted that WP.29 had given its consent at its June 2007 session to the establishment of a new informal group to devise new performance requirements for Regulation No. 44 (ECE/TRANS/WP.29/1062, paragraph 37).

38. GRSP welcomed GRSP-42-02 and GRSP-42-27 tabled by the expert from France as proposals of lists of issues to be regulated in a future new Regulation on child restraints. He added, that after its first meeting held in Geneva, during GRSP session, the informal group deemed that the new Regulation would be phased in over a period of time to be defined, in parallel to the current Regulation No. 44. He concluded that the next meeting of the informal group, at which a work road map would be defined, would be held at the OICA offices in Paris on 30 January 2008.

39. GRSP noted a presentation by the expert from CLEPA (GRSP-42-28) and GRSP-42-20 (superseding ECE/TRANS/WP.29/GRSP/2006/9) with regards to the issue of the horizontal plane requirements. The proposal received a study reservation from the expert from the Netherlands and Japan. GRSP agreed to defer the discussion to the next GRSP meeting and requested the secretariat to distribute GRSP-42-20 with an official symbol.

**B. Colour code for the webbing route (Agenda item 12(b))**

Documentation: ECE/TRANS/WP.29/GRSP/2006/17

40. GRSP resumed the discussion on the remaining issue of ECE/TRANS/WP.29/GRSP/2006/17 (paragraph 4.3. only) tabled by the expert from Germany concerning the colour code for laterally facing child restraints webbing route. He suggested to defer the discussion on this subject in the framework of the activities of the informal group on the new Regulation on child restraints. GRSP agreed with the proposal of the expert from Germany and asked the secretariat to delete the item and ECE/TRANS/WP.29/GRSP/2006/17 from the agenda of the next meeting.

**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))**

41. Due to the lack of time, it was agreed to defer the discussion to the next GRSP meeting.

**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

42. Because of time constraint, it was agreed to defer the discussion to the next GRSP meeting.

**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; Informal documents Nos. GRSP-42-12 and GRSP-42-18 of Annex I to this report

43. GRSP requested the secretariat to distribute GRSP-42-12 with an official symbol and agreed to defer the discussion to the next GRSP meeting.

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

Documentation: Informal document No. GRSP-42-06 of Annex I to this report

44. GRSP requested the secretariat to distribute GRSP-42-06 with an official symbol and agreed to defer the discussion to the next GRSP meeting.

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

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

Documentation: Informal document No. GRSP-42-08 of Annex I to this report

45. GRSP requested the secretariat to distribute GRSP-42-08 with an official symbol and agreed to defer the discussion to the next GRSP meeting.

**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; Informal document No. GRSP-42-14 of Annex I to this report

46. GRSP considered ECE/TRANS/WP.29/GRSP/2007/19 tabled by the expert from Japan. The proposal received some comments from the expert from the EC concerning the length of the lower leg and thigh segments dimensions of the 3-D H machine not matching those of the corresponding EC Directive 96/79. Due to the lack of time, it was agreed to defer the discussion to the next GRSP meeting. GRSP requested the secretariat to distribute GRSP-42-14 with an official symbol.

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

Documentation: ECE/TRANS/WP.29/GRSP/2007/17; Informal document No. GRSP-42-31 of Annex I to this report

47. GRSP noted ECE/TRANS/WP.29/GRSP/2007/17 and GRSP-42-31 tabled by the expert from France aiming at replacing the deformable element face of the barrier. The expert from France clarified that this revision work should be made within the framework of an informal group. GRSP welcomed the initiative from France and agreed to seek mandate from WP.29 at its next March 2008 session to establish an informal working group on this subject. GRSP agreed to defer the full consideration of ECE/TRANS/WP.29/GRSP/2007/17 to the informal group.

**XIX. BUSES AND COACHES (Agenda item 18)**

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

48. Due to the lack of time, it was agreed to defer the discussion to the next GRSP meeting.

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

49. Due to the lack of time, it was agreed to defer the discussion to the next GRSP meeting.

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

50. Due to the lack of time, it was agreed to defer the discussion to the next GRSP meeting.

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

Documentation: Informal document No. GRSP-42-04 and GRSP-42-37 of Annex I to this report

51. GRSP noted the WP.29 decision at its one-hundred and forty-second session that the amendments of passive safety Regulations should remain under the GRSP responsibility, and the

recommendation to GRSG experts to provide further information to GRSP to allow full consideration of this issue (ECE/TRANS/WP.29/1062, para. 32).

52. GRSP welcomed a presentation from Denmark (GRSP-42-37) highlighting the issue of the safety on board of sleeper coaches and showing possible solution to cope it. GRSP also noted GRSP-42-04, under examination by the Working Party on Road Traffic Safety (WP.1) and by the legal expert group of WP.1. GRSP agreed to defer the discussion to the next GRSP meeting.

## **XX. OTHER BUSINESS (Agenda item 19)**

### **A. Exchange of information on national and international requirements on passive safety (Agenda item 19(a))**

Documentation: Informal document No. GRSP-42-21 of Annex I to this report

53. GRSP requested the secretariat to distribute GRSP-42-21 with an official symbol and agreed to defer the discussion to the next GRSP meeting.

### **B. Rear impact assessment (Agenda item 19(b))**

54. Due to the lack of time, it was agreed to defer the discussion to the next GRSP meeting.

### **C. Election of officers (Agenda item 19(c))**

55. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690), GRSP called for the election of officers. The representatives of the Contracting Parties, present and voting, re-elected unanimously Mrs. S. Meyerson (United States of America) as Chairperson for the GRSP sessions scheduled for the year 2008.

### **D. Proposal for draft amendments to Regulation No. 100 (Construction and functional safety of battery electric vehicles) (Agenda item 19(d))**

Documentation: Informal documents Nos. GRSP-42-01 and GRSP-42-26 of Annex I to this report

56. GRSP welcomed the WP.29 decision, agreed during its November 2007 session, to set up an informal group under GRSP to deal with electric safety of electric, hybrid and hydrogen/fuel cell vehicles (ECE/TRANS/WP.29/1064, paragraph 14).

57. Due to the development of alternative propulsion systems, the expert from Germany introduced GRSP-42-01 aiming at extending requirements for electric shock to all relevant vehicles and parts. The expert from Japan introduced GRSP-42-26 to offer an overview of the new Regulation on "Electric Shock Protection for Occupants of Electric Motor Vehicles" from its country.

58. GRSP agreed to defer the full consideration of GRSP-42-01 and GRSP-42-26 to the

informal group on electric safety.

**E. Regulations Nos. 16, 17, 44 and 80 - Proposal for draft amendments to sled test parameters (Agenda item 19(e))**

Documentation: Informal document No. GRSP-42-10 of Annex I to this report

59. GRSP requested the secretariat to distribute GRSP-42-10 with an official symbol and agreed to defer the discussion to the next GRSP meeting.

**F. Proposal for draft amendments to Regulation no. 12 (Steering wheel protection) (Agenda item 19(f))**

Documentation: Informal document No. GRSP-42-11 of Annex I to this report

60. GRSP requested the secretariat to distribute GRSP-42-11 with an official symbol and agreed to defer the discussion to the next GRSP meeting.

**G. Proposal for draft amendments to Regulation no. 21 (Interior fitting) (Agenda item 19(g))**

Documentation: Informal document No. GRSP-42-13 of Annex I to this report

61. GRSP requested the secretariat to distribute GRSP-42-13 with an official symbol and agreed to defer the discussion to the next GRSP meeting.

**H. Regulations Nos. 12, 33 and 34 - Proposal for draft amendments to plywood specifications for crash test barriers (Agenda item 19(h))**

Documentation: Informal document No. GRSP-42-15 of Annex I to this report

62. GRSP requested the secretariat to distribute GRSP-42-15 with an official symbol and agreed to defer the discussion to the next GRSP meeting.

**I. Tribute to Mr. J. Lukaszewicz and Mr. E. Faerber (Agenda item 19(i))**

63. Learning that Mr. J. Lukaszewicz and Mr. E. Faerber would no longer attend GRSP sessions, the group acknowledged their fruitful contributions to the GRSP work and wished them a long, happy and healthy retirement.

**XXI. PROVISIONAL AGENDA FOR THE NEXT SESSION**

64. For its forty-third session, scheduled to be held in Geneva from 19 (14.30h) to 23 (12.30h) May 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-41-...)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
01.	Germany	19(d)	E	Proposal for draft amendments to Regulation No. 100 (Battery electric vehicles with regard to specific requirements for construction and functional safety)	(a)
02.	France	12(a)	E	Proposal for a new Regulation on Child Restraint system	(a)
03/Rev.1	Japan	10(a)	E	Proposal for Corrigendum 1 to the 05 series of amendments to Regulation No. 16	(a)
04.	Secretariat	18(d)	E	Sleeper coaches in international Traffic	(a)
05	Secretariat	3(a)	E	EC, Japan, and US Proposal Regarding Next Steps on Head Restraint gtr	(a)
06.	EC	15(b)	E	Proposal for draft amendments to Regulation No. 17	(b)
07.	EC	8(a)	E	Proposal for draft amendments to Regulation No. 11	(b)
08.	Japan	16(a)	E	Proposal of Corrigendum 1 to the 01 series of amendments to Regulation No. 80	(b)
09.	Japan	4(a)	E	Proposal for draft amendment to global technical regulation No. 1	(b)
10.	India	19(e)	E	Regulations Nos. 16, 17, 44 and 80 - Proposal for draft amendments to sled test parameters	(b)
11.	India	19(f)	E	Proposal for draft amendments to Regulation No. 12 (Steering wheel)	(b)
12.	India	15(a)	E	Proposal for draft amendments to Regulation no. 17 (Strength of seat)	(b)
13.	India	19(g)	E	Proposal for draft amendments to Regulation no. 21 (Interior fitting)	(b)
14.	India	17(a)	E	Proposal for draft amendments to Regulation no. 94 (Frontal impact)	(b)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
15.	India	19(h)	E	Regulations Nos. 12, 33 and 34 - Proposal for draft amendments to plywood specifications for crash test barriers	(b)
16.	OICA	4(a)	E	Proposal for draft amendments to global technical regulation No. 1 (Door locks)	(b)
17.	OICA	8(a)	E	Proposal for draft amendments to the 03 series of amendments to Regulation No. 11 (Door latches and hinges)	(b)
18.	The Netherlands	9(b), 10(b) and 15(a)	E	Proposal for amendments to Regulations Nos. 14, 16 and 17	(b)
19.	Germany	2(b)	E	Proposal for a draft amendment to the draft gtr on pedestrian protection: ECE/TRANS/WP.29/2007/94	(b)
20.	CLEPA	12(a)	E	Proposal for draft amendments to Regulation No. 44 (child restraints) - Horizontal plane requirements	(b)
21.	Sweden	19(a)	E	Information on Swedish National activities regarding Alcohol ignition interlock (Alco lock)	(b)
22.	The Netherlands	10(b)	E	Proposal for draft amendments to Regulation No.16	(b)
23/Rev.2	GRSP chairperson	3(a)	E	Proposal for a gtr on head restraints - Regulatory text	(a)
24/Rev.2	GRSP chairperson	3(a)	E	Proposal for a gtr on head restraints - Technical rationale	(a)
25.	Japan	2(a)	E	Status report on flexible pedestrian legform impactor - Flex-TEG activities	(a)
26.	Japan	19(d)	E	New regulation on electric shock protection for occupants of electric motor vehicles in Japan	(a)
27.	France	12(a)	E	Proposal for a new Regulation on Child Restraint System	(a)
28.	CLEPA	12(a)	E	Proposal to review the 800 mm horizontal plane requirement - Reg.44 (child restraints)	(a)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
29/Rev.1	USA	3(a)	E	Proposal for draft amendments to draft global technical regulation (gtr) on head restraints - Amendment to Part B., regulatory text	(a)
30.	ISO	5(a)	E	Worldsid 50th update	(a)
31.	France	17(b)	E	Regulation No. 94 (Frontal collision) - Proposal for draft amendments	(a)
32.	The Netherlands	6(a)	E	The development of a moving deformable barrier test procedure - Crash compatibility	(a)
33/Rev.1	U.S.A.	3(a)	E	Proposal for draft amendments to draft global technical regulation (gtr) on head restraints - Further amendments to Part B, regulatory text	(a)
34/Rev.1	GRSP chairperson	3(b)	E	Proposal for a gtr on head restraints - Progress report	(a)
35.	CLEPA	10(a)	E	Proposal for draft amendment to Regulation No. 16 - ECE/TRANS/WP.29/GRSP/2007/21/Rev.1	(a)
36/Rev.1	USA	3(a)	E	Proposal for draft amendments to draft global technical regulation (gtr) on head restraints - Further amendments to part A, technical rationale	(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. 16

ADOPTED TEXT BASED ON ON GRSP-42-03-Rev.1

(see paragraph 33. of this report)

Paragraph 1.4., insert the reference to a new footnote \*\*/ and a new footnote \*\*/ to read:

"1. SCOPE

This Regulation applies to:

...

1.4. Vehicles of categories M<sub>1</sub> with regard to safety belt reminder. \*\*/

.....

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\*\*/ Japan shall not be prevented, by the obligations of the Agreement to which this regulation is annexed, from requiring vehicles of category N1 which are granted type-approvals under this regulation to meet its existing national requirements for safety-belt reminders."

AMENDMENTS ADOPTED TO ECE/TRANS/WP.29/2007/21

BASED ON GRSP-42-35

(see para. 34. of the report)

.....

Paragraph 7.4.1.2.1., amend to read:

"7.4.1.2.1. The provisions of Recommendation .... Dye No. 7."

Paragraph 7.4.2.3., should be deleted.

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