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Working Party on Passive Safety

**REPORT OF THE WORKING PARTY ON PASSIVE SAFETY
ON ITS FORTY-FOURTH SESSION
(Geneva, 10 - 12 December 2008)**

CONTENTS

| | <u>Paragraphs</u> | <u>Page</u> |
|--|-------------------|-------------|
| I. ATTENDANCE..... | 1-2 | 5 |
| II. ADOPTION OF THE AGENDA (Agenda item 1) | 3 | 5 |
| III. PEDESTRIAN PROTECTION (gtr) (Agenda item 2)..... | 4-8 | 5 |
| A. Flexible legform impactor (Agenda item 2(a)) | 4-5 | 5 |
| B. Proposal for draft amendments to the draft global technical regulation (gtr) (Agenda item 2(b))..... | 6-8 | 6 |
| IV. HEAD RESTRAINTS (gtr) (Agenda item 3)..... | 9-10 | 6 |
| A. Proposal for draft amendments to the global technical regulation (Agenda item 3(a)) | 9-10 | 6 |

CONTENTS (continued)

| | <u>Paragraphs</u> | <u>Page</u> |
|---|-------------------|-------------|
| V. DOOR LOCKS AND DOOR RETENTION COMPONENTS (gtr) (Agenda item 4) | 11 | 7 |
| A. Proposal for draft amendments to the global technical regulation No. 1 (Agenda item 4(a)) | 11 | 7 |
| VI. SIDE IMPACT (Agenda item 5)..... | 12-13 | 7 |
| A. Exchange of views on side impact (Agenda item 5(a))..... | 12-13 | 7 |
| VII. CRASH COMPATIBILITY (Agenda item 6) | 14 | 7 |
| A. Exchange of views on crash compatibility (Agenda item 6(a))..... | 14 | 7 |
| VIII. HYDROGEN AND FUEL CELL VEHICLES – SUBGROUP ON SAFETY (HFCV-SGS) (Agenda item 7) | 15 | 7 |
| A. Subgroup on safety (HFCV-SGS) (Agenda item 7(a))..... | 15 | 7 |
| IX. REGULATION No. 11 (Door latches and hinges) (Agenda item 8)..... | 16 | 8 |
| A. Alignment to gtr No. 1 (Agenda item 8(a))..... | 16 | 8 |
| X. REGULATION No. 12 (Steering mechanism) (Agenda item 9)..... | 17-19 | 8 |
| A. Proposal for draft amendments (Agenda item 9(a)) | 17-19 | 8 |
| XI. REGULATION No. 14 (Safety-belt anchorages) (Agenda item 10) | 20-23 | 9 |
| A. ISOFIX anchorages (Agenda item 10(a))..... | 20-23 | 9 |
| XII. REGULATION No. 16 (Safety-belts) (Agenda item 11) | 24-28 | 9 |
| A. Proposal for draft amendments (Agenda item 11(a)) | 24-28 | 9 |
| XIII. REGULATION No. 17 (Seat strength) (Agenda item 12)..... | 29-31 | 10 |
| A. Proposal for draft amendments (Agenda item 12(a)) | 29 | 10 |
| B. Alignment to gtr No. 7 (Head restraints) (Agenda item 12(b)) | 30-31 | 10 |
| XIV. REGULATION No. 21 (Interior fitting) (Agenda item 13)..... | 32 | 11 |
| A. Proposal for draft amendments (Agenda item 13(a)) | 32 | 11 |

CONTENTS (continued)

| | <u>Paragraphs</u> | <u>Page</u> |
|---|-------------------|-------------|
| XV. REGULATION No. 22 (Protective helmets) (Agenda item 14) | 33-34 | 11 |
| A. Safety helmets assessment and rating programme (SHARP) (Agenda item 14(a)) | 33-34 | 11 |
| XVI. REGULATION No. 29 (Cabs of commercial vehicles) (Agenda item 15) | 35-38 | 11 |
| A. Proposal for draft 03 series of amendments (Agenda item 15(a))... | 35-38 | 11 |
| XVII. REGULATION No. 44 (Child restraint systems (CRS)) (Agenda item 16) | 39-41 | 12 |
| A. Proposal for draft amendments (Agenda item 16(a)) | 39-41 | 12 |
| XVIII. REGULATION No. 94 (Frontal collision) (Agenda item 17)..... | 42-43 | 12 |
| A. Proposal for draft corrigendum (Agenda item 17(a))..... | 42 | 12 |
| B. Proposal for draft amendments (Agenda item 17(b))..... | 43 | 13 |
| XIX. DRAFT REGULATION ON SEAT COVERS (Agenda item 18)..... | 44 | 13 |
| A. Proposal for a new Regulation on accessory or replacement seat covers (Agenda item 18(a))..... | 44 | 13 |
| XX. BUSES AND COACHES (Agenda item 19) | 45-49 | 13 |
| A. Frontal collision of buses and coaches (Agenda item 19(a)) | 45 | 13 |
| B. Restraining of children traveling in buses and coaches (Agenda item 19(b)) | 46-47 | 13 |
| C. Safety of wheelchair users in buses and coaches (Agenda item 19(c)) | 48 | 14 |
| D. Safety on board of sleeper coaches (Agenda item 19(d))..... | 49 | 14 |
| XXI. PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 100 (Construction and functional safety of battery electric vehicles) (Agenda item 20) | 50-51 | 14 |

CONTENTS (continued)

| | <u>Paragraphs</u> | <u>Page</u> |
|--|-------------------|-------------|
| XXII. COLLECTIVE AMENDMENTS (Agenda item 21)..... | 52 | 14 |
| A. Regulations Nos. 12, 32 and 33 - Proposal for draft amendments to plywood specifications for crash test barriers (Agenda item 21(a))..... | 52 | 14 |
| XXIII. ELECTION OF OFFICERS (Agenda item 22) | 53 | 14 |
| XXIV. OTHER BUSINESS (Agenda item 23) | 54-55 | 15 |
| A. Exchange of information on national and international requirements on passive safety (Agenda item 23(a))..... | 54 | 15 |
| B. Tribute to Mr. P. Doyle and Mr. L. Bady (Agenda item 23(b)) | 55 | 15 |
| XXV. DRAFT REGULATION ON PEDESTRIAN SAFETY (1958 AGREEMENT) (Agenda item 24) | 56 | 15 |
| XXVI. PROVISIONAL AGENDA FOR THE NEXT SESSION | 57 | 15 |

Annexes

| | |
|--|----|
| I. List of informal documents distributed without a symbol during the session (GRSP-44-..) | 16 |
| II. Amendments to Regulation No. 16 | 19 |
| III. Amendments to Regulation No. 44..... | 20 |
| IV. Amendments to Regulations Nos. 12, 32 and 33..... | 21 |

I. ATTENDANCE

1. The Working Party on Passive Safety (GRSP) held its forty-fourth session from 10 (morning) to 12 (morning only) December 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 and Amend.1): Belgium; Bulgaria; Canada; China; Czech Republic; France; Germany; Hungary; India; Italy; Japan; Netherlands; Norway; Republic of Korea; Russian Federation; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland and 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); Foundation for the Automobile and Society (FIA Foundation) 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)

Documentation: ECE/TRANS/WP.29/GRSP/2008/19; Informal document No. GRSP-44-19 of Annex I to this report

3. GRSP agreed to insert new agenda items 23(b) and 24 and adopted the agenda proposed for the forty-fourth session (ECE/TRANS/WP.29/GRSP/2008/19) as well as the running order (GRSP-44-19).

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

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

Documentation: Informal document No. GRSP-44-28 of Annex I to this report

4. Concerning the incorporation of the flexible pedestrian legform impactor (Flex-PLI) provisions in phase 2 of the gtr, GRSP noted the decision of the executive Committee of the 1998 Agreement (AC.3) at its last session in November of 2008 that GRSP should continue consideration of this matter, awaiting the formal proposal for the amendment of the gtr (ECE/TRANS/WP.29/1070, para. 96).

5. The expert from Japan introduced the latest status report on the flexible pedestrian legform impactor prepared by the Flex-PLI technical evaluation group (Flex-TEG) (GRSP-44-28).

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

Documentation: ECE/TRANS/WP.29/GRSP/2008/2; Informal documents Nos. GRSP-44-08 and GRSP-44-14 of Annex I to this report

6. GRSP considered a proposal for a corrigendum to gtr No. 9 (GRSP-44-08), tabled by the expert from OICA. GRSP agreed to defer the discussion on this subject to its May 2009 session. The secretariat was requested to distribute GRSP-44-08 with an official symbol for consideration at the next session of GRSP.

7. GRSP noted GRSP-44-14 (superseding 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 as categories 1-2 and 2 or as category 1-1 with a gross vehicle mass exceeding 2.5 t which are derived from category 2). The expert from EC clarified that this proposal was in line with the upcoming European Regulation transposing the gtr. The expert from Japan disagreed in principle on this proposal because of lack of justification to exclude these vehicle categories. He supported a broad scope to be eventually restricted at national level.

8. Regarding comments received, GRSP noted that the expert from Germany would revise his proposal, providing the justification needed in collaboration with the experts from EC and Japan, with the aim of submitting an official proposal of amendment to gtr No. 9 on this subject at the March 2009 session of AC.3. The secretariat was requested to keep GRSP-44-14 on the agenda of the May 2009 session of GRSP, pending a decision by AC3.

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

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

Documentation: Informal documents Nos. GRSP-44-21 and GRSP-44-22 of Annex I to this report

9. Referring to his presentation (GRSP-44-21), the expert from the United Kingdom informed GRSP about the outcome of the first meeting of interested parties on head restraints gtr phase 2 held in Geneva on 8 December 2008, prior to the GRSP session. He informed that initial discussions had taken place regarding the official proposals for phase 2 of the gtr (ECE/TRANS/WP.29/2008/76 and ECE/TRANS/WP.29/2008/105). Moreover, he stated that the setting of a timetable for the development of phase 2 was premature and that this decision should be taken after determining the scientific agenda. The expert from Japan complemented the presentation by the expert from the United Kingdom and proposed a general schedule (GRSP-44-22) on the development of phase 2.

10. GRSP agreed to resume the discussion of this agenda item at its May 2009 session, on the basis of the outcome of a further meeting of interested parties in mid February 2009. It was also agreed that an informal report on this activity would be transmitted by the representative of the United Kingdom to WP.29 and AC.3 at their March 2009 sessions.

**V. DOOR LOCKS AND DOOR RETENTION COMPONENTS (gtr)
(Agenda item 4)**

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

Documentation: Informal document No. GRSP-44-03 of Annex I to this report

11. On behalf of the expert from the United States of America, the GRSP Chairperson informed the Working Party that the rulemaking procedure to transpose gtr No. 1 had not yet been finalized. Accordingly, GRSP agreed with the Chairperson's request to defer the discussion of this item to its May 2009 session and requested the secretariat to distribute GRSP-44-03 with an official symbol for consideration at its next session.

VI. SIDE IMPACT (Agenda item 5)

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

Documentation: Informal document No. GRSP-44-33 of Annex I to this report

12. GRSP welcomed a presentation given by the expert from ISO (GRSP-44-33) regarding the world side impact dummy (WorldSID) 50th percentile dummy evaluation programme. The expert from ISO informed that the evaluation of the dummy by the National Highway Transport Safety Administration (NHTSA) had been completed successfully and that a better biofidelity than the European side impact dummy-2 with rib extension (ES-2re) was demonstrated in both rating schemes of NHTSA and ISO (http://www-nrd.nhtsa.dot.gov/database/nrd-11/veh_db.html).

13. GRSP agreed to resume the discussion of this agenda item at its May 2009 session, awaiting further update on the evaluation studies on side impact dummies.

VII. CRASH COMPATIBILITY (Agenda item 6)

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

14. In the absence of new information, it was agreed to defer the discussion of the above item to the May 2009 session of GRSP.

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

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

15. On behalf of the expert from the United States of America, the Chairperson informed GRSP of the progress of the Subgroup on Safety (SGS). She reported that good progress was made on fuel system integrity/leakage. Regarding hydrogen fuel container issues, SGS would be in a better position to begin drafting requirements for the gtr once more complete research and test results would become available. She also added that all parts related to electric safety would be finalized by

the GRSP informal group on electric safety (ELSA). She concluded that the draft gtr was currently being processed and that the next meeting was planned to be held in Budapest, from 19 to 23 January 2009.

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/2008/21; ECE/TRANS/WP.29/GRSP/2008/27; Informal document No. GRSP-44-04 of Annex I to this report

16. GRSP adopted ECE/TRANS/WP.29/GRSP/2008/27, not amended and ECE/TRANS/WP.29/GRSP/2008/21 as amended below (GRSP-44-04). GRSP requested the secretariat to submit the adopted proposal respectively to WP.29 and to the Administrative Committee of the 1958 Agreement (AC.1), for consideration at their March 2009 sessions as draft Corrigendum 1 to Supplement 1 to the 03 series of amendments to Regulation No. 11 and to WP.29 and AC.1, for consideration at their June 2009 session as draft Supplement 2 to the 03 series of amendments to Regulation No. 11.

Paragraph 6.1.3.1., amend to read:

"6.1.3.1. Each primary door latch system shall not disengage from the fully latched position when a **vertical** load of 9,000 N is applied."

Paragraph 6.1.5.1., amend to read:

"6.1.5.1. Each door hinge system shall:

.....

(d) On doors which open in a vertical direction, not separate when a **vertical** load of 9,000 N is applied."

X. REGULATION No. 12 (Steering-mechanism) (Agenda item 9)

A. Proposal for draft amendments (Agenda item 9(a))

Documentation: ECE/TRANS/WP.29/GRSP/2006/16; Informal documents Nos. GRSP-44-12 and GRSP-44-32 of Annex I to this report

17. The expert from India withdrew ECE/TRANS/WP.29/GRSP/2006/16 and volunteered to prepare a new proposal for consideration at the next May 2009 session of GRSP.

18. The expert from Japan introduced GRSP-44-12 aiming at introducing some corrections in the body block dimensions. GRSP agreed to resume the discussion of this subject at its May 2009 session and requested the secretariat to distribute GRSP-44-12 with an official symbol for consideration at the next session of GRSP.

19. GRSP considered GRSP-44-32 tabled by the expert from France, aimed at aligning the requirements of Regulation No. 12, regarding steering columns equipped with airbags, with those of

Regulation No. 21. The proposal received some comments and GRSP opted to have a final review of it at its May 2009 session. The secretariat was requested to distribute GRSP-44-32 with an official symbol for consideration at the next session of GRSP.

XI. REGULATION No. 14 (Safety-belt anchorages) (Agenda item 10)

A. ISOFIX anchorages (Agenda item 10(a))

Documentation: ECE/TRANS/WP.29/GRSP/2008/22; ECE/TRANS/WP.29/GRSP/2008/23; Informal document No. GRSP-44-11 of Annex I to this report

20. Awaiting the conclusions of the voluntarily commitment of the Alliance of Automobile Manufacturers (Alliance) concerning top tether anchorage markings, GRSP agreed to resume consideration of ECE/TRANS/WP.29/GRSP/2008/22 at its May 2009 session,.

21. The expert from Germany introduced ECE/TRANS/WP.29/GRSP/2008/23 aimed at exempting vehicle manufacturers from the mandatory fitting of ISOFIX position systems at the second seat row, when the seat assembly disallows the determination of the "H" point by the installation of the 3-D H machine. The proposal was received with some concerns by experts who claimed that, for many safety reasons, a minimum space was required for occupants (for example, to ease the evacuation of occupants in case of emergency).

22. Following the discussion, GRSP agreed to resume consideration of this subject at its next session on the basis of a revised proposal jointly prepared by the experts from Germany, Japan, the Netherlands and the United Kingdom .

23. The expert from Japan introduced GRSP-44-11. Following the discussion, GRSP agreed to resume consideration of this subject at its May 2009 session. The secretariat was requested to distribute GRSP-44-11 with an official symbol for consideration at the next session of GRSP.

XII. REGULATION No. 16 (Safety-belts) (Agenda item 11)

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

Documentation: ECE/TRANS/WP.29/GRSP/2008/28; Informal documents Nos. GRSP-44-06 and Rev.1, GRSP-44-10, GRSP-44-17, GRSP-44-18 and GRSP-44-20 of Annex I to this report

24. GRSP considered ECE/TRANS/WP.29/GRSP/2008/28 tabled by the expert from Japan. The proposal received some comments by the expert from CLEPA (GRSP-44-18). GRSP agreed to resume the discussion of this subject at its May 2009 session on the basis of a revised document jointly prepared by the experts from Japan and CLEPA.

25. Referring to ECE/TRANS/WP.29/2008/106 and ECE/TRANS/WP.29/2008/106/Amend.1, adopted by WP.29 and AC.1 at their November 2008 sessions (ECE/TRANS/WP.29/1070 paras. 63, 64 and 87), the expert from the Russian Federation introduced GRSP-44-17. Some experts raised a study reservation in order to verify the legal implication of the

proposal. GRSP agreed to resume the discussion of this subject at its May 2009 session and requested the secretariat to distribute GRSP-44-17 with an official symbol for consideration.

26. Referring to the transitional provisions of the 06 series of amendments to Regulation No. 16, the expert from CLEPA introduced GRSP-44-06. Following the discussion, GRSP adopted GRSP-44-06/Rev.1 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 June 2009 sessions as draft Corrigendum 1 to the 06 series of amendments. Finally, the GRSP Chairperson encouraged experts to submit proposals regarding the consolidation of the transitional provisions of Regulation No. 16.

27. Pursuant to the decision taken by WP.29 and AC.1 at their November 2008 sessions (ECE/TRANS/WP.29/1070, para. 87), the expert from Japan withdrew GRSP-44-10.

28. GRSP considered GRSP-44-20 tabled by the expert from CLEPA, aiming at solving some ambiguities of the test conditions applied during acceleration tests. GRSP agreed to resume the discussion on this subject at its May 2009 session and requested the secretariat to distribute GRSP-44-20 with an official symbol for consideration at the next session of GRSP.

XIII. REGULATION No. 17 (Strength of seats) (Agenda item 12)

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

Documentation: ECE/TRANS/WP.29/GRSP/2008/10

29. The expert from India withdrew ECE/TRANS/WP.29/GRSP/2008/10. The expert from Germany announced he would submit a proposal regarding test pulse at the next session of GRSP.

B. Alignment with gtr No. 7 (Agenda item 12(b))

Documentation: ECE/TRANS/WP.29/GRSP/2008/11; ECE/TRANS/WP.29/GRSP/2008/24; Informal documents Nos. GRSP-44-02, GRSP-44-16 and GRSP-44-24 of Annex I to this report

30. GRSP noted GRSP-44-16, superseding ECE/TRANS/WP.29/GRSP/2008/11, ECE/TRANS/WP.29/GRSP/2008/24 and GRSP-44-02, reflecting two distinct issues: the transposition of gtr No. 7 into Regulation No. 17 and the use of BioRID II test dummy into the dynamic test performance requirements. The expert from Japan made a presentation (GRSP-44-24) of the technical rationales for the use of BioRID II test dummy introduced in GRSP-44-16. Some experts questioned work priorities. The expert from EC suggested that the transposition of gtr No. 7 into Regulation No. 17 should be separated from phase 2 of the development of the gtr. He added that in the meantime GRSP should find an interim dynamic test solution for Regulation No. 17 based on the proposed Annex 9 to GRSP-44-16.

31. Following the discussion, GRSP agreed to resume consideration of this subject at its May 2009 session and requested the secretariat to distribute GRSP-44-16 with an official symbol for consideration at the next session of GRSP.

XIV. REGULATION No. 21 (Interior fitting) (Agenda item 13)

A. Proposal for draft amendments (Agenda item 13(a))

32. The expert from India withdrew any initiative on this agenda item and GRSP agreed to remove it from the agenda of the next meeting.

XV. REGULATION No. 22 (Protective helmets) (Agenda item 14)

A. Safety helmets assessment and rating programme (SHARP) (Agenda item 14(a))

Documentation: Informal documents Nos. GRSP-44-09 and GRSP-44-15 of Annex I to this report

33. The expert from the United Kingdom reported on the results of the safety helmet assessment and rating programme (SHARP) introduced in his country. He underlined the saving potential of the initiative. He also clarified that weight and aeration were not considered in the rating at this stage, because they were still considered subjective factors. He finally invited experts to send further comments directly to SHARP (sharp@dft.gsi.gov.uk).

34. GRSP noted a presentation (GRSP-44-09) prepared by the expert from Malaysia (followed by a video), aimed at informing GRSP of safety issues related to the contact of helmets and sharp edges of guardrails. The expert from France informed that several studies were conducted on this issue at the European level. The expert from Germany reported that experiences and tests in Europe demonstrated that guardrails were a hazard for motorcyclists, when an impact occurred with their heads and limbs. GRSP noted that studies carried out so far could be beneficial to the expert from Malaysia either to solve the issue or to prepare a concrete proposal to submit at a further session of GRSP. Accordingly, GRSP experts were invited to send him comments, if available (Mr. Wong, Shaw Voon, e-mail: wongsv@miros.gov.my).

XVI. REGULATION No. 29 (Cabs of commercial vehicles) (Agenda item 15)

A. Proposal for draft 03 series of amendments (Agenda item 15(a))

Documentation: ECE/TRANS/WP.29/GRSP/2007/2; ECE/TRANS/WP.29/GRSP/2007/14; ECE/TRANS/WP.29/GRSP/2007/15; Informal documents Nos. GRSP-44-01, GRSP-44-07 and GRSP-44-25 of Annex I to this report

35. The expert from the Russian Federation made a presentation (GRSP-44-01) highlighting the pending issues of the compromise proposal devised by the informal group on truck cab strength.

36. The expert from OICA introduced GRSP-44-25 complementing GRSP-44-01, in order to give an update of the work progress of the informal group. The expert from India proposed to keep the use of the current dummy of Regulation No. 29 as an alternative to the proposed instrumented 50th percentile Hybrid III dummy to verify the survival space of the cab. The experts from GRSP agreed in principle with that proposal and decided to retain the structure of ECE/TRANS/WP.29/GRSP/2007/15 as the basis of a future compromise proposal.

37. GRSP noted GRSP-44-07, tabled by the expert from Sweden, proposing to complete ECE/TRANS/WP.29/GRSP/2007/15 with a justification paragraph.

38. GRSP agreed to resume consideration of this subject at its next session in May 2009 on the basis of a new proposal by the informal group, taking into account the comments received. The secretariat was requested to distribute GRSP-44-07 with an official symbol for consideration at the next session of GRSP.

XVII. REGULATION No. 44 (Child restraint systems (CRS)) (Agenda item 16)

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

Documentation: Informal documents Nos. GRSP-44-23, GRSP-44-30 and GRSP-44-31 and Rev.1 of Annex I to this report

39. The Chairman of the informal group on child restraints (CRS) introduced GRSP-44-23 reporting about the work progress of the group. He clarified that the intention of the group was to devise a new draft Regulation on child restraints parallel to the current Regulation No. 44, in order to avoid disruption on the type approval activities. He added that the new draft Regulation would introduce a simplified structure such as the removal of class categories of child restraints.

40. The expert from France introduced GRSP-44-31. Following the discussion GRSP, adopted GRSP-44-31/Rev.1 as reproduced in Annex III of this report. The secretariat was requested to submit the adopted proposal to WP.29 and AC.1 for consideration at their March 2009 sessions, as draft Corrigendum 2 to Revision 2 to Regulation No. 44.

41. The expert from France also introduced GRSP-44-30. The secretariat was requested to distribute this document with an official symbol for consideration at the next session of GRSP.

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

42. GRSP adopted ECE/TRANS/WP.29/GRSP/2007/19, not amended. The secretariat was requested to submit the adopted proposal to WP.29 and AC.1 for consideration at their June 2009 sessions, as draft Corrigendum 3 to the 01 series of amendments to Regulation No. 94, as draft Corrigendum 1 to the original version of Regulation No. 94 and as draft Corrigendum 1 to Supplement 1 to the 01 series of amendments to Regulation No. 94.

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

Documentation: Informal document No. GRSP-44-27 of Annex I to this report

43. The Chairman of the informal group on frontal impact introduced the status report on the ongoing activity of his group (GRSP-44-27). He informed that the group was evaluating the pros and cons of the introduction of a progressive deformable barrier (PDB) with regard to the high level of self-protection reached by vehicles in the market and to extend its scope of application to vehicles beyond 2.5 t. The Chairman also informed GRSP about the proposal by the Netherlands regarding an alternative method for frontal impact by using a Mobile Barrier with a PDB deformable element. Finally, the expert from EC supported the work item of the group concerning the development of a complementary test method with a full width barrier.

XIX. DRAFT REGULATION ON SEAT COVERS (Agenda item 18)

A. Proposal for a new Regulation on accessory or replacement seat covers (Agenda item 18(a))

44. Due to the lack of new information, GRSP agreed to remove this item from the agenda of the next meeting and eventually to reinsert it at a later time when new results become available.

XX. BUSES AND COACHES (Agenda item 19)

A. Frontal collision of buses and coaches (Agenda item 19(a))

Documentation: Informal document No. GRSP-44-26 of Annex I to this report

45. The expert from Spain presented the results of a research (GRSP-44-26) to show how the above item could be the subject of future regulatory activities. The expert from Germany announced the intention of his country to propose to GRSG an energy level protection in Regulation No. 107 (M₂ and M₃ vehicles).

B. Restraining of children travelling in buses and coaches (Agenda item 19(b))

Documentation: ECE/TRANS/WP.29/GRSP/2008/25; Informal document No. GRSP-44-29 of Annex I to this report

46. Referring to ECE/TRANS/WP.29/GRSP/2008/25, the expert from Spain made a presentation (GRSP-44-29) concerning the issue of the installation of child restraints systems in M₂ and M₃ categories of vehicles. Accordingly, he urged the development of a proper set of requirements to secure children in these vehicle categories.

47. GRSP acknowledged the importance of this issue. However, GRSP expressed the wish that the informal group on child restraints address this subject in the second phase of its work activity.

C. Safety of wheelchair users in buses and coaches (Agenda item 19(c))

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

D. Safety on board of sleeper coaches (Agenda item 19(d))

Documentation: ECE/TRANS/WP.1/117

49. GRSP noted the opinion of the Working Party on Road Safety (WP.1) at its fifty-fifth session on the safety requirements for passengers when using sleeper berths in coaches in international traffic (ECE/TRANS/WP.1/117, paras. 25 and 26). Following the recommendation made during the November session of the Administrative Committee for the Coordination of Work (WP.29/AC.2) (ECE/TRANS/WP.29/1070, para. 32), GRSP agreed to follow the conclusions of WP.1 relating to the development of provisions on this subject.

**XXI. PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 100
(Construction and functional safety of battery electric vehicles) (Agenda item 20)**

Documentation: Informal document No. GRSP-44-13 of Annex I to this report

50. The Chairman of ELSA introduced a status report on the ongoing activities of its group (GRSP-44-13). He informed that, considering the present legal situation, a distinction should be made between the so-called "in-use" and "post-crash" requirement modules, which could be both incorporated in the HFCV gr. Regarding the draft amendment to Regulation No. 100, he stated that ELSA intends to propose the in-use module only.

51. GRSP agreed to resume the discussion of this agenda item, awaiting a consolidated proposal expected for the GRSP May 2009 session of GRSP.

XXII. COLLECTIVE AMENDMENTS (Agenda item 21)

A. Regulations Nos. 12, 32 and 33 - Proposal for draft amendments to plywood specifications for crash test barriers (Agenda item 21(a))

Documentation: ECE/TRANS/WP.29/GRSP/2008/26

52. GRSP adopted ECE/TRANS/WP.29/GRSP/2008/26, as amended by Annex IV to this report, as draft Corrigendum 2 to Revision 3 to Regulation No.12, as draft Corrigendum 3 to the original version of Regulation No. 32 and as a draft Corrigendum 1 to Revision 1 to Regulation No. 33.

XXIII. ELECTION OF OFFICERS (Agenda item 22)

53. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 and ECE/TRANS/WP.29/690/Amend.1), 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 sessions of GRSP scheduled in the year 2009.

XXIV. OTHER BUSINESS (Agenda item 23)

A. Exchange of information on national and international requirements on passive safety (Agenda item 23(a))

54. With regard to the upcoming EC General Safety Regulation, the EC expert stated that this would imply a revision of UNECE Regulations in order to solve inconsistencies between scopes and eliminate redundant regulations (e.g.: Regulation No. 25).

B. Tribute to Mr. P. Doyle and Mr. L. Bady (Agenda item 23(b))

55. Learning that Mr. P. Doyle (EC) and Mr. L. Bady (H) would no longer participate in future sessions of GRSP, the group acknowledged their fruitful contributions to the work of GRSP and wished them all the best in their future activities.

XXV. DRAFT REGULATION ON PEDESTRIAN SAFETY (Agenda item 24)

Documentation: Informal document No. GRSP-44-05 of Annex I to this report

56. The expert from OICA introduced a draft proposal regarding the transposition of gtr No. 9 (Pedestrian safety) into the 1958 Agreement. The proposal received some comments and GRSP agreed to resume the discussion of this subject at its May 2009 session. The secretariat was requested to distribute GRSP-44-05 with an official symbol for consideration at the next session of GRSP.

XXVI. PROVISIONAL AGENDA FOR THE NEXT SESSION

57. For its forty-fifth session, scheduled to be held in Geneva from 25 (14.30h) to 29 (12.30h) May 2009, GRSP agreed that the Chairperson, in collaboration with the secretariat, would prepare the provisional agenda. GRSP noted that the deadline for submission of official documents to the secretariat was set on 6 March 2009, eleven weeks prior to the session.

Annex I

LIST OF INFORMAL DOCUMENTS DISTRIBUTED DURING THE SESSION (GRSP-44-...)

| No. | Transmitted by | Agenda item | Language | Title | Follow-up |
|----------|---------------------|-------------|----------|---|-----------|
| 01. | Russian Federation | 15(a) | E | Regulation No. 29 (Cab strength) - Proposed amendments to the UNECE Regulations No. 29 on truck cab safety | (a) |
| 02. | European Commission | 12(b) | E | Regulation No. 17 (Strength of seats) - Alignment with gtr No. 7 (head restraints) | (a) |
| 03. | European Commission | 4(a) | E | Gtr No.1 (Door locks) - Proposal for draft amendments to global technical regulation No. 1 | (b) |
| 04. | European Commission | 8(a) | E | Regulation No.11 (Door latches and hinges) - Proposal for draft amendments to Regulation No. 11 | (d) |
| 05. | OICA | 24 | E | Draft Regulation on pedestrian safety (1958 Agreement) | (b) |
| 06/Rev.1 | CLEPA | 11(a) | E | Regulation No.16 (Safety-belts) - Proposal for draft Corrigendum to the 06 series of amendment to Regulation No. 16 | (d) |
| 07. | Sweden | 15(a) | E | Regulation No.29 (Cab of a commercial vehicle) - Amendment to the proposal of the Expert from Sweden | (b) |
| 08. | OICA | 2(b) | E | Gtr No. 9 (Pedestrian protection) - Proposed corrections to the gtr on pedestrian protection | (b) |
| 09. | Malaysia | 14(a) | E | Regulation No. 22 - Protective helmets | (a) |
| 10. | Japan | 11(a) | E | Regulation No. 16 (safety-belts) - Proposal for draft corrigendum | (a) |
| 11. | Japan | 10(a) | E | Regulation No. 14 (safety-belt anchorages) - Proposal for draft corrigendum | (b) |
| 12. | Japan | 9(a) | E | Regulation No. 12 (steering mechanism) - Proposal for draft corrigendum | (b) |
| 13. | ELSA Chairman | 20 | E | Regulation No. 100 (electric safety) - Status report on developing "electric safety provisions" for amendments to Regulation No. 100 and gtr for hydrogen fuel-cell vehicles (hfcv) | (a) |

| No. | Transmitted by | Agenda item | Language | Title | Follow-up |
|-----|--|-------------|----------|--|-----------|
| 14. | Germany | 2(b) | E | Gtr No. 9 (Pedestrian protection) - Proposal for draft amendments to global technical regulation No. 9 (Pedestrian safety) | (c) |
| 15 | United Kingdom | 14(a) | E | Regulation No. 22 (Protective helmets) - Motorcycle helmets: consumer safety information | (a) |
| 16. | European Commission & Japan | 12(b) | E | Regulation No. 17 - Strength of seats | (b) |
| 17. | Russian Federation | 11(a) | E | Proposal for Corrigendum 1 to the 06 series of amendments to Regulation No. 16 (Safety-belts) | (b) |
| 18. | CLEPA | 11(a) | E | Proposal for draft amendment of Regulation No. 16 | (a) |
| 19. | GRSP Chairperson | 1 | E | Running order of the provisional agenda of GRSP | (a) |
| 20. | CLEPA | 11(a) | E | Proposal for draft corrigendum to Regulation No.16 (Safety-belts) | (b) |
| 21. | United Kingdom | 3(a) | E | Meeting review on gtr No. 7 phase 2 | (a) |
| 22. | Japan | 3(a) | E | General schedule on the revision of gtr No. 7 - Phase 2 | (a) |
| 23. | CRS informal group Chairman | 16(a) | E | Regulation No.44 (CRS) - 44th GRSP Session Status report of Informal Group on CRS | (a) |
| 24. | Japan | 12(b) | E | Proposal for amendments to Regulation No. 17 (Seat strength) - Dynamic backset option with Biorid II | (a) |
| 25. | OICA | 15(a) | E | Regulation No.29 (Cab strength) - Proposed amendments to the UNECE Regulation No. 29 on truck cab safety | (a) |
| 26. | Spain | 19(a) | E | Frontal collision buses and coaches - research and problems | (c) |
| 27. | Frontal Impact informal group Chairman | 17(b) | E | Status report of Informal Group on Frontal Impact | (a) |

| No. | Transmitted by | Agenda item | Language | Title | Follow-up |
|----------|----------------|-------------|----------|--|-----------|
| 28. | Japan | 2(a) | E | Status Report on Flexible Pedestrian Legform Impactor Technical Evaluation Group (Flex-TEG) Activities | (a) |
| 29. | Spain | 19(b) | E | Status of CRS in buses and coaches | (c) |
| 30. | France | 16(a) | E | Proposal for draft corrigendum to Revision 2 of Regulation No. 44 | (b) |
| 31/Rev.1 | France | 16(a) | E | Proposal for draft corrigendum to Revision 2 of Regulation No. 44 | (d) |
| 32. | France | 9(a) | E | Proposal for draft corrigendum to Revision 3 of Regulation No. 12 | (b) |
| 33 | ISO | 5(a) | E | WorldSID 50th Update | (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 and to be submitted to WP.29

Annex II

AMENDMENTS TO REGULATION No. 16

ADOPTED TEXT BASED ON GRSP-44-06/Rev.1

(see paragraph 26. of this report)

Paragraph 15.2.20., amend to read:

"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, **and Contracting Parties may continue to issue extensions of approvals to the 05 series of amendments.**"

Annex III

AMENDMENTS TO REGULATION No. 44

ADOPTED TEXT BASED ON GRSP-44-31/Rev.1

(see paragraph 40. of this report)

Paragraph 7.1.4.4.1.1., figure 1, insert a reference to a footnote 5/ to the 550 dimension, and insert the corresponding footnote 5/, to read:

"7.1.4.4.1.1. Forward facing child restraints:.....

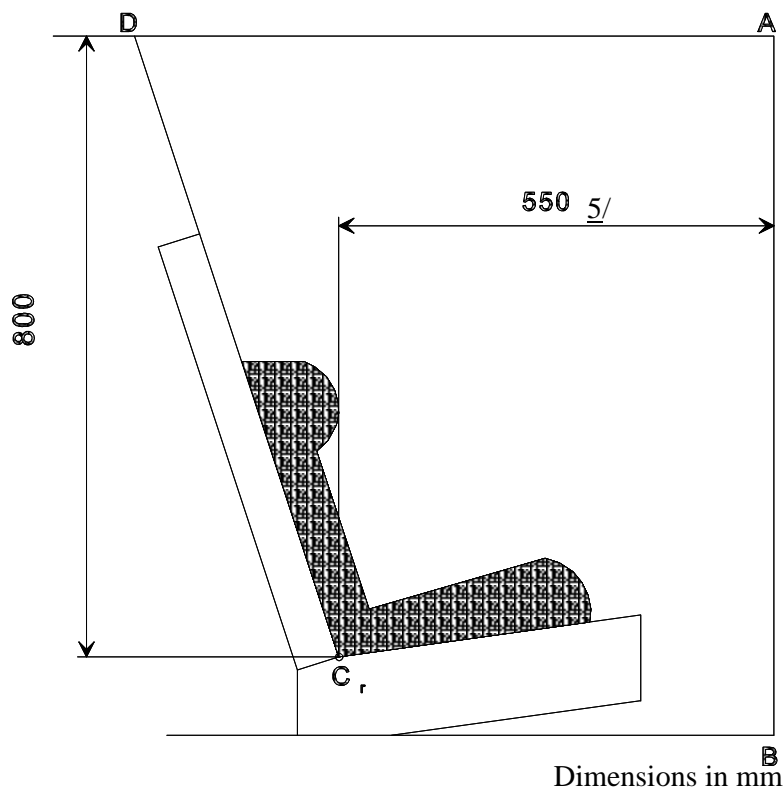


Figure 1

Arrangement for testing a forward-facing device

5/ For the purpose of the test specified in paragraph 7.1.4.1.10.1.1., this dimension shall be 500 mm."

Paragraph 8., the reference to footnote 5/ and footnote 5/, renumber as footnote 6/.

Paragraph 8.2.4.3.4., the reference to footnote 6/ and footnote 6/, renumber as footnote 7/.

Annex IV

AMENDMENTS TO REGULATIONS Nos. 12, 32 and 33

AMENDMENTS ADOPTED TO ECE/TRANS/WP.29/GRSP/2008/26

(see paragraph 52. of this report)

REGULATION No. 12 (Steering wheel) - Proposal for draft Corrigendum 2 to Revision 3

Annex 3,

Paragraph 2.2., amend to read:

"2.2. Barrier

... plywood boards 20 ± 2 mm thick,..."

A.2 PROPOSAL

REGULATION No. 32 (Rear-end collision) - Proposal for draft Corrigendum 3 to the original version of the Regulation.

Annex 4,

Paragraph 2.2., amend to read:

"2.2. ...

2.2.1. ...

2.2.2. ...plywood boards 20 ± 2 mm thick."

A.3 PROPOSAL

REGULATION No. 33 (Head-on collision) - Proposal for draft Corrigendum 1 to Revision 1.

Annex 4,

Paragraph 1.2., amend to read:

"1.2. Barrier

... plywood boards 20 ± 2 mm thick,..."
