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Report of the Working Party on Passive Safety on its fifty-fifth session

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I. Attendance

1. The Working Party on Passive Safety (GRSP) held its fifty-fifth session in Geneva from 19 to 23 May 2014, chaired by Ms. M. Versailles (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, Amend.1 and Amend.2): Australia; Belgium; Brazil; Czech Republic; China; France; Germany; Hungary; India; Italy; Japan; Netherlands; Norway; Republic of Korea; Russian Federation; South Africa; Spain; Sweden; Turkey; United Kingdom of Great Britain and Northern Ireland (United Kingdom) and United States of America. An expert from the European Commission (EC) participated. Experts from the following non-governmental organizations participated: Consumers International (CI); European Association of Automotive Suppliers (CLEPA); International Motorcycle Manufacturers Association (IMMA) and International Organization of Motor Vehicle Manufacturers (OICA). Upon the special invitation of the Secretariat, the session was also attended by an expert from the Association of the European Bicycle Industry (COLIBI) and the Association of the European Two-Wheeler Parts and Accessories Industries (COLIPED).

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/2014/1 and Add.1
Informal document GRSP-55-05

3. GRSP considered and adopted the agenda (ECE/TRANS/WP.29/GRSP/2014/1 and Add.1) proposed for the fifty-fifth session with the new agenda items 23(e) to 23(k) and 24 as well as the running order (GRSP-55-05). The list of GRSP informal working groups is contained in Annex VIII to this report.

III. Global technical regulation No. 7 (Head restraints) (agenda item 2)

Documentation: ECE/TRANS/WP.29/GRSP/2013/17
ECE/TRANS/WP.29/GRSP/2013/24

4. The expert from the United Kingdom, on behalf of the Chair of the Informal Working Group (IWG) on the UN Global Technical Regulation (UN GTR) No. 7 Phase 2, informed GRSP about the work progress of the IWG. He clarified that notwithstanding the progress of the last meeting held in February 2014, outstanding points remained, i.e. on injury criteria. He added that the next meeting had been scheduled on early September 2014, in Berlin. He stated that the IWG had suggested that the issue of the head restraint height would be resolved by GRSP rather than the IWG. He finally announced that a revised official proposal for a UN GTR would be submitted by the IWG at the December 2014 session of GRSP as well as a final draft addendum to the Mutual Resolution No. 1 (M.R.1), to incorporate the Biofidelic Rear Impact Dummy (BioRID II).

5. Finally, GRSP agreed to resume consideration of the draft UN GTR (ECE/TRANS/WP.29/GRSP/2013/24) on the basis of final proposals submitted by the IWG and to resume discussion on the height of the head restraints (ECE/TRANS/WP.29/GRSP/2013/17) at its December 2014 session.

IV. Global technical regulation No. 9 (Pedestrian safety) (agenda item 3)

A. Proposal for Phase 2 of the global technical regulation

Documentation: ECE/TRANS/WP.29/AC.3/24
Informal documents GRSP-55-36, GRSP-54-33-Rev.2,
GRSP-54-34-Rev.1 and WP.29-162-03

6. GRSP noted that the Administrative Committee of the 1998 Agreement (AC.3) at its March 2014 referred WP.29-162-03 to GRSP, concerning the Injury Assessment References Values (IARVs) for the flexible lower legform (FlexPLI) to bumper test, of the proposal for amendments to the UN GTR. It was also noted that referring this document back to GRSP, the establishment of the UN GTR would be delayed until an agreement on the IARVs would be reached by GRSP (ECE/TRANS/WP.29/1108, paras. 91 and 92). Therefore, the expert of the United States of America introduced GRSP-55-36, suggesting to amend the preamble of the draft UN GTR to allow Contracting Parties to choose appropriate values based on their cost and benefit studies and the existing injury risk curves. He concluded that establishing premature values, without the research results would introduce risks of dis-harmonization. The expert from Germany, supported by the expert from OICA, argued that this approach would not be, however, the most favourable one for harmonization. He suggested to put the development of UN GTR No. 9 - Phase 2 on hold until the expert from the United States of America completed his research and to concentrate the work on the corresponding UN Regulation No. 127.

7. Finally, GRSP agreed to resume discussion at its December 2014 session, based on further research results and requested the secretariat to distribute GRSP-55-40, GRSP-54-33-Rev.2 (draft UN GTR) and GRSP-54-34-Rev.1 (draft final report of the IWG) with official symbols.

B. Proposal for Amendment 2

Documentation: ECE/TRANS/WP.29/AC.3/31
ECE/TRANS/WP.29/GRSP/2012/2
ECE/TRANS/WP.29/GRSP/2014/2
ECE/TRANS/WP.29/GRSP/2014/5
Informal documents GRSP-55-09, GRSP-55-24, GRSP-55-40 and
GRSP-55-41

8. GRSP noted a presentation (GRSP-55-09), tabled by the expert from OICA, showing new examples of how the current headform test method created issues for the determination of the test zone or the test execution. The expert from the United States of America announced that the Notice of Proposal of Regulation Making (NPRM), aimed at transposing as a first step UN GTR No. 9 Phase 1, would be published in 2014.

9. Moreover, the expert from OICA gave a presentation (GRSP-55-40) on the work progress of the Task Force Bumper Test Area (TF-BTA), a subgroup of the IWG on UN GTR No. 9 – Phase 2 and proposing an amendment (GRSP-55-41) to the provisions of the bumper test.

10. GRSP agreed to resume consideration of this agenda item at its December 2014 session, awaiting the outcome of research on this issue from Contracting Parties concerned. GRSP requested the secretariat to distribute GRSP-55-41 with an official symbol at its next session. Finally, it was agreed to consider GRSP-55-24 under agenda item 17.

V. Global technical regulation No. 13 (Hydrogen and fuel cell vehicles) (agenda item 4)

11. GRSP noted that no new information were provided by the co-sponsors of the UN GTR No. 13 (Germany, Japan and United States of America) on a proposal of authorization to develop Phase 2 of the UN GTR, including the terms of references (ToR) and a mandate for a new IWG. GRSP agreed to remove this item from the agenda of its December 2014 session, awaiting further information.

VI. Harmonization of side impact dummies (agenda item 5)

Documentation: ECE/TRANS/WP.29/AC.3/28

12. The Chair of GRSP, also chairing of the IWG on harmonization of side impact dummies, reported on the work progress of the IWG. She informed GRSP about an upcoming meeting with ISO (23 May 2014) to reach an agreement on the availability of the full set of drawings and specifications including the user manual of the 50th percentile World Side Impact dummy (WorldSID) for the final draft addendum to the M.R.1. She also informed GRSP that the 5th percentile female WorldSID dummy needed to be redesigned more than expected.

VII. Global technical regulation on electric vehicles (agenda item 6)

13. The expert from the United States of America gave an update on the activity of the IWG on Electric Vehicle Safety (EVS) UN GTR. The last meeting was held in Washington, D.C. on 13-15 May 2014 where participants continued to share information on research and rulemaking activities as in the United States of America and Canada. He clarified that these activities would provide regulatory recommendations for the draft UN GTR, its test procedures as well as supporting technical data. He mentioned that the IWG had been briefed on the progress of the seven Task Force (TF) groups set up to analyse and research specific topics, such as State of Charge (SOC), fire resistance, water immersion, etc. He announced that the IWG agreed: (i) to develop the UN GTR in one phase and (ii) to establish a new TF group to investigate on possible extension of the UN GTR scope to include buses and trucks. He finally invited the OICA experts from the bus and heavy truck manufacturers to attend GRSP and to participate in the activities of this new TF group.

VIII. Crash compatibility (agenda item 7)

14. No new information was provided for this agenda item and GRSP agreed to delete it from the agenda of its further sessions.

IX. Regulation No. 11 (Door latches and hinges) (agenda item 8)

Documentation: ECE/TRANS/WP.29/GRSP/2014/13
Informal document GRSP-55-10-Rev.3

15. GRSP resumed consideration on a proposal tabled by the expert from Germany (ECE/TRANS/WP.29/GRSP/2014/13), aimed at ensuring that no vehicle occupants would be unintentionally fully locked inside the vehicle. The expert from OICA, in cooperation

with the expert from France, introduced GRSP-55-10-Rev.3 on allowing occupants to manually activate, from the interior of the vehicle, an acoustic warning in case the ignition is switched off. Finally, GRSP adopted ECE/TRANS/WP.29/GRSP/2014/13, as amended by Annex II to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration and vote at their November 2014 sessions as draft 04 series of amendments to the UN Regulation.

X. Regulation No. 14 (Safety-belt anchorages) (agenda item 9)

Documentation: ECE/TRANS/WP.29/GRSP/2013/15
Informal documents GRSP-55-31 and GRSP-55-32

16. GRSP resumed consideration of paragraph 5.3.8.2. of ECE/TRANS/WP.29/GRSP/2013/15, concerning exemption to the mandatory installation of an ISOFIX position anchorages in vehicles with one seat row. However, the expert from OICA showed (GRSP-55-32) differences between sport cars unfitted for the transport of children and conventional cars with one seat row. Therefore, he proposed GRSP-55-31 which introduces a geometric criteria (R- point height above the ground less than 450 mm) to exempt such sport cars. The expert from Germany raised a study reservation on this proposal. GRSP agreed to resume consideration of this subject at its December 2014 session and requested the secretariat to distribute GRSP-55-31 with an official symbol.

XI. Regulation No. 16 (Safety-belts) (agenda item 10)

Documentation: ECE/TRANS/WP.29/GRSP/2012/25
Informal document GRSP-54-03

17. GRSP did not resume discussion on ECE/TRANS/WP.29/GRSP/2012/25 and GRSP-54-03, awaiting the adoption of the amendment to the 1958 Agreement and the future requirements on transitional provisions.

XII. Regulation No. 17 (Strength of seats) (agenda item 11)

Documentation: Informal documents GRSP-54-20, GRSP-55-15, GRSP-55-19 and GRSP-55-30-Rev.1

18. GRSP resumed consideration on a proposal tabled by the expert from CLEPA (GRSP-55-15), aimed at introducing provisions to define the moment of inertia of the luggage impact test. The expert from Japan reminded GRSP of his previous proposal (GRSP-54-20) to regulate only the lower limit of the moment of inertia of the test blocks and proposed further consultation with the expert from CLEPA. Finally, GRSP agreed to resume discussion at its December 2014 session and requested the secretariat to distribute GRSP-55-15 with an official symbol.

19. The expert from Germany introduced GRSP-55-19 to extend the prohibition of installation of side-facing seats to all categories of commercial vehicles (N). The expert from Turkey raised a study reservation and the expert from OICA argued that this extension should be carefully examined for special vehicles (e.g. ambulances, hearses). GRSP agreed to resume consideration of this agenda item at its December 2014 session and requested the secretariat to distribute GRSP-55-19 with an official symbol.

20. Finally GRSP considered GRSP-55-30-Rev.1, proposing editorial amendments to the UN Regulation. GRSP agreed to resume consideration of this issue at its December 2014 session and requested the secretariat to distribute GRSP-55-30-Rev.1 with an official symbol.

XIII. Regulation No. 22 (Protective helmets) (agenda item 12)

21. No new information was provided for this agenda item.

XIV. Regulation No. 25 (Head restraint) (agenda item 13)

Documentation: ECE/TRANS/WP.29/GRSP/2014/3
Informal document GRSP-55-11

22. The expert from OICA introduced GRSP-55-11 updating his original proposal ECE/TRANS/WP.29/GRSP/2014/3, aimed at removing contradictory provisions for components to be simultaneously type approved to more than one UN Regulation. GRSP adopted ECE/TRANS/WP.29/GRSP/2014/3 as amended by Annex III to this report. The secretariat was requested to submit ECE/TRANS/WP.29/GRSP/2014/3 to WP.29 and AC.1, for consideration and vote at their November 2014 sessions as draft Supplement 1 to the 04 series of amendments to the UN Regulation.

XV. Regulation No. 29 (Cabs of commercial vehicles) (agenda item 14)

Documentation: ECE/TRANS/WP.29/GRSP/2014/4

23. The expert from the Russian Federation introduced ECE/TRANS/WP.29/GRSP/2014/4, proposing that during a pendulum impact test the cab should remain attached to the chassis frame at no fewer than three points. The expert from Sweden argued that the current text of the Regulation was enough to guarantee the aimed level of safety.

XVI. Regulation No. 44 (Child restraint systems) (agenda item 15)

Documentation: Informal documents GRSP-55-01-Rev.1, GRSP-55-02, GRSP-55-33 and GRSP-55-39

24. GRSP considered and adopted GRSP-55-01-Rev.1, GRSP-55-02 and GRSP-55-33, as reproduced in Annex IV to this report, updating provisions of UN Regulation No. 44. The secretariat was requested to submit the three proposals combined, to WP.29 and AC.1, for consideration and vote at their November 2014 sessions as draft Supplement 9 to the 04 series of amendments to the UN Regulation.

25. The expert from France gave a presentation (GRSP-55-39) to inform GRSP about the outcome of tests made on Child Restraint Systems (CRS), equipped with a shield cushion instead of harnesses to subdue the movement of children during collisions. He added that these tests showed that the shield system did not restrain the children in the geometry of the CRS, thus, compromising their full protection. The expert from Japan informed GRSP that some experimental data were available on the kinds of CRS in his country. The expert from Germany, on behalf of the European Enhanced-safety Vehicle Committee (EEVC), announced the intention of his organization to carry out further tests aimed at proposing amendments to the UN Regulation and reduce the risks by using these CRS. He added that every manufacturer producing CRS with a shield system should take note of the potential risk of ejection under specific circumstances and should investigate the safety level accordingly. Following the request of the expert from France, GRSP agreed to resume consideration of this issue by an exchange of information at its December 2014 session.

XVII. Regulation No. 94 (Frontal collision) (agenda item 16)

Documentation: ECE/TRANS/WP.29/GRSP/2014/6
Informal document GRSP-55-21-Rev.1

26. The expert from France, Chair of the frontal impact (FI) IWG, introduced a proposal of amendment to update the UN Regulation (GRSP-55-21-Rev.1 superseding ECE/TRANS/WP.29/GRSP/2014/6) in view of the new draft UN Regulation (full-width frontal collision) on improving the protection of older occupants. GRSP agreed to resume consideration of this agenda item at its December 2014 session and requested the secretariat to distribute GRSP-55-21-Rev.1 with an official symbol.

XVIII. Regulation No. 127 (Pedestrian safety) (agenda item 17)

Documentation: ECE/TRANS/WP.29/2014/38
ECE/TRANS/WP.29/2014/37
Informal documents GRSP-55-14-Rev.3, GRSP-55-24 and GRSP-55-44

27. GRSP resumed consideration on the remaining issues of the proposed 01 series of amendments to UN Regulation No. 127 (ECE/TRANS/WP.29/2014/38), such as the tolerances of the flexible pedestrian legform impactor (FlexPLI). GRSP finally adopted GRSP-55-14-Rev.3 (incorporating GRSP-55-24), as reproduced in Annex V to this report. GRSP requested the secretariat to send the proposal (WP.29-163-06) to WP.29 and AC.1 for consideration and vote at their June 2014 sessions as a draft amendment to ECE/TRANS/WP.29/2014/38. GRSP also adopted GRSP-55-44, as reproduced in Annex V to this report, to introduce a parallel correction to Supplement 1 of the original version of the UN Regulation (ECE/TRANS/WP.29/2014/37). GRSP requested the secretariat to send the proposal (WP.29-163-07) to WP.29 and AC.1 for consideration and vote at their June 2014 sessions as a draft amendment to ECE/TRANS/WP.29/2014/37.

28. GRSP agreed to resume consideration at its December 2014 session of this agenda item based on a possible proposal of an Addendum to the M.R.1 to incorporate the FlexPLI.

XIX. Regulation No. 129 (Enhanced child restraint systems) (agenda item 18)

Documentation: ECE/TRANS/WP.29/GRSP/2014/7
Informal documents GRSP-55-08, GRSP-55-34-Rev.1, GRSP-55-35, GRSP-55-37, GRSP-55-38 and GRSP-55-39.

29. The expert from France, Chair of the IWG on Enhanced Child Restraint Systems (ECRS), introduced: (i) the status report of the progress of his group (GRSP-55-34-Rev.1) and (ii) the latest update of the draft 01 series of amendments to UN Regulation No. 129 that incorporates provisions for booster seats (GRSP-55-08, superseding ECE/TRANS/WP.29/GRSP/2014/7). The expert from OICA gave a presentation (GRSP-55-35) on a possible child restraint fixture, covering booster seats for children older than 4 years. GRSP agreed to refer GRSP-55-08 back to the IWG and to resume consideration of this agenda item at its December 2014 session on the basis of an updated proposal submitted by the IWG on ECRS.

30. Finally, GRSP considered GRSP-55-37 and GRSP-55-38 tabled by the expert from CLEPA, as a basis for a draft brochure, in the framework of a coordinated information campaign on UN Regulation No. 129. GRSP requested its experts to provide a final text for the December 2014 session of GRSP.

XX. Proposal for a new Regulation on hydrogen and fuel cell vehicles (agenda item 19)

Documentation: ECE/TRANS/WP.29/GRSP/2014/8
Informal documents GRSP-55-23 and GRSP-55-28-Rev.2

31. The expert from OICA introduced the last draft UN Regulation on hydrogen and fuel cell vehicles (HFCV) (ECE/TRANS/WP.29/GRSP/2014/8) prepared with the expert of EC and transposing UN GTR No. 13 (HFCV) into the 1958 Agreement. The expert from the Republic of Korea introduced GRSP-55-23, proposing the deletion of any reference to liquefied hydrogen that is not yet covered by the draft UN Regulation. The expert from OICA argued that UN GTR No. 13 also mentioned liquefied hydrogen technology, and that it could be kept as an optional basis for further development. However, he agreed to bring the technology back to the UN Regulation at a later stage when it was ready for regulation.

32. Moreover, the expert from Japan reminded GRSP that his country already legislated Hydrogen Fuelled Vehicles and requested further guidance. GRSP experts noted that Contracting Parties may continue to apply requirements that were in force at the time of accession to this UN Regulation on aspects not currently regulated by the UN Regulation: (i) the electrical safety of electric power train, (ii) the material compatibility and hydrogen embrittlement of the vehicle fuel system and (iii) the post-crash fuel system integrity in the event of full width frontal impact and rear impact. However, the expert from the Netherland, expressed concerns because UN Regulations Nos. 12, 94 and 95 were addressed in the draft UN Regulation to verify post-crash fuel tank integrity. Inversely, he noted that in UN Regulations Nos. 67 (Liquified Petroleum Gas vehicles) and 110 (Compressed Natural Gases vehicles), reference was not made to such post-crash UN Regulations. Accordingly, it was agreed to insert a footnote in the draft UN Regulation to specify those aspects not yet regulated as a reminder for future development of the UN Regulation and seek further harmonization (GRSP-55-28-Rev.2). However, GRSP agreed to seek guidance from the Administrative Committee for the Coordination of Work (WP.29/AC.2) at its June 2014 session as the issue raised by the expert from Japan would affect a number of UN Regulations.

33. Finally, GRSP adopted ECE/TRANS/WP.29/GRSP/2014/8, as amended by Annex VI to this report. The secretariat was requested to submit ECE/TRANS/WP.29/GRSP/2014/8 to WP.29 and AC.1, for consideration and vote at their November 2014 sessions, as draft UN Regulation on hydrogen and fuel cell vehicles.

XXI. Proposal for a new Regulation on Pole Side Impact (agenda item 20)

Documentation: ECE/TRANS/WP.29/GRSP/2014/9 and
ECE/TRANS/WP.29/GRSP/2014/12
Informal documents GRSP-55-16 and GRSP-55-45

34. The expert from Australia summarized (GRSP-55-16) the work of transposing UN GTR No. 14 (Pole Side Impact) into a draft new UN Regulation (ECE/TRANS/WP.29/GRSP/2014/9). The experts from the Netherlands and France questioned the inclusion of N₁ category of vehicles into the UN Regulation since it was not justified by national data. The expert from the United Kingdom supported this conclusion. The expert from EU informed GRSP that a cost benefit analysis by his organization would better identify the category of vehicles to be addressed. GRSP noted that the specifications of the three-dimensional H-point machine (3-D H machine) of the draft UN Regulation differed from those of the 3-D H machine of the Consolidated Resolution No. 3 (R.E.3). The expert from France, supported by the expert from Italy, questioned the reference to the ISO standard, concerning drawings and dummy specifications instead of a reference to an

addendum to the M.R.1. Following the suggestion of the expert from the Netherlands, GRSP also noted that a possible development of the UN Regulation (in parallel to the future Phase 2 of the UN GTR No. 14) could be to include the viscous criteria (VC) and the thorax deflection limit. Moreover, GRSP considered GRSP-55-45 incorporating the amendments to ECE/TRANS/WP.29/GRSP/2014/9 agreed during the session.

35. GRSP adopted ECE/TRANS/WP.29/GRSP/2014/9, as amended by Annex VII to this report and ECE/TRANS/WP.29/GRSP/2014/12, not amended, this last introducing a vehicle-to-pole impact speed of 32 ± 1 km/h regardless to the vehicle width. The secretariat was requested to submit ECE/TRANS/WP.29/GRSP/2014/9 as draft UN Regulation on Pole Side Impact and ECE/TRANS/WP.29/GRSP/2014/12 as draft 01 series of amendments to the UN Regulation to WP.29 and AC.1 for consideration and vote at their November 2014 sessions. However, GRSP requested the expert from Australia to send the proposals to WP.29 at its June 2014 session on a preliminary basis and to seek guidance from WP.29/AC.2 on: (i) Reference to ISO STD (WorldSID) instead of an Addendum to M.R.1. and (ii) transitional provisions of the 01 series of amendments simultaneously adopted with the original version of the UN Regulation.

36. Finally, GRSP agreed to seek consent from WP.29 and AC.3 at their June 2014 sessions on mandating an IWG to harmonize the 3-D H point machine specifications.

XXII. Proposal for a new Regulation on Frontal Impact (agenda item 21)

Documentation: ECE/TRANS/WP.29/GRSP/2014/10
Informal documents GRSP-55-20-Rev.1, GRSP-55-42 and GRSP-55-43

37. The expert from France, Chair of the FI IWG, introduced the status report of the group (GRSP-55-43) as well as the latest amendments (GRSP-55-20-Rev.1) to the official proposal (ECE/TRANS/WP.29/GRSP/2014/10) of a new UN Regulation on frontal impact with focus on the restraint system. He added that the IWG focused on two possible scenarios for the threshold of front passenger's thorax compression criteria:

- (a) thorax compression criteria (Thcc) of ≤ 34 mm (considering the injury risk curve for the elderly 5th percentile female);
- (b) $\text{Thcc} \leq 42$ mm (considering the injury risk curve for the 5th percentile female).

38. He asked GRSP for guidance on choosing the scenario to be addressed by the draft UN Regulation. The expert from EC suggested that the first scenario complemented by an additional test (e.g. sled test) with a 95th percentile male dummy. However, the expert from France reminded GRSP that the proposal aimed to reduce the number of tests. The expert from OICA presented a recommendation (GRSP-55-42) for a $\text{Thcc} \leq 42$ mm to address the 5th percentile female because a Thcc of ≤ 34 mm would only address a limited percentage of the population and because the test tool variations need to be taken into account. He remarked that the higher injury risk for elderly occupants would be considered by a reduced Thcc threshold of 42 mm for the 50th percentile male dummy Hybrid III as was also proposed for UN Regulation No. 94. GRSP finally agreed to resume consideration of this agenda item at its December 2014 session and requested its experts to provide clear guidance on the two above-mentioned scenarios. The secretariat was requested to distribute GRSP-55-20-Rev.1 with an official symbol at the next session of GRSP.

XXIII. Proposal for a new Regulation on electric vehicles of category L (agenda item 22)

Documentation: ECE/TRANS/WP.29/GRSP/2014/11
Informal documents GRSP-55-07, GRSP-55-22, GRSP-55-25-Rev.1, and GRSP-55-29

39. The expert from Germany, Chair of the IWG on Rechargeable Energy Storage System (REESS) made a presentation (GRSP-55-29) to introduce ECE/TRANS/WP.29/GRSP/2014/11, aimed at proposing a draft UN Regulation on safety requirements with respect to the electric power train of vehicles of categories L₁ with a maximum design speed exceeding 6 km/h. The expert from IMMA proposed some amendments (GRSP-55-07) to ECE/TRANS/WP.29/GRSP/2014/11. The majority of the Contracting Parties (Australia, France, Germany, the Netherlands, Spain, Sweden and the United Kingdom) rejected the introduction of additional provisions (para. 12 of ECE/TRANS/WP.29/GRSP/2014/11) in the text of the draft UN Regulation, to allow Contracting Parties to continue requiring the proof of compliance for post-crash requirements as proposed by the expert from Japan. GRSP referred GRSP-55-25-Rev.1 back to the IWG (including GRSP-55-22 proposed by the expert from Japan) and agreed to resume consideration of this agenda item at its December 2014 session, on the basis of an updated proposal submitted by the IWG. Finally, GRSP agreed to seek consent from WP.29 at its June 2014 session to extend the mandate of the IWG until June 2015.

XXIV. Other business (agenda item 23)

A. Exchange of information on national and international requirements on passive safety

40. The expert from Turkey informed GRSP about the next inauguration of a National Centre for Passive Safety.

B. Definition and acronyms in Regulations under GRSP responsibilities on the basis of an initiative of the Working Party on Pollution and Energy

Documentation: Informal document GRSP-51-03

41. GRSP agreed to resume consideration of this agenda item at its December 2014 session on the basis of an updated provisional list of acronyms (GRSP-51-03) to include those of UN Regulation No. 129, from the expert of France.

C. Development of the International Whole Vehicle Type Approval (IWVTA) system and involvement of the Working Parties and involvement of the Working Parties (GRs)

Documentation: ECE/TRANS/WP.29/2014/53
Informal document GRSP-55-17 and WP.29-162-18

42. GRSP noted that the consideration of draft Revision 3 to the 1958 Agreement (ECE/TRANS/WP.29/2014/53) was scheduled for the June session of WP.29 as well as other pending issues such as: (i) proxy vote, (ii) the final list A of draft UN Regulation No. 0 and (iii) common commencement dates for new series of amendments to UN Regulations. GRSP noted WP.29-162-18 introducing principles for supplements, series of amendments and Revisions to UN Regulations. GRSP finally agreed to move UN

Regulation No. 16 to the final list A, while UN Regulation No. 14 should be moved to list B.

43. Moreover, GRSP noted GRSP-55-17, indicating possible scenarios for the introduction of different propulsion tractions into the UN Regulation in view of IWVTA. The expert from OICA stated that UN Regulations should be considered technologically and fuel neutral. The expert from Germany indicated that the solution of developing specialized Annexes, each dedicated to specific fuel systems, could facilitate Contracting Parties when applying preceding series of amendments. However, he suggested that GRSP-55-17 would be further discussed and referred to the IWG on IWVTA to verify if such a solution would be viable for all UN Regulations. He also envisaged that the issue of cross referencing to other UN Regulations should be further developed by the IWG. GRSP agreed to resume discussion on this issue and to refer in the meantime GRSP-55-17 to the IWVTA IWG for consideration.

D. Highlights of March 2014 session of WP.29

44. The Secretary reported on the highlights of the 162nd session of WP.29 (ECE/TRANS/WP.29/1108).

E. Non-harmonized definitions in Regulations under the responsibility of GRSP

Documentation: Informal document GRSP-55-03

45. GRSP noted GRSP-55-03, showing a number of inconsistencies between some of the definitions used in UN Regulations from the "UN Vehicle Regulations Dictionary", as prepared by a former intern of the UNECE secretariat. GRSP agreed to resume consideration of this agenda item at its December 2014 session.

F. Collective amendments to Regulations Nos. 14 and 16

Documentation: Informal document GRSP-55-04

46. The expert from the Netherlands introduced GRSP-55-04 to clarify that the adjustment device for the height of the effective upper anchorage (introduced recently for buses) might be part of the anchorage or of the safety-belt requirements. The expert from Germany raised a study reservation on the proposal. Finally, GRSP agreed to resume consideration of this agenda item at its December 2014 session on the basis of a revised proposal prepared by the expert from the Netherlands and to keep GRSP-55-04 on the agenda for reference.

G. Regulation No. 95 (Lateral collision)

Documentation: Informal document GRSP-55-06

47. GRSP agreed to defer consideration of this agenda item to its December 2014 session due to lack of time and requested the secretariat to distribute GRSP-55-06 with an official symbol.

H. Regulation No. 100 (Construction and functional safety of battery of electric vehicles)

Documentation: Informal documents GRSP-55-12 and GRSP-55-13

48. The expert from OICA introduced GRSP-55-12 and GRSP-55-13 to clarify provisions for connectors. The expert from Germany agreed with the technical contents of the proposal but suggested a clearer wording. GRSP agreed to resume consideration of this subject at its December 2014 session.

I. Regulation No. 80 (Strength of seats and their anchorages)

Documentation: Informal document GRSP-55-18

49. The expert from Germany introduced GRSP-55-18 to clarify provisions for the banned installation of side-facing seats. GRSP agreed to resume discussion at its December 2014 session and requested the secretariat to distribute GRSP-55-18 with an official symbol.

J. New mobility vehicles

Documentation: Informal document GRSP-55-26-Rev.1

50. The expert from Japan presented a survey (GRSP-55-26-Rev.1) on the safety of four-wheeled vehicle whose unladen mass was not more than 400 kg, (category L₆ and L₇); these were shown to be very similar to passenger vehicles (M₁) identified in Japan as "New Mobility Vehicles". He added that these vehicles might be in conformity with a number of safety requirements (i.e. full width frontal collision, UN Regulation No. 95) currently required for passenger vehicles in Japan. He concluded that his country aimed at achieving regulatory harmonization of these vehicles and sought information and comments from Contracting Parties. The expert from EC informed GRSP that his organization was conducting similar safety investigations on L₇ vehicles and offered to cooperate with the expert from Japan, and exchange data on cost benefit analysis. GRSP agreed to continue sharing information on this issue at its December 2014 session.

K. Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles

Documentation: Informal document GRSP-55-27

51. GRSP noted GRSP-55-27, or the possible insertion of new categories of vehicles (e.g. agricultural trailers and towed machinery) into the Consolidated Resolution on the Construction of Vehicles (R.E.3). It was noted that the proposal had been designed by the Working Party on Lighting and Light-Signalling (GRE) in updating UN Regulation No. 86 (Installation of lighting and light-signalling devices for agricultural tractors) and that GRE agreed to circulate the proposal to all Working Parties for comments. GRSP invited its experts to provide comments on the proposal to the secretariat, before the October 2014 session of GRE.

XXV. Provisional agenda for the next session (agenda item 24)

52. For its fifty-sixth session, scheduled to be held in Geneva from 9 (9.30 a.m.) to 12 (12.30 p.m.) December 2014, GRSP noted that the deadline for the submission of official documents to the secretariat was 12 September 2014, twelve weeks prior to the session. GRSP agreed the following provisional agenda:

1. Adoption of the agenda.
2. Global technical regulation No. 7 (Head restraints).
3. Global technical regulation No. 9 (Pedestrian safety):
 - (a) Phase 2 of the global technical regulation;
 - (b) Proposal for Amendment 3.
4. Harmonization of side impact dummies.
5. Global technical regulation on electric vehicles.
6. Regulation No. 14 (Safety-belt anchorages).
7. Regulation No. 16 (Safety-belts).
8. Regulation No. 17 (Strength of seats).
9. Regulation No. 22 (Protective helmets).
10. Regulation No. 29 (Cab strength)
11. Regulation No. 44 (Child restraints systems).
12. Regulation No. 80 (Strength of seats and their anchorages (buses)).
13. Regulation No. 94 (Frontal impact)
14. Regulation No. 95 (Lateral impact).
15. Regulation No. 100 (Battery electric vehicle safety).
16. Regulation No. 127 (Pedestrian safety).
17. Regulation No. 129 (Enhanced child restraint systems).
18. Proposal for a new Regulation on Frontal Impact.
19. Collective amendments Regulations No. 14 and 16.
20. Election of officers.
21. Other business:
 - (a) Exchange of information on national and international requirements on passive safety;
 - (b) Definition and acronyms in Regulations under GRSP responsibilities;
 - (c) Development of the International Whole Vehicle Type Approval (IWVTA) system and involvement of the Working Parties;
 - (d) Highlights of the June and November 2014 sessions of WP.29;
 - (e) Non-harmonized definitions in Regulations under the responsibility of GRSP;
 - (f) Three-dimensional H-point machine.

Annex I

List of informal documents (GRSP-55-...) distributed without an official symbol during the session

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
01/ Rev.1	Spain	15	E	Proposal for Supplement 8 to the 04 series of amendments to UN Regulation No. 44	(d)
02	The Netherlands	15	E	Proposal for Supplement 8 to the 04 series of amendments to UN Regulation No. 44	(d)
03	Secretariat	23(e)	E	UN Vehicle Regulations Dictionary - Non-harmonised definitions in UN Regulations under the responsibilities of GRSP	(c)
04	The Netherlands	23(f)	E	Proposal for collective amendments to UN Regulations Nos. 14 and 16	(a)
05	GRSP Chair	1	E	Running order of the session	(a)
06	Secretariat	23(g)	E	Proposal for Supplement 5 to the 03 series of amendments to Regulation No. 95 (Lateral collision)	(b)
07	IMMA	22	E	Proposal of amendments to ECE/TRANS/WP.29/GRSP/2014/11 - Draft Regulation on electric vehicles of category L, submitted by the Informal Working Group REESS	(a)
08	France	18	E	Proposal of amendments to ECE/TRANS/WP.29/GRSP/2014/7 - Draft 01 series of amendment to Regulation No. 129	(b)
09	OICA	3(b)	E	Pedestrian Protection Definition of the Measuring Point	(a)
10/ Rev.3	OICA	8	E	Regulation No. 11 (Door latches and hinges) - Proposal for the 04 series of amendments	(d)
11	OICA	13	E	Proposal to correct the draft Supplement 1 to the 04 series of amendments to Regulation No. 25 (head restraints)	(d)
12	OICA	23(h)	E	Proposal for Supplement 2 to the 02 series of amendments to Regulation No. 100 (Battery of electric vehicles)	(a)
13	OICA	23(h)	E	Proposal for Supplement 4 to the 01 series of amendments to Regulation No. 100 (Battery of electric vehicles)	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
14/ Rev.3	Chair of GRSP	17	E	Proposal to amend the draft 01 series of amendments to Regulation No. 127 (Pedestrian safety)	(d)
15	CLEPA	11	E	Proposal for Supplement 3 to the 08 series of amendments to Regulation No. 17 (Strength of seat)	(b)
16	Australia	20	E	Summary of the transposition of UN GTR No. 14 (Pole Side Impact) into a draft new UN Regulation	(a)
17	Secretariat	23(c)	E	Electric, hybrid vehicles & HFCV – principles for their introduction into UN Regulations in view of IWVTA (1958 Agreement)	(c)
18	Germany	23(i)	E	Regulation No. 80 (Strength of seats and their anchorages (buses))	(b)
19	Germany	11	E	Proposal for Supplement 2 to the 04 series of amendments to Regulation No. 17 (Strength of seat)	(b)
20/ Rev.1	France	21	E	Proposal for amendment of document ECE/TRANS/WP.29/GRSP/2014/10	(b)
21/ Rev.1	France	16	E	Proposal for 03 series of amendments to Regulation No. 94 (Frontal collision)	(b)
22	Japan	22	E	Draft Regulation on electric vehicles of category L - proposal of amendments to ECE/TRANS/WP29/GRSP/2014/11	(a)
23	Republic of Korea	19		Proposal of amendment to ECE/TRANS/WP.29/GRSP/2014/8 (Proposal by European Commission and OICA of Draft Regulation on hydrogen and fuel cell vehicles)	(a)
24	Republic of Korea	3(b)	E	Proposal of amendment to ECE/TRANS/WP.29/GRSP/2014/2 and ECE/TRANS/WP.29/GRSP/2014/5 (Proposal by European Commission of amendment to Phase 1 and draft Phase 2 to global technical regulation No. 9 Pedestrian Safety)	(c)
25/ Rev.1	GRSP Chair	22	E	Draft Regulation on electric vehicles of category L - proposal of amendments to ECE/TRANS/WP29/GRSP/2014/11	(a)
26/ Rev.1	Japan	23(j)	E	Survey on Safety of New Mobility Vehicles	(a)
27	Secretariat	23(k)		Proposal for amendments to ECE/TRANS/WP.29/78/Rev.2 Consolidated Resolution on the Construction of Vehicles (R.E.3)	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
28/ Rev.2	OICA	19	E	Draft Regulation on hydrogen and fuel cell vehicles	(d)
29	Chair of REES IWG	22	E	Draft Regulation on electric vehicles category L	(d)
30/ Rev.1	Secretariat	11	E	Regulation No. 17 (Seat strength)	(b)
31	OICA	9	E	Proposal for Supplement 7 to the 07 series of amendments to Regulation No. 14	(b)
32	OICA	9	E	Proposal for Supplement 7 to the 07 series of amendments to Regulation No. 14 - r-point	(a)
33	CLEPA	15	E	Proposal for Supplement 8 to the 04 series of amendments to Regulation No. 44	(d)
34/ Rev.1	France	18	E	Status report of the informal working group on Enhanced Child Restraint Systems (ECRS) - UN Regulation No. 129	(a)
35	OICA	18	E	Enhanced Child Restraint Systems (ECRS)	(a)
36	USA	3(a)	E	UN GTR No. 9 Phase 2	(d)
37	CLEPA	18	E	UN Regulation No. 129 (Enhanced Child Restraint Systems (ECRS)) - Information to consumers	(c)
38	CLEPA	18	E	UN Regulation No. 129 (Enhanced Child Restraint Systems (ECRS)) - Information to consumers	(c)
39	France	15-18	E	A study on the shield system	(a)
40	IWG PH2 -TF	GTR9 3(b)	E	Status report task force bumper test area	(a)
41	IWG PH2 -TF	GTR9 3(b)	E	Proposal for Amendment to global technical regulation	(b)
42	OICA	21	E	Draft UN GTR on Frontal Impact	(a)
43	France	16-21	E	UN Regulation N°94 and draft UN Regulation Full width Frontal Impact	(a)
44	OICA	17	E	Proposal to amend Supplement 1 to Regulation No. 127 in its original version (ECE/TRANS/WP.29/2014/37)	(d)
45	Australia	20	E	Draft UN Regulation on Pole Side Impact	(d)

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

Draft amendments to Regulation No. 11 (Door latches and hinges)

Amendments adopted to ECE/TRANS/WP.29/GRSP/2014/13 (see para. 15 of this report)

...

Insert new paragraph 6.3.1.1., to read:

- "6.3.1.1. If fitted, a full locking system may only be activated when the ignition key is not in the engine running mode and shall be installed in combination with at least one of the following measures:
- (a) An alarm system with interior detection in accordance with Regulation No. 116 or Regulation No. 97, or other equipment which is able to detect an occupant's movement. The setting of the full locking system shall be prohibited where an occupant's movement is detected within the passenger compartment; **or**
 - (b) **An acoustic warning device (e.g. horn) which can be activated from the interior of the vehicle in case that the ignition is switched off and the full locking system is activated."**

Proposed paragraph 6.3.1.2., shall be deleted

Insert new paragraphs 13.7. to 13.9., to read:

- "13.7. As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type approvals under this UN Regulation as amended by the 04 series of amendments.
- 13.8. As from **1 September 2016**, Contracting Parties applying this UN Regulation shall grant UN type approvals only if the vehicle type to be approved meets the requirements of this UN Regulation as amended by the 04 series of amendments.
- 13.9.** Contracting Parties applying this UN Regulation shall not refuse to grant extensions of UN type approvals for existing types which have been granted according to the preceding series of amendments to this **UN Regulation."**

...

Annex III

Draft amendments to Regulation No. 25 (Head restraints)

Amendments adopted to ECE/TRANS/WP.29/GRSP/2014/3 (see para. 22 of this report)

Paragraph 1.1., footnote 1, amend to read:

"1.1. This Regulationbelow.¹

-
- ¹. The head restraints which conform to the provisions of Regulation No. 17 are not required to conform to the provisions of this Regulation. **Seats of category M₂ vehicles with a maximum mass exceeding 3,500 kg and of category M₃ vehicles type approved according to Regulation No. 80 are not required to conform to the provisions of this Regulation."**

Annex IV

Draft amendments to Regulation No. 44 (Child restraints systems)

Adopted on the basis of GRSP-55-01-Rev.1 (see para. 24 of this report)

Paragraph 2.7., amend to read:

"2.7. "Impact shield" means a device secured in front of the child and designed to distribute the restraining forces over the greater part of the height of the child's body in the event of a frontal impact.

With reference to paragraph 2.1.3., these are divided in two classes:

Class A: Integral

Class B: Non integral."

Paragraph 6.1.12., amend to read:

"6.1.12. Child restraint systems of group I shall belong to the integral class unless they are fitted with an impact shield **of Class B**, as defined in paragraph 2.7."

Paragraph 7.1.4.4.1.2.3., amend to read:

"7.1.4.4.1.2.3. Child restraints other than group 0 not supported by the dashboard:
The head of the manikin shall not pass the planes FD, FG and DE, as shown in Figure 4 below **and there shall be no direct contact of the manikin head with the bar**. This shall be judged up to 300 ms or the moment that the manikin has come to a definitive standstill whatever occurs first."

Paragraph 8.1.3.7.6., amend to read:

"8.1.3.7.6. If the child restraint system is suitable for two or more mass groups, the tests shall be carried out using the lightest and heaviest manikins specified above for **each of the groups concerned**."

Paragraph 8.1.3.7.10., amend to read:

"8.1.3.7.10 The test specified in paragraph 7.1.4.1.10.1.2. **shall** only be carried out with the largest manikin for which the child restraint is designed. **Where multiple configurations of the child restraint system are possible (e.g. upright/reclined), the configuration which generates the worst case horizontal head excursion shall be used for this test.**"

Paragraph 11.2., amend to read

"11.2. Qualifying the production of child restraint systems
The production of ...

For this purpose, a random sample of 5 child restraint systems will be taken from the first production batch **by the technical service who conducted the approval tests, or by a technical service appointed by the same Authority who will grant the approval, or by Authority itself.**

Six sample units may be selected randomly in case that the condition of 7.1.4.4.1.2.3. is selected as the test condition of conducting a test described in 11.2.1.1.).

The first production batch"

Paragraph 11.2.1.1., amend to read:

"11.2.1.1. Five child restraint systems must be subjected to the dynamic test described in paragraph 8.1.3. The Technical Service that conducted the type approval tests shall choose the conditions that produced the maximum horizontal head excursion during the type approval dynamic tests, excluding the conditions described in paragraphs **7.1.4.4.1.2.3., that refers to the test without 100 mm bar configuration only, and** 7.1.4.1.10.1.2. above. All the five child restraint systems shall be tested under the same conditions.

If, during at least one of the five tests performed, the CRS touches the bar, a further test shall be performed in the condition described in paragraph 7.1.4.4.1.2.3 which refers to the test without 100 mm bar. This further test shall not be used for the calculation described in paragraph 11.2.1.3.(a)."

Annex 13,

Paragraphs 2 and 3, amend to read:

"2. The three-point retracting belt has the following rigid parts: a retractor (R), a pillar loop (P), two anchorage points (A1 and A2) (see Figure **1b**)...

3. ...

The value of X in Figure **1b** below..."

Paragraphs 5 and 6, amend to read:

"5. The two-point static belt as shown in Figure **1a** consist of ...

6. ...The value of Y in Figure **1a** is ..."

Figure 1, amend to read:

"Figure 1
Standard seat belt configurations

Figure 1a
Two-point static belt

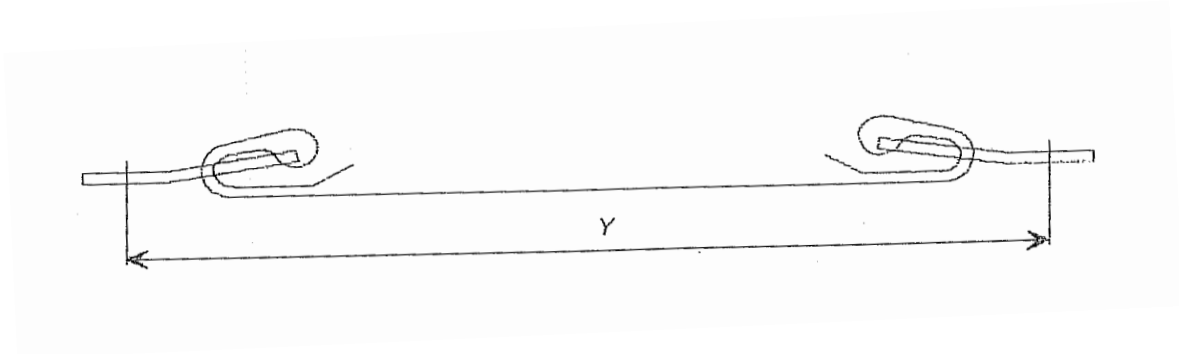
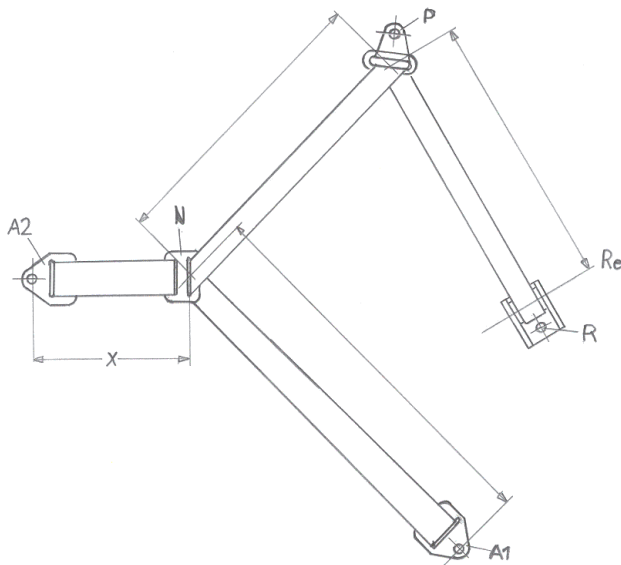


Figure 1b
Three-point retracting belt



"

Adopted on the basis of GRSP-55-02 (see para. 24 of this report)

Paragraph 7.1.4.1.8., amend to read

"7.1.4.1.8. During the dynamic tests, the standard safety-belt used to install **an integral** child restraint shall not become disengaged from any guide or locking device utilized for the test conducted.

During the dynamic tests, the standard safety-belt used to install a non-integral child restraint, shall not become disengaged from any guide or locking device utilized for the test conducted; however, for the shoulder portion of the standard safety-belt this shall be judged up to the moment that the maximum horizontal head excursion of the dummy is reached. Furthermore during the dynamic test of a non-integral child restraint, the limit of acceptable movement of the shoulder belt is that the lower edge of the shoulder portion of the standard safety-belt shall not be lower than the dummy's elbow at the point of maximum horizontal head excursion of the dummy."

Annex 15 (explanatory notes), paragraph 6.2.4., shall be deleted

Adopted on the basis of GRSP-55-33 (see para. 24 of this report)

Paragraph 6.1.5., amend to read

"6.1.5. The child restraint manufacturer has to declare in written form that the toxicity of materials used in the manufacture of restraint systems and accessible to the restrained child is in conformity with the relevant parts **of EN 71:2009, part 3**. Tests confirming the validity of the declaration may be carried out at the discretion of the test authority. This paragraph does not apply to restraint devices of groups II and III."

Paragraph 6.1.6., amend to read

"6.1.6. The child restraint manufacturer has to declare in written form that the flammability of materials used to manufacture the restraint system is in conformity with the relevant **parts of EN 71:2009 part 2**. Tests confirming the validity of the declaration may be carried out at the discretion of the test authority."

Annex V

Draft amendments to Regulation No. 127 (Pedestrian safety)

Amendments adopted to ECE/TRANS/WP.29/2014/38 (see para. 27 of this report) – Adopted text based on GRSP-55-14-Rev.3

Paragraphs 11.1 to 11.4., amend to read:

- "11.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 01 series of amendments.
- 11.2. As from ~~the 01 series of amendments~~ **[1 September 2017]** ~~36 months after the date of entry into force of the 01 series of amendments~~, Contracting Parties applying this Regulation shall grant type approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 01 series of amendments.
- 11.3. Contracting Parties applying this ~~UN~~ Regulation shall not refuse to grant extensions of ~~UN~~ type approvals for existing vehicle types which have been granted according to the preceding series of amendments to this ~~UN~~ Regulation.
- 11.4. ~~[Even after the date of entry into force of the 01 series of amendments to this UN Regulation.]~~ **Contracting Parties applying this UN Regulation shall continue to accept UN** type approvals to the preceding series of amendments to the UN Regulation ~~shall remain valid. Contracting Parties applying this UN Regulation shall continue to accept them.~~"

Annex 4, paragraphs 1.1. and 1.4., square brackets shall be removed

Annex 5, paragraph 3.2.1., amend to read:

- "3.2.1. The velocity of the headform impactor shall be measured at some point during the free flight before impact, in accordance with the method specified in ISO 3784:1976. ~~The accuracy of velocity measurement shall be ±0.01 m/sec. ...~~"

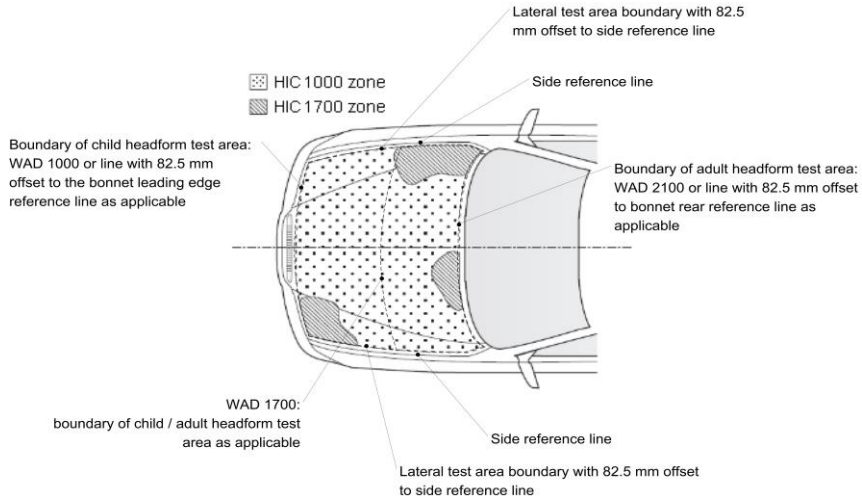
Amendments adopted to ECE/TRANS/WP.29/2014/37 (see para. 27 of this report) – Adopted text based on GRSP-55-44

Annex 5, paragraph 3.2.1., amend to read:

- "3.2.1. The velocity of the headform impactor shall be measured at some point during the free flight before impact, in accordance with the method specified in ISO 3784:1976. ~~The accuracy of velocity measurement shall be ±0.01 m/sec. ...~~"

Annex 5, Figure 11, amend to read:

"Figure 11
Example of marking of HIC1000 zone and HIC1700 zone



Annex 6, paragraph 2.2.4., amend to read:

"2.2.4. The relative humidity and temperature of the certification area shall be measured at the time of ~~calibration~~ **certification**, and recorded in the certification report.

Annex 6, Figure 5, the title, amend to read:

"Figure 5
 Flexible lower legform impactor: Test set-up for the knee joint in the static certification test (see paragraph 1.2.5. of this Annex)

...
 "

Annex 6, Figure 6, the title, amend to read:

"Figure 6
 Flexible lower legform impactor: Test set-up for the dynamic lower legform impactor certification test (pendulum test, see paragraph 1.3.3.1. of this Annex)

...
 "

Annex 6, Figure 7, the title, amend to read:

"Figure 7
 Flexible lower legform impactor: Test set-up for the dynamic lower legform impactor certification test (inverse test, see paragraph ~~1.4.3.1.~~ **8.1.3.4.** of this Annex)

...
 "

Annex VI

Draft amendments to the new Regulation on hydrogen and fuel cell vehicles

Amendments adopted to ECE/TRANS/WP.29/GRSP/2014/8 (see para. 33 of this report)

Contents, paragraph 13, shall be deleted

Paragraph 1, amend to read:

"1. Scope

This Regulation applies to ¹:

...."

...

Paragraph 2.12., amend to read:

"2.12. "Hydrogen-fuelled vehicle" means any motor vehicle that uses **compressed gaseous hydrogen** as a fuel to propel the vehicle, including fuel cell and internal combustion engine vehicles. Hydrogen fuel for passenger vehicles is specified in **ISO 14687-2: 2012 and SAE J2719: (September 2011 Revision)**."

Paragraph 2.14., shall be deleted

Paragraphs 2.15. to 2.29., renumber as paragraphs 2.14. to 2.28.

Paragraphs 13. to 13.2., shall be deleted

¹ This regulation does not cover the electrical safety of electric power train, the material compatibility and hydrogen embrittlement of the vehicle fuel system, and the post-crash fuel system integrity in the event of full width frontal impact and rear impact.

Annex VII

Draft amendments to the new Regulation on Pole Side Impact

Amendments adopted to ECE/TRANS/WP.29/GRSP/2014/9 (see para. 35 of this report)

...

Paragraph 2.10., amend to read:

"2.10. "Hydrogen-fuelled vehicle" means any motor vehicle that uses **compressed gaseous hydrogen** as a fuel to propel the vehicle, including fuel cell and internal combustion engine vehicles. Hydrogen fuel for passenger vehicles is specified in **ISO 14687-22012 and SAE J2719 (September 2011 Revision)**."

...

Paragraph 2.18., amend to read:

"2.18. "R-point" means a design reference point, which:

- (a) has coordinates determined in relation to the designed vehicle structure; and
- (b) shall be established, where relevant for the purpose of this Regulation, in accordance with Annex 1 of the Consolidated Resolution on the Construction of Vehicles (**R.E.3**).³

...

Paragraph 5.1., amend to read:

"5.1. A vehicle, ... a WorldSID 50th percentile adult male **dummy**.⁵

...

Paragraph 5.5.1., amend to read:

"5.5.1. In the case of ... accordance with paragraph **5.1.** of Annex 3 shall not exceed:"

³. Document ECE/TRANS/WP.29/78/Rev.3 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

⁵ The technical specifications, including detailed drawings and procedures for assembly/disassembly of the WorldSID 50th percentile adult male dummy are specified by **reference in Annex 3 of this Regulation.**"

...

Annex 3, paragraph 4.3.1., amend to read:

"4.3.1. A WorldSID 50th percentile adult male dummy **in accordance with [ISO 15830:2013]¹, fitted with two half arms** and (as a minimum) all instrumentation required to obtain the data channels necessary to determine the dummy performance criteria listed in paragraph 5.3. of this Regulation."

...

Annex 4, paragraph 2.5., footnote 1, amend to read:

"¹ Details of the H-point locator assembly (H-point tool) **including dimensions are specified in [ISO 15830-2:2013], drawing number W50-82500.**"

...

Annex 6, paragraph 3.1.4., amend to read:

"3.1.4. The main stop valve and shut-off valves for hydrogen gas, located in the downstream hydrogen gas piping, are **in normal driving condition immediately** prior to the impact."

...

Annex 6, paragraph 5.4., amend to read:

"5.4. The average helium flow rate over the time interval is therefore:

$$V_{\text{He}} = (M_f - M_o) / \Delta t \times 22.41 / 4.003 \times (P_{\text{target}} / P_o)$$

where V_{He} is the average volumetric flow rate (NL/min) over the time interval and the term (P_{target}/P_o) is used to compensate for differences between the measured initial pressure (P_o) and the targeted fill pressure (P_{target})."

...

¹ It is intended that the required WorldSID 50th percentile adult male specifications will, in future, be made available in Addendum [2] of Mutual Resolution No. 1.

Annex VIII

[English only]

List of GRSP informal working groups

<i>Informal working group</i>	<i>Chair</i>	<i>Expiry date of the mandate [pending WP.29 decision]</i>	<i>Secretary</i>
Frontal Impact (FI)	Mr. Pierre Castaing (France) Phone : +33 1-69801750 Fax : +33 1-69801719 e-mail : pierre.castaing@utac.com	December 2014	
Harmonized side impact dummies	Ms. Marisol Medri (USA) Phone : +1 202 366 6987 Fax : +1 202 493 29 90 e-mail : marisol.medri@dot.gov	December 2015	
Head Restraints (GTR7-Phase 2)	Mr. Bernard Frost (UK) Phone : +44-(0)207 9442107 Fax : +44-(0)207 9449623 e-mail : bernie.frost@dft.gsi.gov.uk	December 2015	OICA
Child Restraint Systems (CRS)	Mr. Pierre Castaing (France) Phone : +33 1-69801750 Fax : +33 1-69801719 e-mail : pierre.castaing@utac.com	December 2014	
Pedestrian Safety (GTR9-Phase 2)	Mr. Richard Damm (Germany) Tel.: +49 (0) 228 99 300 4302 Fax: +49 (0) 228 99 300 807 4302 e-mail: richard.damm@bmvbs.bund.de	November 2014	
Pole Side Impact (PSI)	Mr. Robert Hogan (Australia) Phone : +61 2 62 74 72 66 Fax : +61 2 62 74 74 77 e-mail : robert.hogan@infrastructure.gov.au	March 2014	
Electric Vehicle Safety (EVS)	Mr. N. Nguyen (USA), (vice-chaired by the European Union and China) Phone: +1 202 366 69 34 Fax: +1 202 493 29 90 e-mail : nha.nguyen@dot.gov	December 2014	Japan
Rechargeable Energy Storage Systems (REESS)	Mr. G. Kellermann (Germany) Phone : +49 228 300 43 04 Fax : +49 228 300 807 43 04 e-mail : gerd.kellermann@bmvbs.bund.de	[June 2015]	OICA