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

Working Party on Passive Safety (GRSP)

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

(7-10 December 2004)

1. GRSP held its thirty-sixth session from 7 December (afternoon) to 10 December 2004 under the chairpersonship of Ms. J. Abraham (United States of America). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Canada; Czech Republic; Finland; France; Germany; Hungary; Italy; Japan; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; Spain; Sweden; United Kingdom; United States of America. A representative of the European Commission (EC) participated. Experts from the following non-governmental organizations participated: International Organization for Standardization (ISO), International Organization of Motor Vehicle Manufacturers (OICA); European Association of Automotive Suppliers (CLEPA) and Consumers International (CI).
2. The informal documents distributed during the session are listed in the annex to this report.

A. 1998 AGREEMENT

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

Documentation: Informal documents Nos. GRSP-36-1, GRSP-36-2 and GRSP-36-15 of Annex 1 to this report.

3. Mr. Mizuno, Chairman of the informal working group, reported to GRSP on the work of the group and presented a first draft of the gtr (informal document No. GRSP-36-1). The informal working group will set up a technical evaluation committee to evaluate the use of the Pedestrian Legform Impactor (Flex-PLI) in the gtr as a replacement for the TRL lower leg impactor. GRSP noted the time schedule for the work of the technical evaluation committee, shown in informal document No. GRSP-36-15. GRSP followed also a presentation on the Flex-PLI (informal document No. GRSP-36-2) by the expert from Japan.

A.2. Draft global technical regulation (gtr) on lower anchorages and tethers for child restraints systems

Documentation: TRANS/WP.29/GRSP/2004/14; informal document No. GRSP-36-10 of Annex 1 to this report.

4. The expert from the United States of America presented their cost-benefits study on flexible and rigid lower anchorage systems (informal document No. GRSP-36-10) that justified their decision to allow both systems in their regulation. In addition, the discussion continued on the differences between the North American standards and UNECE Regulations (TRANS/WP.29/GRSP/2004/14) concerning the North America 15 kN tether load test and the ECE 8 kN tether load test. GRSP agreed that child restraint systems are an important topic for discussion, but due to the inability to reconcile their differences on allowing for either both flexible and rigid lower anchorage systems or rigid systems only, and whether to require either the 8 kN or 15 kN tether load test, they recommend to WP.29 and AC.3 that this subject be discussed as an exchange of information, rather than a gtr.

A.3. Draft global technical regulation (gtr) on head restraints

Documentation: TRANS/WP.29/GRSP/2004/15.

5. In conformity with the decision of WP.29 (TRANS/WP.29/1037, para. 102), GRSP set up an informal working group for the development of the gtr, under the chairmanship of the United States of America. The first meeting of the informal group will be held in February 2005, in Paris, hosted and organized by the expert from France. The expert from the United States of America announced the publication of a final rule amending FMVSS No. 202 - Head Restraints, and the intention to update the comparison tables of TRANS/WP.29/GRSP/2004/15.

A.4. Exchange of views on side impact dummy

Documentation: Informal documents Nos. GRSP-36-11 and GRSP-36-14 of Annex 1 to this report.

6. GRSP followed two presentations, one made by the expert from the United States of America on side impact protection and their notice of proposed rulemaking to regulate the ES-2re side impact dummy (informal document No. GRSP-36-11) and another made by the expert from ISO on the WorldSID dummy (informal document No. GRSP-36-14). The GRSP was reminded of the agreement made at the June 2003 GRSP session to consider adopting the rib extension provisions of the ES-2re dummy into Regulation No. 95 to harmonize with the United States of America. GRSP agreed to resume the discussion at the next session and, through WP.29, extend the topic to side impact protection in general. Informal document No. GRSP-36-11, in its present form, will serve as basis for the discussion.

A.5. Exchange of news on vehicle crash compatibility

7. No new information was received on this subject.

A.6. Global technical regulation on door locks and door retention components

Documentation: Informal documents Nos. GRSP-36-5 and GRSP-36-9 of Annex 1 to this report.

8. GRSP considered three amendment proposals of OICA (informal document No. GRSP-36-5). One proposal was a simple correction of the Figure 1-4 of the gtr, also mentioned in informal document No. GRSP-36-9. The secretariat was requested to give it the appropriate follow-up. Another proposal, concerning the definition of an Auxiliary Latch System, was left pending until the next session so that it could be studied further. Another proposal concerning the text of preamble was discussed and GRSP agreed not to recommend this change. GRSP reaffirmed its intent to pursue, as a second step to the gtr, a test that would address the combination of loads applied to latch/striker systems during a crash.

9. The expert from the United States of America informed GRSP that a notice of proposed rulemaking (NPRM) to amend FMVSS No. 206, Door Locks and Door Retention Components is scheduled to be published in the Federal Register on 15 December 2004. The NPRM would propose the gtr on door locks and door retention components. The closing date for public comments would be on 14 February 2005.

B. 1958 AGREEMENT

B.1. Amendments to Regulations

B.1.1. Regulation No. 14 (Safety-belt anchorages)

Documentation: TRANS/WP.29/931; TRANS/WP.290/GRSP/2004/16; TRANS/WP.29/GRSP/2004/17; TRANS/WP.29/GRSP/2004/23; informal documents Nos. GRSP-34-20; GRSP-36-12; GRSP-36-13 of Annex 1 to the report of the previous and current session.

10. GRSP adopted the proposal to amend Regulations Nos. 14 and 16 contained in document TRANS/WP.29/GRSP/2004/16, amended as reproduced below. The secretariat was requested to transmit them for consideration to WP.29 and AC.1 at their June 2005 session as draft Supplement 2 to the 06 series of amendments to Regulation No. 14 and as draft Supplement 17 to the 04 series of amendments to Regulation No. 16.

Regulation No. 14, paragraph 5.3.1., and Regulation No. 16, paragraph 8.1.1., the text in brackets, amend to read:

"(except those vehicles of categories M₂ and M₃ which belong to Classes I or II, according to Regulation No. 36 and to Class A according to Regulation No. 52 and to Classes I or II and A, according to Regulation No. 107)".

11. GRSP adopted the proposal of document TRANS/WP.29/GRSP/2004/17, clarifying the location of the ISOFIX top tether installation area. The secretariat was requested to transmit it for consideration to WP.29 and AC.1 at their June 2005 session as draft Corrigendum 2 to the 06 series of amendments to Regulation No. 14.

12. GRSP agreed to continue consideration of informal document No. GRSP-36-12 at its next session and requested the secretariat to distribute it with an official symbol. Informal document No. GRSP-34-20 should be kept as a reference document.

13. Document TRANS/WP.29/GRSP/2004/23 and informal document No. GRSP-36-13 concerning the definition of effective belt anchorage were considered by GRSP. Following the discussion, it was suggested, as an alternative, to delete paragraph 2.4.1.1. In this respect, GRSP experts were requested to define their position for the next May 2005 session.

B.1.2. Regulation No. 16 (Safety-belts)

Documentation: TRANS/WP.29/GRSP/2004/22; TRANS/WP.29/GRSP/2004/26 and Corr.1 and TRANS/WP.29/GRSP/2004/27; informal documents Nos. GRSP-36-3, GRSP-36-4, GRSP-36-6 and GRSP-36-7 of annex 1 to this report.

14. GRSP considered a proposal by the expert from France (TRANS/WP.29/GRSP/2004/26 and Corr.1) concerning the installation of safety-belt reminders. Comments to the proposal were made by Japan (informal documents Nos. GRSP-36-3 and GRSP-36-4), the United States of America (TRANS/WP.29/GRSP/2004/22) and CLEPA (informal document No. GRSP-36-7). GRSP welcomed the offer by the expert from France to consolidate all the proposals in an updated document for the next session, taking into account the comments expressed by the experts to the various documents.

15. GRSP adopted the proposal of documents TRANS/WP.29/GRSP/2004/27 and GRSP-36-6 amending the ISOFIX test fixtures. The secretariat was requested to transmit them jointly for consideration to WP.29 and AC.1 at their June 2005 session as draft Corrigendum 3 to Supplement 15 the 04 series of amendments to Regulation No. 16. The secretariat was also requested to verify in Annex 17, figure 5 if the value of 680 mm should not be amended by 650 mm when preparing the document for WP.29 and AC.1.

B.1.3. Regulation No. 17 (Strength of seats)

Documentation: Informal document No. GRSP-36-16.

16. GRSP noted the statistical data presented by the expert from Germany, concerning his country and completed by some additional data, collected in the United Kingdom (informal document No. GRSP-36-16).

17. The general opinion of GRSP experts was that, before considering any proposal on the protection of the occupants against the displacement of luggage, more and recent statistical data (experienced with approvals under the 07 series of amendments to Regulation No.17, recently entered into force) would be necessary. This item will not appear on the agenda for the next session unless new evidence would be given and concrete proposals would be transmitted for consideration.

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

18. The expert from the Russian Federation, Chairman of the informal group, announced that the main problems to be solved (scope, "pick-up"-s and rigidity of the cabs) were identified by informal consultations and a progress report would be transmitted to GRSP at the next session. He confirmed that the informal group had not yet met.

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

Documentation: TRANS/WP.29/GRSP/2004/20.

19. Following the consideration of the proposal by CLEPA (TRANS/WP.29/GRSP/2004/20), this expert withdrew the proposed amendment to paragraph 7.1.4.1.10.1.2., and agreed to transmit an updated proposal for consideration at the May 2005 session.

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

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

20. GRSP considered the amendments to Regulation No. 94, proposed by the expert from Japan (TRANS/WP.29/GRSP/2004/8), as a condition of accession of his country to the Regulation. The proposal was to amend the title and scope of Regulation No. 94 to specify that it covers offset frontal collision protection only, thus allowing Japan to adopt it in addition to their national legislation on full frontal impact protection. The proposal raised concerns regarding its legal impact on the application of the Regulation. Finally, GRSP agreed to request the advice of WP.29. The expert from Japan will submit an explanatory document to WP.29 and GRSP members will inform the delegates in WP.29 about the subject. Depending on the decision of WP.29, the proposal will be reconsidered at the next GRSP session.

B.2. ACCELERATION TEST DEVICES

Documentation: TRANS/WP.29/GRSP/2000/3/Rev.1; TRANS/WP.29/GRSP/2000/12; TRANS/WP.29/GRSP/2001/2; TRANS/WP.29/GRSP/2002/15; TRANS/WP.29/GRSP/2003/12; TRANS/WP.29/GRSP/2003/16; TRANS/WP.29/GRSP/2004/24; TRANS/WP.29/GRSP/2004/25; informal document No. GRSP-35-8 of Annex 1 to the report of the last session.

21. An exchange of views on the different proposals was initiated but could not result in a unanimously acceptable solution. The main question remained the conditions permitting the use of an acceleration device. Finally, GRSP agreed to entrust a small working group, to be organized by the expert from France, to seek a solution and submit to GRSP a common proposal. The group would be meeting in the first week of February 2005. All the proposals already transmitted will be studied and included in the common proposal, except those of documents TRANS/WP.29/GRSP/2000/3/Rev.1 and TRANS/WP.29/GRSP/2000/12 which were withdrawn.

B.3. BUSES AND COACHES

B.3.1. Frontal collision of buses and coaches

22. The expert from Spain gave preliminary information on the work of GRSG experts on frontal collision of buses and coaches. A detailed presentation will be made at the next GRSP session.

B.3.2. Restraining of children travelling in buses and coaches

Documentation: TRANS/WP.29/GRSP/2004/5; informal document No. GRSP-35-13 of Annex 1 to the last report.

23. GRSP noted the documents transmitted by the expert from Italy (TRANS/WP.29/GRSP/2004/5) and the United Kingdom (informal document No. GRSP-35-13) containing information on existing legislation and on research results in this field.

24. The expert from Germany drew the attention of GRSP to the "submarining" problems encountered in his country in the case of older and heavier children attached by safety belts for adults. The expert from the United Kingdom announced research results of his country for the next session.

The expert from France will contact the European Enhanced Vehicle Safety Committee (EEVC) asking for a presentation on its activity in this field.

B.3.3. Safety of wheelchair users in buses and coaches.

Documentation: Informal document No. GRSP-36-17 of Annex 1 to this report.

25. GRSP followed a presentation, made by the expert from the United Kingdom on the progress of work and the results of the GRSG informal group dealing with the subject (informal document No. GRSP-36-17). GRSP will be kept informed on the progress of this matter.

B.4. OTHER BUSINESS

B.4.1. Draft Rule No. 2 to be annexed to the 1997 Agreement

Documentation: TRANS/WP.29/2004/24; TRANS/WP.29/2004/44; TRANS/WP.29/2004/47.

26. GRSP noted the decision of WP.29 (TRANS/WP.29/1037, para. 66) to freeze, at the present time, all activities regarding the development of the 1997 Agreement.

B.4.2. Exchange of information on national and international requirements on passive safety

27. No new information was transmitted to GRSP.

B.4.3. New draft Regulation on partitioning systems

Documentation: TRANS/WP.29/GRSP/2004/19.

28. Following the introduction of the document by the expert from CLEPA, GRSP had a general exchange of views on it. Taking into account the comments made during the discussion, the expert from CLEPA will update the document for consideration at the next session of GRSP.

B.4.4. Incoherence between the R.E.3., the 1968 Vienna Convention and some UNECE Regulations.

Documentation: Informal document No. GRSP-36-8 of Annex 1 to this report.

29. GRSP noted the decision of WP.29 (TRANS/WP.29/1037, para. 73) on the subject and requested its experts to study the document (informal document No. GRSP-36-8). If additional problems were discovered, they should be brought to the attention of the expert from the European Commission, in time before the next GRSP session.

ELECTION OF OFFICERS

30. Ms. J. Abraham announced that she would no longer be candidate for the chair. GRSP expressed its warm thanks to Ms. J. Abraham for her excellent performance as Chairwoman since the year 2002. Mr. G. Mouchahoir (United States of America) was unanimously elected as Chairman for the sessions scheduled for the year 2005.

AGENDA FOR THE NEXT SESSION

31. For its thirty-seventh session, to be held in Geneva from 23 (2.30 p.m.) to 27 (12.30 p.m.) May 2005, GRSP agreed on the following provisional agenda. 1/

A. 1998 AGREEMENT

- A.1. Draft global technical regulation (gtr) on pedestrian safety
- A.2. Draft global technical regulation on head restraints
- A.3. Global technical regulation on door locks and door retention components
- A.4. Exchange of views on lower anchorages and tethers for child restraints systems
- A.5. Exchange of views on side impact protection
- A.6. Exchange of views on vehicle crash compatibility

B 1958 AGREEMENT

- B.1. Amendments to Regulations
 - B.1.1. Regulation No. 14 (Safety-belt anchorages)
 - B.1.2. Regulation No. 16 (Safety-belts)
 - B.1.3. Regulation No. 29 (Cabs of commercial vehicles)
 - B.1.4. Regulation No. 44 (Child restraint systems)
 - B.1.5. Regulation No. 94 (Frontal collision protection)
 - B.1.6. Acceleration test devices
- B.2. New draft Regulations
 - B.2.1. Draft Regulation on partitioning systems

C. BUSES AND COACHES

- C.1. Frontal collision of buses and coaches
- C.2. Restraining of children travelling in buses and coaches
- C.3. Safety of wheelchair users in buses and coaches.

D. OTHER BUSINESS

- D.1. Exchange of information on national and international requirements on passive safety
- D.2. Incoherence between the R.E.3., the 1968 Vienna Convention and some UNECE Regulations.

1/ As part of the secretariat's efforts to reduce expenditure, all the official documents distributed prior to the session by mail or posted to the WP.29 website will not be available in the conference room for distribution to session participants. Delegates are kindly requested to bring their copies of documents to the meeting.

Annex

LIST OF INFORMAL DOCUMENTS DISTRIBUTED DURING THE SESSION
(GRSP-36-...)

No	Transmitted by	Agenda item	Language	Title	Follow-up
1.	Secretariat	A.1.	E	Proposed draft global technical regulation (gtr) on pedestrian protection	(a)
2.	Japan	A.1.	E	Information for the Flexible Pedestrian Legform Impactor (Flex-PLI)	(a)
3.	Secretariat	B.1.2.	E	Technical standard for warning devices that give warning signals in event of non-use of driver's seat belt	(a)
4.	Japan	B.1.2.	E	Comparison of requirements for seat belt reminder	(a)
5.	OICA	A.6.	E	Proposed refinements to the draft gtr concerning door locks and door retention components (TRANS/WP.29/2004/69)	(c)
6.	OICA	B.1.2.	E	Draft corrigendum to Supplement 15 to the 04 series of amendments to Regulation No. 16	(d)
7.	CLEPA	B.1.2.	E	Proposed redactional modifications to document TRANS/WP.29/GRSP/2004/26, relating to the fitting of seat belt reminders	(a)
8.	European Commission	B.4.4.	E	Incoherences between the definitions in R.E.3, the 1968 Vienna Convention and UNECE regulations	(a)
9.	USA	A.6.	E	Proposal for draft amendment to Global Technical Regulation 1 (Door locks and door retention components)	(a)
10.	USA	A.2.	E	NHTSA cost/benefit analysis of latch implementation (Docket NHTSA-98-3390-27)	(a)
11.	USA	A.4.	E	Side impact protection in the United States	(c)
12.	USA	B.1.1.	E	Corrected figure for Regulation No. 14	(b)

No	Transmitted by	Agenda item	Language	Title	Follow-up
13.	Netherlands	B.1.1.	E	Proposal for draft amendments to Regulation No. 14 (Safety-belt anchorages)	(a)
14.	ISO	A.4.	E	WorldSID Update	(a)
15.	Japan	A.1.	E	Monitoring Committee for the Flex-PLI	(a)
16.	Germany	B.1.3.	E	Car occupant injuries by loading from luggage	(a)
17.	United Kingdom	B.3.3.	E	The safety of wheelchair occupants in road transport vehicles	(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
 - (e) To be transmitted for consideration to WP.29/AC.1/AC.3
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