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

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I. Attendance

1. The Working Party on Passive Safety (GRSP) held its fifty-seventh session in Geneva from 18 to 22 May 2015, chaired by Mr. Nha Nguyen (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; Canada; China; Czech Republic; Denmark; France; Germany; Hungary; India; Italy; Japan; Netherlands; Norway; Republic of Korea; Romania; Russian Federation; Spain; Sweden; Switzerland; Thailand 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); the Foundation for the Automobile and Society (FIA Foundation); Global New Car Assessment Programme (Global NCAP) 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 (CONEBI).

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

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSP/2014/14 and Add.1
Informal document GRSP-57-10

3. GRSP considered and adopted the agenda (ECE/TRANS/WP.29/GRSP/2015/1 and Add.1) proposed for the fifty-seventh session with the new agenda items 17(g) to 17(j) and 18 as well as the running order (GRSP-57-10). The list of GRSP informal working groups is contained in Annex VII of 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 Germany, 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 progress of the IWG. He clarified that the IWG had progressed with the procedures for dummy certification to improve control of the variability that was seen in a small number of data channels during earlier work. He explained that work was continuing with the improved dummies to establish correlation between post mortem human subjects (PMHS) and the biomechanical rear impact dummy (BioRID) responses in production seats. He added that the IWG expected an outcome of this work before the summer break. Moreover, he declared that the IWG was receiving the drawings of the dummy by the manufacturer to be incorporated in Addendum 1 to the Mutual Resolution No. 1 (M.R.1) and the IWG was expected to deliver a draft proposal in parallel with the draft amendment to UN GTR No. 7, hopefully at the December 2015 session of GRSP. GRSP agreed to seek the endorsement of WP.29 and its Executive Committee of the 1998 Agreement (AC.3) at their June 2015 session, to extend the mandate of the IWG until December 2016.

5. Finally, GRSP agreed to resume discussion on this subject at its December 2015 session on the basis of the outcome of work of the IWG.

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/GRSP/2014/15
ECE/TRANS/WP.29/GRSP/2014/16
ECE/TRANS/WP.29/GRSP/2015/2
Informal documents GRSP-57-12 and GRSP-57-15-Rev.1

6. The expert from EC introduced GRSP-57-15-Rev.1, superseding ECE/TRANS/WP.29/GRSP/2015/2, and proposing the introduction of the definition of rigid bumper beam in the test area in addition to the proposed bumper test method with the flexible pedestrian legform impactor (FlexPLI). The expert from OICA introduced GRSP-57-12, explaining that the new definition of the test area leads to test bumper surfaces at an angle greater than the justified 30°. He added that this might result in occurrence of total and relative rotation of the leg as well as sliding along the surface and produce non-repeatable data. The expert from the United States of America requested a study reservation on this proposal based on the above concern regarding the test tool's repeatability at an impact angle of 30 degrees or higher. She announced that results of this research would be available at the December 2015 session of GRSP. The expert from Japan proposed to share data from his country to be included in the cost benefit analysis. GRSP agreed to resume discussion on this subject and on the pending issues of the proposal of amendments to the UN GTR (ECE/TRANS/WP.29/GRSP/2014/15, ECE/TRANS/WP.29/GRSP/2014/16 and ECE/TRANS/WP.29/GRSP/2015/2) at its December 2015 session.

7. Referring to his presentation (GRSP-56-21) given during the December 2014 session of GRSP, the expert from the Republic of Korea reiterated the issue of the lack of provisions concerning tests of active devices to further improve vehicle performances. The expert from OICA informed GRSP that recommendations and guidelines addressing technical services for testing active safety bonnets was provided by a paper (INF GR/PS/141 Rev.1) of the former IWG available at:

www.unece.org/trans/main/wp29/wp29wgs/wp29grsp/pedestrian_8.html

8. GRSP agreed to resume discussion on this topic at its December 2015 session and invited the experts of Korea and OICA to continue their exchange of views on a possible draft amendment to the UN GTR and on a draft request for authorization by AC.3 to develop it. Finally, GRSP agreed to seek the endorsement of WP.29 and AC.3 to their June 2015 sessions to extend the mandate of the IWG until December 2016.

B. Proposal for Amendment 2

Documentation: ECE/TRANS/WP.29/GRSP/2012/2
ECE/TRANS/WP.29/GRSP/2014/2
ECE/TRANS/WP.29/GRSP/2014/5

9. GRSP agreed to defer discussion on this agenda item to its next sessions pending the results of cost/benefit analysis and the transposition process of UN GTR Phase 1 into the legislation of the United States of America.

V. Harmonization of side impact dummies (agenda item 4)

10. The expert from the United States of America, Chair of the IWG on the harmonization of side impact dummies, informed GRSP about the work progress of the group. She clarified that the IWG was focusing on drafting Addendum 2 of the M.R.1 and the challenges to include the latest build level of the 50th percentile World Side Impact (WorldSID) male dummy in this Addendum. She added that the technical specifications of the dummy had been published in the ISO standard 15830:2013 and that ISO had agreed so far to allow some parts of the standard to be reproduced in the Addendum and some parts to be incorporated by reference. However, she indicated that the build level of the male dummy in the ISO standard was not the latest and that ISO was finalizing a supplement to ISO 15830 "WorldSID ISO Technical Specification" with the most recent dummy improvements. She finally stated that the IWG would continue discussions with ISO to incorporate the dummy improvements contained in the above mentioned updated ISO standard into draft Addendum 2. Finally, GRSP agreed to seek endorsement of WP.29 and AC.3 to their June 2015 sessions to extend the mandate of the IWG until December 2016.

VI. Global technical regulation on electric vehicles (agenda item 5)

Documentation: Informal document GRSP-57-19

11. The Chair of GRSP, co-Chair of the IWG on Electric Vehicle Safety (EVS), reported on the progress of work of the IWG (GRSP-57-19). He informed GRSP that the most recent meeting of the IWG was held in Paris, March 2015. He added that despite the good progress made by the nine task force, the expert from the United States of America participating in the IWG was of the opinion that more data was still required and as such the deadline (December 2015) of the mandate of the IWG would be of a secondary importance to delivering a robust UN GTR that would be acceptable to all Contracting Parties. The expert from Japan strongly recommended that the deadline would be respected and that a draft UN GTR would be submitted at the December 2015 session of GRSP. The expert from Germany made a similar statement. The IWG co-Chair expressed openness to a possible 2-phase approach with a one-year extension of the mandate such as: (i) deliver a draft UN GTR by December 2016 session of GRSP covering 90 per cent of the issues and then (ii) the second phase will address long term research items. The experts from Japan and Germany expressed their preference for the above proposed two-steps approach. Future meetings are planned as follows: (i) eighth meeting on 15 June 2015, Washington D.C, (ii) ninth meeting on 14-18 September 2015, Changchun, China and (iii) tenth meeting to be determined.

VII. Regulation No. 14 (Safety-belt anchorages) (agenda item 6)

Documentation: ECE/TRANS/WP.29/2015/46
ECE/TRANS/WP.29/GRSP/2015/3

12. The expert from OICA introduced ECE/TRANS/WP.29/GRSP/2015/3, aimed at improving the provisions concerning vehicles of category M₁ having only one seat row and introducing a new definition of "bucket seat". The expert from the Netherlands noted that ECE/TRANS/WP.29/2015/46, submitted for consideration and voting at the June 2015 session of WP.29 was amending the same provisions and that further proposal of amendments would create confusion. The expert from OICA withdrew ECE/TRANS/WP.29/GRSP/2015/3. Finally, GRSP agreed to resume discussion on this

subject at its December 2015 session and requested the secretariat to keep ECE/TRANS/WP.29/GRSP/2015/3 as a reference in the agenda of that session.

VIII. Regulation No. 16 (Safety-belts) (agenda item 7)

Documentation: ECE/TRANS/WP.29/GRSP/2012/25
ECE/TRANS/WP.29/GRSP/2015/4
ECE/TRANS/WP.29/GRSP/2015/13
ECE/TRANS/WP.29/GRSP/2015/15
ECE/TRANS/WP.29/GRSP/2015/16
Informal documents GRSP-57-03, GRSP-57-07-Rev.1, GRSP-57-09,
GRSP-57-14-Rev.1, GRSP-57-17-Rev.2, GRSP-57-18, GRSP-57-24,
GRSP-57-25 and GRSP-57-28

13. The expert from CLEPA introduced a presentation (GRSP-57-25) to explain ECE/TRANS/WP.29/GRSP/2015/16 and GRSP-57-03 (superseding ECE/TRANS/WP.29/GRSP/2015/4) aimed at clarifying the provisions for dynamic testing of rear seat system and advanced restraint system approval. The expert from Japan argued that the proposal was not assessing the air-bag performance through UN Regulation No. 94 because it was addressing other occupants than those seating in lateral frontal positions. The expert from France clarified that the proposal was addressing the concept of restraint systems to other seating positions than front outboard positions. The expert from EC suggested aligning the proposed provisions with those of UN Regulation No. 21, concerning the speed of impact of seating position protected by an air-bag. Accordingly, the expert from CLEPA introduced GRSP-57-28 incorporating the comments received during the discussion. The experts from France and Japan raised study reservations on the proposal. Moreover, the expert from the Netherlands noted that the proposal would affect not only the safety-belt component but also the vehicle. The experts from EC and OICA stated that the proposal should be discussed as a full package with the corresponding amendment to UN Regulation No. 17, namely ECE/TRANS/WP.29/GRSP/2015/14 (see para. 19 below). GRSP agreed to resume discussion on this subject at its December 2015 session and requested the secretariat to distribute GRSP-57-28 with an official symbol.

14. GRSP considered ECE/TRANS/WP.29/GRSP/2015/13, aimed at clarifying the provisions for the approval of "general-use" safety-belts. GRSP adopted the proposal as amended by Annex II to this report. The secretariat was requested to submit ECE/TRANS/WP.29/GRSP/2015/13 to WP.29 and AC.1, for consideration and vote at their November 2015 sessions as draft Supplement 6 to the 06 series of amendments to UN Regulation No. 16.

15. GRSP noted GRSP-57-14-Rev.1 superseding ECE/TRANS/WP.29/GRSP/2015/15 to clarify the installation of different light colors on the buckle and to improve its visibility in dark conditions for the wearer and facilitate rescue of occupants. The expert from EC underlined that the proposal was not aimed at introducing a tell-tale but rather a comfort system. Finally, GRSP adopted ECE/TRANS/WP.29/GRSP/2015/15, as amended by Annex II to this report (including GRSP-57-14-Rev.1). The secretariat was requested to submit ECE/TRANS/WP.29/GRSP/2015/15 to WP.29 and AC.1, for consideration and vote at their November 2015 sessions as part of (see para. 14 above) draft Supplement 6 to the 06 series of amendments to UN Regulation No. 16.

16. The expert from Korea introduced the issue (GRSP-57-24) concerning the extension of mandatory fitting of safety-belt reminders (SBR) to rear seats as a basis to increase the low wearing rates of safety-belts in the rear seats in Asian countries. Referring to GRSP-57-24, the expert from Japan introduced GRSP-57-17-Rev.2, jointly prepared with the experts from EC and Korea, providing the basis for a proposal of amendments to the UN Regulation to introduce SBR in the rear seats. GRSP noted that the United States of

America was developing a notice of proposed rulemaking (NPRM) on the same matter that probably would be publicly available by the end of 2015. The expert from OICA argued that the issue of wearing rate should have a multidisciplinary approach including education and that a standalone technical solution would not solve the issue, but add burden costs to consumers. The expert from Germany added that the great wearing rate of safety-belts in his country was successfully achieved thanks to strong law enforcement. The expert from the Netherlands made a similar statement. The expert from France supported the validity of the request. However, he raised a study reservation and confirmed the need of a robust cost-benefit analysis and rationale to justify the proposal. The expert from Denmark supported the proposal, though he questioned the proposed deactivation time duration of SBR and the exclusion of multi-purpose vehicles from the scope of the proposal. Finally, GRSP agreed to resume discussion on this issue at its December 2015 session and requested the secretariat to distribute GRSP-57-17-Rev.2 with an official symbol.

17. The expert from CLEPA introduced GRSP-57-09 proposing to introduce a new fixture to verify space availability of universal lateral facing Child Restraint Systems (CRS) "lie-flat" (GRSP-57-07-Rev.1). He urged the introduction of this envelope to allow the installation of universal "lie-flat" CRS to address special medical needs such as premature born children having inability to support heads. He stated that the current ISOFIX fixture of UN Regulation No. 44 was too large and suggested through his proposal the introduction of a fixture having a volume within those representing rear-facing and forward-facing volumes (excluding side volumes). The expert from OICA suggested that the proposed fixture should not be used to identify an i-size position because otherwise it would reduce the availability of i-size positions in the vehicle. Moreover, he suggested that the proposal would refer to a vehicle specific position. The comments from the expert of OICA were generally supported by the experts from France, Germany, EC and the Netherlands. Finally, GRSP agreed to refer GRSP-57-07-Rev.1 back to the IWG, to be discussed as a full-package with the provisions of UN Regulation No. 129 (see para. 30 below).

18. The expert from the Netherlands introduced GRSP-57-18 aimed at ensuring that the safety retractor would work properly in the highest and the lowest adjustment positions and other issues related to testing CRS compatibility on vehicle seating positions. GRSP agreed to resume discussion on this issue at its December 2015 session and requested the secretariat to distribute GRSP-57-18 with an official symbol.

IX. Regulation No. 17 (Strength of seats) (agenda item 8)

Documentation: ECE/TRANS/WP.29/GRSP/2015/14
Informal document GRSP-57-23

19. Referring to the discussion held under agenda item 7 (see para. 13 above), the expert from the Netherlands introduced ECE/TRANS/WP.29/GRSP/2015/14, calling for increased energy absorption capabilities on the rear part of seat backs, taking into account the increased forward displacement of the rear occupants restrained by new safety-belts equipped with improved load limiter devices. However, he proposed to defer the discussion at the December 2015 session of GRSP, since the proposal would involve a parallel amendment to UN Regulation No. 16 to extend contact requirements of occupants against rear seats backs. GRSP agreed to resume discussion at its next session on the basis of a new proposal as an outcome of an exchange of views among the experts from the Netherlands, CLEPA, OICA and other interested parties.

20. GRSP welcomed GRSP-57-23, tabled by the expert from CLEPA and showing different scenarios of seat strength testing as a result of lack of clarity of the current provisions.

21. GRSP agreed to resume discussion on this subject at its December 2015 session and requested the secretariat to keep GRSP-57-23 as a reference.

X. Regulation No. 22 (Protective helmets) (agenda item 9)

Documentation: Informal documents GRSP-57-06 and GRSP-57-27

22. GRSP noted GRSP-57-06, aimed at devising a possible definition of bikes assisted by an electric engine (pedalex) and the implication of mandatory wearing of helmets type approved according to UN Regulation No. 22. The expert from EC stated that pedalex vehicles were a green alternative to be encouraged and not bogged down by the mandatory use of bulky helmets. Therefore, he suggested to create a new class of helmets in UN Regulation No. 22 addressing riders of pedalex vehicles. The expert from the Netherlands stated that currently it was not possible to design proper ventilated helmets according to UN Regulation No. 22. He added that there was not enough market and business interest to develop aerated helmets and further research would be needed. He underlined the limits of GRSP experts to solve this issue and encouraged further research. The expert from France opposed the creation of a subclass of helmets into UN Regulation No. 22. He added that the UN Regulation provides all construction principles to allow the design of helmets for high speed bicycles. The expert from Italy made a similar statement opposing the creation of a new class of helmets into the UN Regulation. He stressed the need to protect riders of high speed bicycles that should be considered motorcycles for the level of risk they imply. He finally stated that UN Regulation No. 22 was providing the proper design solution to address this kind of vehicles. The expert from Korea echoed the statement from the experts from EC and the Netherlands and informed GRSP that the lack of success of UN Regulation No. 22 in South East Asian countries was due to the lack of adequate provisions to cope with the mobility needs of tropical countries. The expert from the United States of America informed GRSP that a new NPRM had been recently issued to amend current Federal Motor Vehicle Safety Standard (FMVSS 218) to increase helmet wearing. GRSP noted a draft publication (GRSP-57-27), tabled by UNECE secretariat to improve awareness of UN Regulation No. 22 worldwide. GRSP requested his experts to provide the secretariat by first of June 2015 (close of business) information and comments to improve the draft publication.

XI. Regulation No. 44 (Child restraint systems) (agenda item 10)

Documentation: ECE/TRANS/WP.29/GRSP/2015/5
ECE/TRANS/WP.29/GRSP/2015/6
Informal document GRSP-57-26

23. The expert from Spain introduced ECE/TRANS/WP.29/GRSP/2015/5, to improve dynamic test provisions for CRS and to cope with the presence of load limiters on safety belts used to fix CRS. GRSP adopted the proposal not amended and requested the secretariat to submit the proposal for consideration and vote at the November 2015 sessions of WP.29 and AC.3 as draft Supplement 10 to the 04 series of amendments to UN Regulation No. 44.

24. The expert from CLEPA introduced ECE/TRANS/WP.29/GRSP/2015/6 through a presentation (GRSP-57-26), aimed at updating the references to the European standard on toxicity and flammability of materials used to manufacture CRS. The expert from Germany informed GRSP about the latest amendments introduced in UN Regulation No. 118 by GRSG, on matters of vertical burning rate much more severe than standard EN 71 mentioned in the proposal. The expert from OICA requested exemption for built-in CRS subject to national/regional legislation (i.e.: EU Regulation on Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH)). GRSP agreed to resume discussion on this subject at its December 2015 session on the basis of a revised proposal tabled by the expert from CLEPA in cooperation with the expert from OICA.

XII. Regulation No. 80 (Strength of seats and their anchorages (buses)) (agenda item 11)

25. GRSP received no comments from experts on this subject and decided to remove it from the agenda of its December 2015 session.

XIII. Regulation No. 94 (Frontal collision) (agenda item 12)

Documentation: ECE/TRANS/WP.29/GRSP/2015/7 and
ECE/TRANS/WP.29/GRSG/2015/13
Informal document GRSP-57-02

26. The expert from France, Chair of the frontal impact (FI) IWG, introduced ECE/TRANS/WP.29/GRSP/2015/7 to align the UN Regulation No. 94 with the provisions of new draft UN Regulation (full-width frontal collision) on the protection of older occupants. GRSP adopted ECE/TRANS/WP.29/GRSP/2015/7, as amended by Annex III (including GRSP-57-02) to this report. The secretariat was requested to submit ECE/TRANS/WP.29/GRSP/2015/7 as amended to WP.29 and AC.1, for consideration and vote at their November 2015 sessions as draft 03 series of amendment to UN Regulation No. 94.

27. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSG/2015/13 aligning the provisions of UN Regulation No. 94 with the new provisions on Camera-Monitor Systems provisions in UN Regulation No. 46 (Devices for indirect vision). GRSP adopted the proposal, as reproduced by Annex III (including GRSP-57-02), and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their November 2015 sessions, as draft Supplement 6 to the 02 series of amendments and as part of (see para. 26) the draft 03 series of amendments to UN Regulation No. 94.

XIV. Regulation No. 127 (Pedestrian safety) (agenda item 13)

Documentation: ECE/TRANS/WP.29/GRSP/2015/8
Informal documents GRSP-57-12, GRSP-57-13 and GRSP-57-16-Rev.1

28. Referring to the decision held under agenda item 3(a) (see para. 6.), the expert from EC introduced GRSP-57-16-Rev.1 (superseding ECE/TRANS/WP.29/GRSP/2015/8, GRSP-57-12 and GRSP-57-13), introducing the new bumper test method and the definition of bumper beam and meeting the needs expressed by the expert from OICA at the December 2014 session of GRSP. GRSP adopted ECE/TRANS/WP.29/GRSP/2015/8, as amended by Annex IV (including GRSP-57-16-Rev.1) to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration and vote at their November 2015 sessions, as draft 02 series of amendments to UN Regulation No. 127.

XV. Regulation No. 129 (Enhanced Child Restraint Systems) (agenda item 14)

Documentation: ECE/TRANS/WP.29/GRSP/2015/9
Informal documents GRSP-56-27, GRSP-57-04-Rev.2, GRSP-57-08, GRSP-57-09, GRSP-57-20, GRSP-57-21 and GRSP-57-22

29. The expert from France, Chair of the IWG on Enhanced Child Restraint Systems (ECRS), introduced a presentation (GRSP-57-22) to show the work progress of the IWG and the main content of draft 01 series of amendments incorporating provisions for booster

seats (GRSP-57-20 and GRSP-57-21 superseding ECE/TRANS/WP.29/GRSP/2015/9). He added that for Phase II of the UN Regulation there were still some pending issues such as safety for children in cars on booster cushions without a backrest and geometric definition of the test fixture (gabarit) for booster seats with an integrated backrest. The expert from Germany suggested only the inclusion of booster cushions with backrests in UN Regulation No. 129, while provisions for other kind of boosters should remain for the time being in UN Regulation No. 44 pending a whole revision of this last UN Regulation. The expert from EC endorsed the work of the IWG and he proposed further promotion of the of i-size concept to allow the installation of three ECRS on the same row seat in larger family cars. GRSP agreed to resume discussion at its December 2015 session on this subject awaiting the outcome of the IWG and requested to distribute GRSP-57-20 with an official symbol.

30. Referring to discussion held under agenda item 7 (see para. 17. above) the expert from CLEPA introduced through a presentation (GRSP-57-09) to present a corresponding amendment (GRSP-57-08) to UN Regulation No. 129 to introduce ECRS "lie-flat". GRSP agreed to refer GRSP-57-08 to the IWG.

31. GRSP agreed to seek the endorsement of WP.29 and AC.3 at their June 2015 sessions extend the mandate of the IWG until December 2016.

32. GRSP considered (GRSP-57-04-Rev.2) a draft brochure as part of a coordinated information campaign for UN Regulation No. 129. GRSP noted that the brochure would address different target groups (i.e.: consumers, policy makers, retailers). The expert from CI suggested that the part of the brochure addressing target group such as parents and customers should be shorter and based on the information provided by GRSP-56-27. GRSP noted that the final graphical layout and organization of the contents of the brochure would be finally decided by UNECE secretariat. GRSP in principle endorsed the technical contents of the draft brochure (GRSP-57-04-Rev.2), pending final last comments and information by its experts to be provided to the secretariat by first of June 2015 (close of business).

XVI. Proposal for a new Regulation on Frontal Impact (agenda item 15)

Documentation: ECE/TRANS/WP.29/GRSP/2015/11
ECE/TRANS/WP.29/GRSP/2015/12
Informal documents GRSP-57-01, GRSP-57-02, GRSP-57-29-Rev.1 and GRSP-57-31

33. The expert from France, Chair of the Frontal Impact IWG, introduced ECE/TRANS/WP.29/GRSP/2015/11 as the final draft UN Regulation on frontal impact with focus on the restraint system, with a thorax compression criterion (ThCC) of 42 mm. He also introduced ECE/TRANS/WP.29/GRSP/2015/12, amended by GRSP-57-01 to require ThCC limit at 34 mm in the 01 series of amendments to the UN Regulation. The expert from Japan suggested also aligning the provisions of the draft UN Regulation with the new Camera-Monitor Systems provisions of UN Regulation No. 46 (see para. 27 above). GRSP noted also the lack of availability of drawings and specification of the 5th percentile female dummy and agreed to insert a footnote as a reminder to interested parties to provide the above mentioned specifications in time for adoption of the draft UN Regulation by WP.29 and AC.1. GRSP considered GRSP-57-29-Rev.1, amending ECE/TRANS/WP.29/GRSP/2015/11 and incorporating all the comments received during the discussion (including GRSP-57-02). Finally, GRSP adopted ECE/TRANS/WP.29/GRSP/2015/11 and ECE/TRANS/WP.29/GRSP/2015/12, both as amended by Annex V to this report. The secretariat was requested to submit for consideration and vote to WP.29 and AC.1 at their November 2015 sessions:

(i) ECE/TRANS/WP.29/GRSP/2015/11 as new draft UN Regulation on frontal impact with focus on the restraint system and (ii) ECE/TRANS/WP.29/GRSP/2015/12 as 01 series of amendments to the new UN Regulation. The expert from France introduced GRSP-57-31, for information only, to provide further justification of the biomechanical chest deflection thresholds introduced in the draft UN Regulation.

XVII. Collective amendments to Regulations Nos. 14 and 16 (agenda item 16)

Documentation: ECE/TRANS/WP.29/GRSP/2015/10

34. GRSP noted ECE/TRANS/WP.29/GRSP/2015/10, tabled by the expert from the Netherlands 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 Denmark expressed concerns that the system would be used as a CRS in buses, as has happened in the past because it is cheaper than a real CRS. The expert from France supported in principle the proposal pending further clarifications. GRSP agreed to resume discussion at its December 2015 session on the basis of a revised proposal voluntarily prepared by the expert from the Netherlands.

XVIII. Other business (agenda item 17)

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

Documentation: Informal documents GRSP-56-22, GRSP-56-29 and GRSP-56-34.

35. GRSP resumed discussion on GRSP-56-22, GRSP-56-29 and GRSP-56-34. The expert from Japan informed GRSP on the legislation plan in his country allowing the introduction of Hydrogen Fuel Cell Motorcycles (GRSP-56-22). The expert from the United States of America informed GRSP that her government was still developing an NPRM on Phase 1 of UN GTR No. 13 (Hydrogen and Fuel Cell Vehicles). She agreed with the expert from EC to plan future activities on Phase 2 of the UN GTR at the December 2015 session of GRSP. The expert from CI introduced the outcome of rating tests (GRSP-56-29) conducted by Euro New Car Assessment Program (NCAP) on heavy quadri-cycles. He added that their low quality of safety performance, compared to conventional passenger cars (M₁ vehicles) and their growing popularity indicated a road safety issue. However, the expert from France stated that these kind of vehicles needed driver license in his country and that their presence in the European market was still low; moreover, new requirements for such vehicles were recently adopted in the European Union. The expert from the United States of America informed GRSP that in her country such vehicles had also a growing popularity and tests rating were in progress. She announced sharing data at the December 2015 session of GRSP. Finally, the expert from Korea introduced the result of KoreaNCAP (GRSP-56-34) conducted in 2014.

B. Definition and acronyms in the Regulations under the responsibilities of GRSP

Documentation: Informal document WP.29-165-17

36. GRSP noted WP.29-165-17, (permanently appended in its website) gathering acronyms of UN Regulations and UN GTRs (http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/acronyms_definitions.html).

GRSP invited all its members to revise the document and provide comments to the secretariat.

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

37. GRSP noted the progress of work on the Revision 3 of the agreement (ECE/TRANS/WP.29/1114, paras. 49-53) and that a final text for adoption was expected at the November 2015 session of WP.29. Concerning UN Regulation No. 14 and its possible inclusion in list A of UN Regulation No. 0, the expert from Australia explained that UN Regulation No. 14 would in his opinion need amendments and announced a proposal at the December 2015 session of GRSP to show possible solutions.

D. Highlights of the March 2015 session of WP.29

38. The Secretary reported on the highlights of the 165th session of WP.29 (ECE/TRANS/WP.29/1114 and Corr.1).

E. Three-dimensional H-point machine

Documentation: Informal document GRSP-57-30

39. The expert from Germany, Chair of the IWG on Three-dimensional H-point machine introduced GRSP-57-30 to inform GRSP on the progress of the activity of the IWG. He added that the IWG was not yet in the position of drafting the terms of reference of the group because it was agreed to consult GRSP and WP.29 first. He added that the objective of the IWG would be to prepare an addendum to the Mutual Resolution M.R.1 for the 3-D H-point machine and, therefore, it would be necessary to use detailed information on the 3-D H-point machine, e.g. detailed drawings, which is currently only available in standards of the Society of Automotive Engineers International (SAE Int.). GRSP agreed on the request of the IWG to seek guidance to WP.29 and AC.3 at their June 2015 sessions on how to proceed to receive the above mentioned specifications and drawings from SAE Int.

F. Intelligent Transport Systems (ITS)

40. The secretariat informed GRSP of a workshop on ITS that would be held in October 2015 in Bordeaux and co-organized by UNECE.

G. Collective amendments to Regulations Nos. 12, 94, 95, 100, draft Regulation on electric vehicles of category L (ECE/TRANS/WP.29/2015/69) and draft Regulation on uniform provisions for the approval of passenger cars in the event of a frontal collision with focus on the restraint systems

Documentation: Informal document WP.29-165-16 and GRSP-57-02

41. GRSP noted the request of WP.29 (WP.29-165-16) to change the definition of Rechargeable Energy Storage System (REESS) in Rechargeable Electric Energy Storage System and maintaining the same acronym REESS in all UN Regulations under GRSP responsibilities (where REESS is present). It was noted that this was needed to avoid confusion with Rechargeable Storage Systems of different kinds (such as mechanical storage systems). Accordingly, GRSP adopted GRSP-57-02 as reproduced in Annex VI of

the report. The secretariat was requested to submit it to the November 2015 session of WP.29 and AC.1 as draft: (i) Supplement 4 to the 04 series of amendments to Regulation No. 12 (Steering mechanism), (ii) as part of (see para. 27) Supplement 6 to the 02 series of amendments to Regulation No. 94 (Frontal collision protection), (iii) 03 series of amendments to Regulation No. 94 (ECE/TRANS/WP.29/GRSP/2015/7) (see para. 26), (iv) Supplement 5 to the 03 series of amendments to Regulation No. 95 (Lateral collision protection), (v) Supplement 3 to the 02 series of amendments to Regulation No. 100 (Battery electric vehicle safety), (vii) amendment to draft Regulation on electric vehicles of category L (ECE/TRANS/WP.29/2015/69) and (viii) amendment to draft Regulation on uniform provisions for the approval of passenger cars in the event of a frontal collision with focus on the restraint system (ECE/TRANS/WP.29/GRSP/2015/11) (see para. 33).

H. Regulation No. 11 (Door latches and hinges)

Documentation: Informal document GRSP-57-05-Rev.1

42. The expert from OICA introduced GRSP-57-05-Rev.1, to provide for adequate back door protection to prevent the possibility of accidental opening of the door while the vehicle was in motion, similar to the existing provisions for side doors. The experts from EC and France supported the proposal in principle. GRSP agreed to resume discussion on this subject at its December 2015 session and requested the secretariat to distribute GRSP-57-05-Rev.1 with an official symbol. Following the suggestion of GRSP Chair, the expert from EC volunteered to prepare a request for authorization to develop a parallel amendment to UN GTR No. 1 to be submitted at the March 2016 session of AC.3 with EU as technical sponsor.

I. Collective amendments to Regulations Nos. 16, 44, 94 and 129

Documentation: Informal document GRSP-57-11-Rev.1

43. The expert from EC introduced GRSP-57-11-Rev.1, showing that some vehicle manufacturers are providing disharmonized information in the airbag warning label to protect children. He explained that his proposal aimed at providing clearer guidance to parents installing CRS on seating position protected by an air-bag. The expert from OICA stated that the proposal needed a study reservation and the expert from Germany required further rationales and justification to substantiate the proposal. GRSP agreed to resume discussion at its December 2015 session on the basis of a new proposal prepared by the expert from EC in coordination with the experts from CLEPA and OICA.

J. Regulation on Pole Side Impact

44. Referring to its December 2014 session (see ECE/TRANS/WP.29/GRSP/56 para. 48), GRSP confirmed its adoption and submission to WP.29 and AC.1, for consideration and vote at their June 2015 sessions, a draft Supplement 1 to the original text of the UN Regulation and a draft Supplement 1 to the 01 series of amendments to the UN Regulation on Pole Side Impact.

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

45. For its fifty-eight session, scheduled to be held in Geneva from 8 (9.30 a.m.) to 11 (12.30 p.m.) December 2015, GRSP noted that the deadline for the submission of official documents to the secretariat was 11 September 2015, twelve weeks prior to the session. GRSP agreed the following provisional agenda:

1. Adoption of the agenda.
2. Global technical regulation No. 1 (Door locks and door retention components).
3. Global technical regulation No. 7 (Head restraints).
4. Global technical regulation No. 9 (Pedestrian safety):
 - (a) Phase 2 of the global technical regulation;
 - (b) Proposal for Amendment 3.
5. Global technical regulation No. 13 (Hydrogen and Fuel Cells Vehicles).
6. Harmonization of side impact dummies.
7. Global technical regulation on electric vehicles.
8. Regulation No. 11 (Door latches and hinges)
9. Regulation No. 14 (Safety-belt anchorages).
10. Regulation No. 16 (Safety-belts).
11. Regulation No. 17 (Strength of seats).
12. Regulation No. 22 (Protective helmets).
13. Regulation No. 44 (Child restraints systems).
14. Regulation No. 94 (Frontal impact).
15. Regulation No. 127 (Pedestrian safety).
16. Regulation No. 129 (Enhanced child restraint systems).
17. Collective amendments Regulations No. 14 and 16.
18. Collective amendments Regulations No. 16, 44, 94 and 129.
19. Election of officers.
20. 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 2015 session of WP.29;
 - (e) Three-dimensional H-point machine;
 - (f) Intelligent transport systems.

Annex I

List of informal documents (GRSP-57-...) 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	Secretariat	15	E	Proposal of amendments to ECE/TRANS/WP.29/GRSP/2015/12 - Draft new 01 series of amendments to the draft new Regulation on uniform provisions for the approval of passenger cars in the event of a frontal collision with focus on the restraint system	(d)
02	Secretariat	17(g)	E	Collective amendments to Regulations Nos. 12, 94, 95, 100, draft Regulation on electric vehicles of category L (ECE/TRANS/WP.29/2015/69) and draft Regulation on uniform provisions for the approval of passenger cars in the event of a frontal collision with focus on the restraint system	(d)
03	CLEPA	7	E	Proposal of amendments to ECE/TRANS/WP.29/GRSP/2015/16 - Simplified test method description for Annex 14 - Proposal for Supplement 6 to the 06 series of amendments to Regulation No. 16 (Safety-belts)	(a)
04/ Rev.3	Secretariat	14	E	Draft brochure as part of coordinated information campaign for UN Regulation No. 129 (Enhanced Child Restraint Systems)	(a)
05/ Rev.1	OICA	17(h)	E	Proposal for Supplement 4 to the 03 series of amendments and Supplement 1 to the 04 series of amendments to Regulation No. 11 (Door latches and hinges)	(b)
06	Secretariat	9	E	Regulation No. 22 and electric bikes	(a)
07/ Rev.1	CLEPA	7	E	Proposal for Supplement 6 to the 06 series of amendments to UN Regulation No. 16 (Safety-belts)	(a)
08	CLEPA	14	E	Proposal for Supplement 5 to UN Regulation No. 129 (Enhanced Child Restraint Systems)	(a)
09	CLEPA	14	E	UN Regulation No. 129 - Completion of Envelopes for integral CRSs	(a)
10	Secretariat	1	E	Running order	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
11/ Rev.1	EC	17(i)	E	Proposal for collective amendments to Regulations Nos. 16, 44, 94 and 129	(a)
12	OICA	3(a) and 13	E	Pedestrian safety bumper test Area	(a)
13	OICA	13	E	Proposal for the 02 series of amendments to Regulation No. 127 (Pedestrian safety) – Proposal of amendments to ECE/TRANS/WP.29/GRSP/2015/8	(a)
14/ Rev.1	CLEPA	7	E	Proposal for Supplement 6 to the 06 series of amendments to Regulation No. 16 (Safety-belts)	(d)
15/ Rev.1	EC	3(a)	E	Proposal for amendments to global technical regulation No. 9 (Pedestrian safety) – Proposal of amendments to ECE/TRANS/WP.29/GRSP/2015/2	(b)
16/ Rev.1	EC	13	E	Proposal for the 02 series of amendments to Regulation No. 127 (Pedestrian safety) – Proposal of amendments to ECE/TRANS/WP.29/GRSP/2015/8	(d)
17/ Rev.2	EC, Japan & Korea	7	E	Proposal for Supplement 6 to the 06 series of amendments to Regulation No. 16 (Safety-belts)	(b)
18	The Netherlands	7	E	Proposal for Supplement 6 to the 06 series of amendments to Regulation No. 16 (Safety-belts)	(b)
19	USA	5	E	Progress report to GRSP on the work of the Informal Group on Electrical Vehicle Safety in the context of the 1998 Agreement	(a)
20	France	14	E	Proposal for Proposal for the 01 series of amendments to Regulation No. 129 (Enhanced Child Restraint Systems) – Proposal of amendments to ECE/TRANS/WP.29/GRSP/2015/9	(b)
21	France	14	E	Proposal for Proposal for the 01 series of amendments to Regulation No. 129 (Enhanced Child Restraint Systems) – Consolidated text	(a)
22	France	14	E	Status report of the Informal Working Group on CRS	(a)
23	CLEPA	8		Regulation No. 17 strength of seats - Request for clarification	(c)
24	EC, Japan & Rep. of Korea	7	E	Proposal for amendments to UN Regulation No. 16: Mandatory fitting of safety-belt reminder	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
25	CLEPA	7	E	Explanation document for GRSP/2015/16 and GRSP-57-03 for restrain system approval	(a)
26	CLEPA	10	E	Toxicology and Flammability Requirements in Child Restraint Systems Regulations in UN Regulation No. 44 and UN Regulation No. 129	(a)
27	Secretariat	9	E	Helmet study (UN Regulation No. 22)	(a)
28	CLEPA	7	E	Proposal for Supplement 6 to the 06 series of amendments to Regulation No. 16 (Safety-belts)	(b)
29/ Rev.1	GRSP Chair	15	E	Draft new Regulation on uniform provisions for the approval of passenger cars in the event of a frontal collision with focus on the restraint system	(d)
30	Germany	17(e)		Report on the status and progress of work of the IWG on the harmonisation of the specifications of the 3-D H-point machine.	(a)
31	France	15	E	Justification of the biomechanical chest deflection thresholds	(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

Draft amendments to Regulation No. 16 (Safety-belts)

Amendments adopted to ECE/TRANS/WP.29/GRSP/2015/13 (see para. 14 of this report)

Paragraph 7.7.1., amend to read:

"7.7.1. The belt assembly shall be mounted on a trolley equipped with the seat and the general anchorages as defined in Annex 6, **figure 1** to this Regulation. However, if the belt assembly is intended ... the maximum number of real anchorage points."

Annex 1B, item 12, amend to read:

"12. Approval granted/refused/extended/withdrawn² for fixation to the general ~~use~~ anchorage positions as defined in Annex 6, **figure 1** to this Regulation/for use in specific vehicle or in specific types of vehicles.^{2,4}"

Annex 6, para.3.2., amend to read:

"3.2. The **general** anchorages shall be ..."

Amendments adopted to ECE/TRANS/WP.29/GRSP/2015/15 (see para. 15 of this report)

Paragraph 6.2.2.2., amend to read:

"6.2.2.2. ...The buckle release area shall be coloured red. No other part of the buckle shall be of this color. When the seat is occupied, a red warning light as part of the buckle shall be permitted, if it is switched off by the action of buckling the seat belt. **Lights illuminating the buckle in a colour other than red are not required to be switched off by the action of buckling the seat belt. These lights shall not illuminate the buckle in such a way that the perception of the red colour of the buckle release or the red of the warning light is affected.**"

Annex III

Draft amendments to Regulation No. 94 (Frontal collision)

Amendments adopted to ECE/TRANS/WP.29/GRSP/2015/7 (see para. 26 to this report)

Through all the text of the Regulation, Rechargeable Energy Storage System (REESS), correct to read: Rechargeable Electrical Energy Storage System (REESS).

Paragraph 2.3., amend to read:

"2.3. *"Vehicle width"* means the distance between two planes parallel to the longitudinal median plane (of the vehicle) and touching the vehicle on either side of the said plane but excluding the external devices for indirect vision, side marker lamps, tyre pressure indicators, direction indicator lamps, position lamps, flexible mud-guards and the deflected part of the tyre side-walls immediately above the point of contact with the ground."

...

Paragraph 5.2.2., amend to read:

"5.2.2. Following the test the residual steering wheel displacement, when measured at the centre of the steering wheel hub, shall not exceed 80 mm in the upwards vertical direction and 100 mm in the rearward horizontal direction."

~~*Paragraphs 6.1.2. to 6.2.3., shall be deleted*~~

...

Amendments adopted to ECE/TRANS/WP.29/GRSG/2015/13 (see para. 27 to this report)

Through all the text of the Regulation, Rechargeable Energy Storage System (REESS), correct to read: Rechargeable Electrical Energy Storage System (REESS).

Paragraph 2.3., amend to read:

"2.3. *"Vehicle width"* means the distance between two planes parallel to the longitudinal median plane (of the vehicle) and touching the vehicle on either side of the said plane but excluding the external devices for indirect vision, side marker lamps, tyre pressure indicators, direction indicator lamps, position lamps, flexible mud-guards and the deflected part of the tyre side-walls immediately above the point of contact with the ground."

Annex IV

Draft amendments to Regulation No. 127 (Pedestrian safety)

Amendments adopted to ECE/TRANS/WP.29/GRSP/2015/8 (see para. 28 to this report)

Insert new paragraph 2.12., to read:

"2.12. "Bumper beam" means the structural cross member, **rearward of the bumper fascia if present**, protecting the front of the vehicle. The beam does not include foam, cover support or any pedestrian protection devices."

Former paragraph 2.12., renumber as paragraph 2.13.

Former paragraph 2.13., renumber as paragraph 2.14. and amend to read:

"2.14. "Bumper test area" means either the front vehicle fascia between the left and right corner of bumper as defined in paragraph 2.17., minus the areas covered by the distance of 42 mm inboard of each corner of bumper **as measured horizontally and perpendicular to the longitudinal median plane of the vehicle**, or **between** the outermost ends of the bumper beam as defined in paragraph 2.12. (see Figure 5D), **minus the areas covered by the distance of 42 mm inboard of each end of the bumper beam, as measured horizontally and perpendicular to the longitudinal median plane of the vehicle**, whichever area is wider."

Former paragraphs 2.14. and 2.15., renumber as paragraphs 2.15. and 2.16. respectively.

Former paragraph 2.16., renumber as paragraph 2.17. and amend to read:

"2.17. "Corner of bumper" means the transversal position of the vehicle's point of contact with a corner gauge as defined in Figure 5B.

...

The corners of bumper on both sides are subsequently defined as the outermost points of contact of the gauge with the outer contour/front fascia of the vehicle as determined in accordance with this procedure. Any points of contact on the top and the bottom edges of the gauge are not taken into account. **The external devices for indirect vision** and the tyres shall not be considered."

...

Paragraphs 11.1. to 11.4., amend to read:

"11.1. As from ...

11.2. As from **31 December 2017**, 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 02 series of amendments.

...

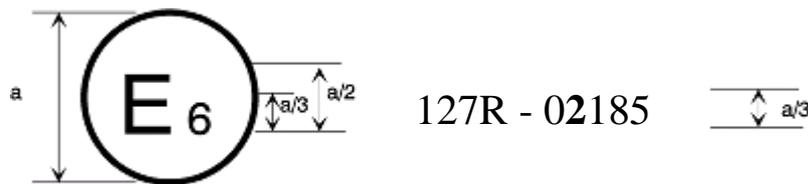
- 11.4. Contracting Parties applying this Regulation shall continue to accept type approvals to the original series of this Regulation and to the 01 series of amendments to the Regulation."

Annex 2, amend to read:

"Annex 2

Arrangements of approval marks

(See paragraphs 4.4. to 4.4.2. of this Regulation)



$a = 8 \text{ mm min}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Belgium (E 6) with regard to its pedestrian safety performance pursuant to Regulation No. 127... as amended by the 02 series of amendments."

Annex 5, paragraph 1.5., amend to read:

- "1.5. A minimum of three lower legform to bumper tests shall be carried out, one each to the middle and the outer thirds of the bumper **test area** at positions judged to be the most likely to cause injury. Tests shall be to different types of structure, where they vary throughout the area to be assessed. The selected test points shall be a minimum of 84 mm apart **as measured horizontally and perpendicular to the longitudinal median plane of the vehicle**. The positions tested by the laboratories shall be indicated in the test report."

Annex 5, paragraph 2.5., amend to read:

- "2.5. A minimum of three upper legform to bumper tests shall be carried out, one each to the middle and the outer thirds of the bumper test area at positions judged to be the most likely to cause injury. Tests shall be to different types of structure, where they vary throughout the area to be assessed. The selected measuring points shall be a minimum of 84 mm apart as measured horizontally and perpendicular to the longitudinal median plane of the vehicle. The positions tested by the laboratories shall be indicated in the test report."

Annex V

Draft amendments to draft Regulation on frontal impact with focus on the restraint system

Amendments adopted to ECE/TRANS/WP.29/GRSP/2015/11 (see para. 33 to this report)

...

Paragraph 2.3., amend to read:

"2.3. "Vehicle width" means the distance between two planes parallel to the longitudinal median plane (of the vehicle) and touching the vehicle on either side of the said plane but excluding the **external devices for indirect vision**, side marker lamps, tyre pressure indicators, direction indicator lamps, position lamps, flexible mud-guards and the deflected part of the tyre side-walls immediately above the point of contact with the ground."

...

Paragraph 2.12., amend to read:

"2.12. "Rechargeable **electrical** energy storage system (REESS)" means the rechargeable **electrical** energy storage system which provides electrical energy for propulsion."

...

Paragraph 2.21., amend to read:

"2.21. "Coupling system for charging the rechargeable **electrical** energy storage system (REESS)" means the electrical circuit used for charging the REESS from an external electrical power supply including the vehicle inlet."

...

Insert new paragraphs 6.1.2. to 6.2.3., to read:

- "6.1.2. For a vehicle fitted with a passenger airbag intended to protect occupants other than the driver, this information shall consist of the warning label described in paragraph 6.2. below.
- 6.2. A vehicle fitted with one or more passenger frontal protection airbags shall carry information about the extreme hazard associated with the use of rearward-facing child restraints on seats equipped with airbag assemblies.
- 6.2.1. As a minimum, this information shall consist of a label containing clear warning pictograms as indicated below:



The overall dimensions shall be at least 120 x 60 mm or the equivalent area.

The label shown above may be adapted in such a way that the layout differs from the above example; however, the content shall meet the above prescriptions.

- 6.2.2. In the case of a frontal protection airbag on the front passenger seat, the warning shall be durably affixed to each face of the passenger front sun visor in such a position that at least one warning on the sun visor is visible at all times, irrespective of the position of the sun visor. Alternatively, one warning shall be located on the visible face of the stowed sun visor and a second warning shall be located on the roof behind the visor, so at least one warning is visible all times. It shall not be possible to easily remove the warning label from the visor and the roof without any obvious and clearly visible damage remaining to the visor or the roof in the interior of the vehicle.

In the case of a frontal protection airbag for other seats in the vehicle, the warning must be directly ahead of the relevant seat, and clearly visible at all times to someone installing a rear-facing child restraint on that seat. The

requirements of this paragraph and paragraph 6.2.1. do not apply to those seating positions equipped with a device which automatically deactivates the frontal protection airbag assembly when any rearward facing child restraint is installed.

- 6.2.3. Detailed information, making reference to the warning, shall be contained in the owner's manual of the vehicle; as a minimum, the following text in all official languages of the country or countries where the vehicle could reasonably be expected to be registered (e.g. within the territory of the European Union, in Japan, in Russian Federation or in New Zealand, etc.), shall at least include:

"NEVER use a rearward facing child restraint on a seat protected by an ACTIVE AIRBAG in front of it, DEATH or SERIOUS INJURY to the CHILD can occur"

The text shall be accompanied by an illustration of the warning label as found in the vehicle. The information shall be easily found in the owner's manual (e.g. specific reference to the information printed on the first page, identifying page tab or separate booklet, etc.)

The requirements of this paragraph do not apply to vehicles of which all passenger seating positions are equipped with a device which automatically deactivates the frontal protection airbag assembly when any rearward facing child restraint is installed."

...

Annex 3

Test procedure

...

Paragraph 1.4.3.3., amend to read:

- "1.4.3.3. Gear-change lever **position**

The gear-change lever shall be in the neutral position. If the vehicle is propelled by its own engine, then the gear-change **lever position** shall be defined by the manufacturer."

...

Paragraph 2.1.1., amend to read:

- "2.1.1. A dummy corresponding to the specifications for HYBRID III **fiftieth percentile male dummy** ¹ meeting the specifications for its adjustment shall

¹ The UNECE/WP.29/GRSP intends to prepare an addendum for the Mutual Resolution M.R.1 on frontal impact dummies. Until the addendum is available the technical specifications and detailed drawings of HYBRID III with the principal dimensions of a fiftieth percentile male [and of a fifth percentile female dummy] and the specifications for their adjustment for this test are deposited with the Secretary-General of the United Nations and may be consulted on request at the secretariat to the Economic Commission for Europe, Palais des Nations, Geneva, Switzerland.

be installed in the driver seat in accordance with the conditions set out in Annex 5."

...

Annex 9

Test procedures for the protection of the occupants of vehicles operating on electrical power from high voltage and electrolyte spillage

...

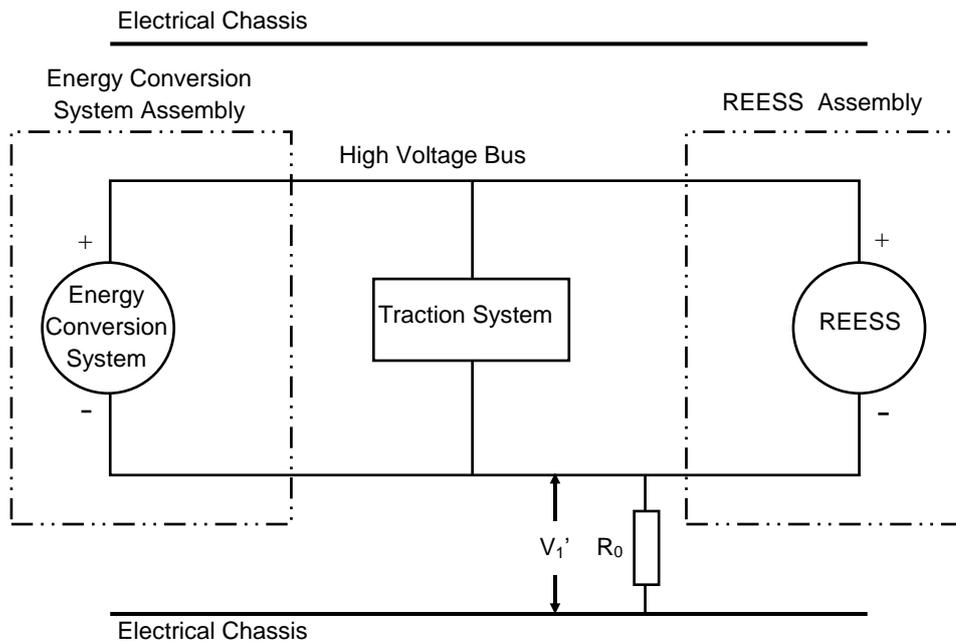
Paragraph 5, amend to read:

"5. Isolation resistance

...

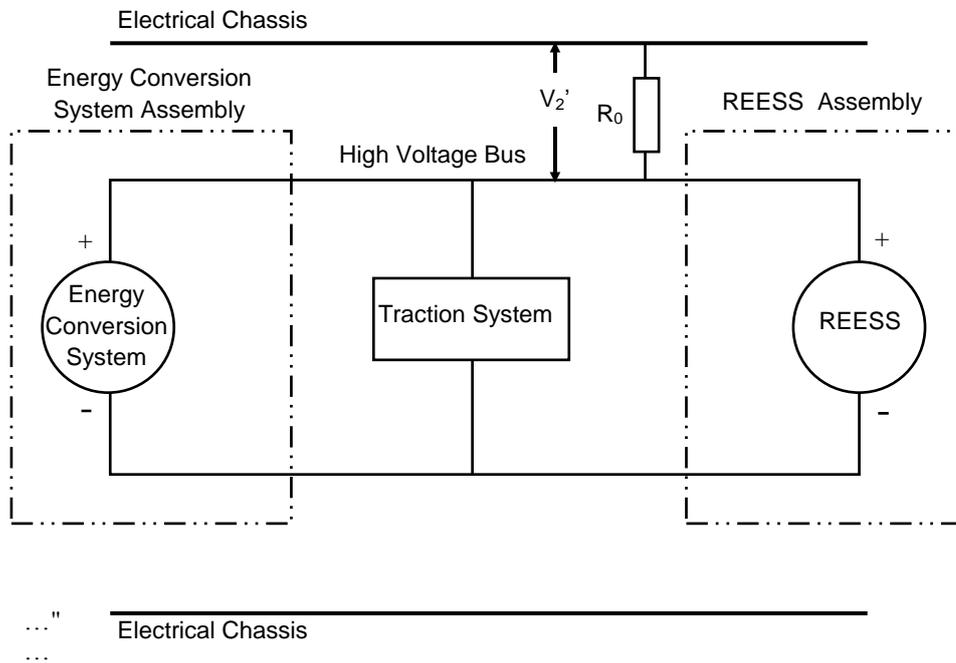
Figure 3

Measurement of V_1'



...

Figure 4
Measurement of V_2'



Amendments adopted to ECE/TRANS/WP.29/GRSP/2015/12 (see para. 33 to this report)

Paragraph 11.3., amend to read:

"11.3. As from 1 September 2020, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to **this Regulation in its original form, first issued as from 1 September 2020.**"

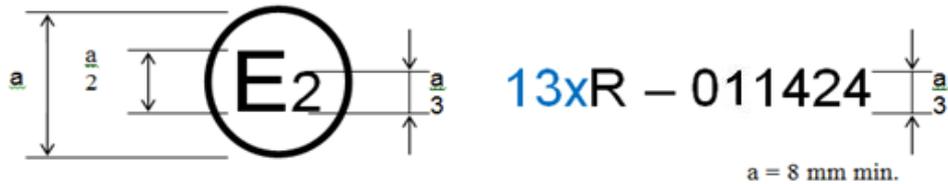
Annex 2, amend to read:

"Annex 2

Arrangements of approval marks

Model A

(See paragraph 4.4. of this Regulation.)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the protection of the occupants in the event of a frontal collision, been approved in France (E2) pursuant to Regulation No. [13X] under approval number **011424**. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. [13X] **01** series of amendments.

..."

...

Annex VI

Collective amendments to Regulations Nos. 12, 94, 95, 100, draft Regulation on electric vehicles of category L (ECE/TRANS/WP.29/2015/69) and draft Regulation on uniform provisions for the approval of passenger cars in the event of a frontal collision with focus on the restraint system

Amendments adopted on the basis of GRSP-57-02 (see para. 41 of this report)

I. Proposal of Supplement 4 to the 04 series of Amendments to Regulation No. 12 (Steering mechanism)

Through all text of the Regulation, Rechargeable Energy Storage System (REESS), correct to read: Rechargeable Electrical Energy Storage System (REESS).

II. Proposal of Supplement 6 to the 02 series of Amendments to Regulation No. 94 (Frontal collision protection)

Through all text of the Regulation, Rechargeable Energy Storage System (REESS), correct to read: Rechargeable Electrical Energy Storage System (REESS).

III. Proposal for 03 series of Amendments to Regulation No. 94 (ECE/TRANS/WP.29/GRSP/2015/7)

Through all text of the Regulation, Rechargeable Energy Storage System (REESS), correct to read: Rechargeable Electrical Energy Storage System (REESS).

IV. Proposal of Supplement 5 to the 03 series of Amendments to Regulation No. 95 (Lateral collision protection)

Through all text of the Regulation, Rechargeable Energy Storage System (REESS), correct to read: Rechargeable Electrical Energy Storage System (REESS).

V. Proposal of Supplement 3 to the 02 series of amendments to Regulation No. 100 (Battery electric vehicle safety)

Through all text of the Regulation, Rechargeable Energy Storage System (REESS), correct to read: Rechargeable Electrical Energy Storage System (REESS).

VI. Proposal of amendment to draft Regulation on electric vehicles of category L (ECE/TRANS/WP.29/2015/69)

Through all text of the Regulation, Rechargeable Energy Storage System (REESS), correct to read: Rechargeable Electrical Energy Storage System (REESS).

VII. Proposal of amendment to draft Regulation on uniform provisions for the approval of passenger cars in the event of a frontal collision with focus on the restraint system (ECE/TRANS/WP.29/GRSP/2015/11)

Through all text of the Regulation, Rechargeable Energy Storage System (REESS), correct to read: Rechargeable Electrical Energy Storage System (REESS).

Annex VII

[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>
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 2016]	
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 2016]	OICA
Child Restraint Systems (CRS)	Mr. Pierre Castaing (France) Phone : +33 1-69801750 Fax : +33 1-69801719 e-mail : pierre.castaing@utac.com	[December 2016]	
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	[December 2016]	
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 2015	Japan