



# Economic and Social Council

Distr.: General  
20 January 2016

Original: English

## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

### Working Party on Passive Safety

Fifty-eighth session

Geneva, 8–11 December 2015

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

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## I. Attendance

1. The Working Party on Passive Safety (GRSP) held its fifty-eighth session in Geneva from 8 to 11 December 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; China; Czech Republic; Denmark; France; Germany; Hungary; India; Italy; Japan; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; South Africa; Spain; Sweden; Switzerland 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). At the invitation of the secretariat, an expert from the Association of the European Bicycle Industry (CONEBI) also attended.

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/2015/17 and Add.1  
Informal document GRSP-58-04

3. GRSP considered and adopted the agenda (ECE/TRANS/WP.29/GRSP/2015/17 and Add.1) proposed for the fifty-eighth session with the new agenda items 23(g) and 24 and the running order (GRSP-58-04). The list of GRSP informal working groups is in Annex VII of this report.

## III. Global technical regulation No. 1 (Door locks and door retention components) (agenda item 2)

4. Referring to agenda item 8 (see para. 16 below), GRSP expected that the expert from EC would prepare a request for authorization to develop a parallel amendment to UN GTR No. 1. for submission to the next AC.3 sessions. The European Union would be the technical sponsor.

## IV. Global technical regulation No. 7 (Head restraints) (agenda item 3)

*Documentation:* ECE/TRANS/WP.29/GRSP/2013/17  
ECE/TRANS/WP.29/GRSP/2013/24  
ECE/TRANS/WP.29/GRSP/2015/34  
Informal documents GRSP-58-18, GRSP-58-19-Rev.2 and  
GRSP-58-26

5. 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, made a presentation (GRSP-58-18) on the Group's progress. He clarified that the IWG intends to proceed with a more empirical approach on the correlation between Post Mortem Human Subjects (PMHS) and Biomechanical Rear Impact Dummy (BioRID). The results would be submitted as a subsequent amendment proposal on injury criteria (perhaps for adoption) at

the May 2016 session of GRSP. He also introduced draft UN GTR Phase 2 (ECE/TRANS/WP.29/GRSP/2015/34 superseding ECE/TRANS/WP.29/GRSP/2013/24).

6. GRSP, in principle, agreed to change the height requirements of head restraints in ECE/TRANS/WP.29/GRSP/2015/34 to take into account ECE/TRANS/WP.29/GRSP/2013/17.

7. The expert from Japan, secretary of the IWG, presented information on the status report of the Group (GRSP-58-19-Rev.2).

8. GRSP finally agreed to refer GRSP-58-26 back to the IWG, to incorporate all the comments from ECE/TRANS/WP.29/GRSP/2015/34, and resume discussion on this subject at its May 2016 session.

## **V. Global technical regulation No. 9 (Pedestrian safety) (agenda item 4)**

### **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 document GRSP-58-31

9. The Chair of GRSP informed the Group that the cost benefit analysis for Phases 1 and 2 of the UN GTR by the National Highway Traffic Safety Administration (NHTSA), is expected to be completed by June 2016. He reminded GRSP that once the analysis was finalized, his delegation would be ready to define its position on UN GTR No. 9 - Phase 2. This Phase would incorporate the flexible pedestrian legform impactor (FlexPLI).

10. The experts from the Republic of Korea and OICA introduced a proposal of amendments to UN GTR (GRSP-58-31), to incorporate provisions for active deployable systems in the bonnet area. The expert from OICA clarified that the proposal aimed to use a well-established procedure that had been presented several years ago and that had been recommended to Contracting Parties (CPs) for consideration. The Chair of GRSP informed the Group that he would be able to provide some NHTSA research information on pedestrian safety active systems at the national level to GRSP at its May 2016 session.

11. GRSP agreed to resume consideration on these matters at its May 2016 session and to keep GRSP-58-31 as an informal document for further development.

### **B. Proposal for amendments to Phase 1 and draft Phase 2 of the global technical regulation**

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

12. No new information was provided on this agenda item.

## **VI. Global technical regulation No. 13 (Hydrogen and Fuel Cells Vehicles) (agenda item 5)**

13. GRSP noted that NHTSA was currently preparing a Notice of Proposed Rule Making (NPRM) on Phase 1 of the UN GTR. The Chair of GRSP informed the Group that NHTSA had started a series of hydraulic and pneumatic cycling tests of containers to evaluate the test procedures and to develop the necessary details for self-certification compliance. The NPRM should be published by the end of 2016. He also added that consultations were in progress with former and possible new co-sponsors to define the issues for development in Phase 2, for example: (i) harmonization of crash tests, (ii) material compatibility of tanks and fuel systems and (iii) tank stress rupture and electric safety provisions (transposed from the UN GTR on Electric Vehicle Safety). He also added that the improvement of Phase 1 provisions would be discussed and incorporated. Once, the co-sponsors and leaders for Phase 2 have been identified, WP.29 would be requested to add Phase 2 into the Programme of Work and to form an IWG. The first IWG meeting, in late 2016, would begin drafting the Terms of Reference (ToR) and begin developing the scope of Phase 2. Finally, the experts from Japan, the Republic of Korea and EU stated their intention to co-sponsor and participate in the development of Phase 2 of the UN GTR.

## **VII. Harmonization of side impact dummies (agenda item 6)**

14. The Chair of GRSP informed the Group about the work progress of the IWG. He also informed GRSP that the Chair of the IWG was no longer Ms. Merisol Medri, and was now Mr. David Sutula from NHTSA. GRSP agreed to keep this agenda item for further updating at its May 2016 session.

## **VIII. Global technical regulation on electric vehicles (agenda item 7)**

*Documentation:* Informal document GRSP-58-11

15. The Chair of GRSP, co-Chair of the IWG on Electric Vehicle Safety (EVS), reported on the work progress (GRSP-58-11). He clarified that the UN GTR was expected to address unique safety risks posed by electrical vehicles and their components, in both normal and post-crash conditions. He added that it would provide the rationale for regulations, and set provisions and test protocols to ensure that the vehicle system and/or electrical components perform safely and that the vehicle occupants would be appropriately protected. He stated that while the IWG had been making good progress with the support of nine task forces, more discussion was required on some critical issues, including the more recent proposals on which research was still ongoing. He explained that, thus, the IWG had discussed the most appropriate way to establish the UN GTR within the given mandate and had agreed that the only feasible scenario was a two-step approach. Furthermore, this implied that Phase 1 of the UN GTR would cover near-term critical safety requirements, on which Contracting Parties would be expected to reach an agreement under the given mandate. He continued to say the remaining safety requirements that require long-term research as well as further improvement of the UN GTR would be covered in Phase 2. He concluded that WP.29 had recently approved a one-year extension of the mandate until the end of 2016. Future 2016 meetings of the IWG had been scheduled as follows: (i) tenth meeting would be held from 29 February to 4 March in Japan, (ii) eleventh meeting would

held in June 2016 in North America and (c) twelfth meeting scheduled in October 2016 in Europe.

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

*Documentation:* ECE/TRANS/WP.29/GRSP/2015/26

16. The expert from OICA introduced ECE/TRANS/WP.29/GRSP/2015/26, proposing alternative possibilities to ensure adequate protection against accidental opening of the back door while the vehicle was in motion. GRSP adopted the proposal not amended. The secretariat was requested to submit ECE/TRANS/WP.29/GRSP/2015/26 to WP.29 and AC.1, for consideration and vote at their June 2016 sessions as draft Supplement 4 to the 03 series and as draft Supplement 1 to the 04 series of amendments to UN Regulation No. 11.

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

*Documentation:* ECE/TRANS/WP.29/2015/46  
ECE/TRANS/WP.29/GRSP/2015/3  
Informal documents GRSP-58-13 and GRSP-58-24

17. The expert from Australia introduced GRSP-58-13 that aims to: (i) solve the incompatibility of the requirements of the UN Regulation with the existing designs of Child Restraint Systems (CRS) in Australia, Canada and the United States of America and (ii) include Regulation No. 14 into Annex 4 of the future UN Regulation No. 0 of the IWVTA. He added that this proposal would avoid splitting UN Regulation No. 14 into two Regulations: safety-belt anchorages and child restraint anchorages (the latter would be excluded by Annex 4 of UN Regulation No. 0). He clarified that the proposal would instead propose changes to UN Regulation No. 14, making CRS anchorages suitable for both safety-belt anchored CRS and rigid ISOFIX type CRS in a larger number of countries. The Chair of GRSP introduced GRSP-58-24, which supports, in principle, the proposal and shows the benefits of harmonizing CRS standards. The expert from OICA requested time to examine the proposal in view of splitting the UN Regulation, which he considered to be the most pragmatic approach.

18. GRSP agreed to resume consideration on this subject at its May 2016 session and requested experts to provide comments on the proposal to the expert from Australia by the end of March 2016, pending other comments from the IWVTA IWG. Finally, it was agreed to keep GRSP-58-13 in the agenda of the next session of GRSP as an informal document and as a possible basis for development of proposals on harmonization in the framework of the 1998 Agreement.

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

*Documentation:* ECE/TRANS/WP.29/GRSP/2015/18  
ECE/TRANS/WP.29/GRSP/2015/19  
ECE/TRANS/WP.29/GRSP/2015/20  
ECE/TRANS/WP.29/GRSP/2015/21  
Informal documents GRSP-58-01-Rev.1, GRSP-58-14, GRSP-58-15-Rev.1, GRSP-58-20, GRSP-58-29-Rev.1, GRSP-58-30 and GRSP-58-33 GRSP-58-35

19. The expert from CLEPA reiterated that presentation (GRSP-58-01-Rev.1) introduces provisions (GRSP-58-20 superseding ECE/TRANS/WP.29/GRSP/2015/20) for fixtures that would verify the availability of space on universal lateral facing CRS "lie-flat". He explained that this kind of CRS addressed children with medical needs and urged its

introduction. The expert from France underlined that the issue concerning the introduction of this kind of CRS was whether to consider them as universal or non-universal, and to suggest a proper definition. The expert from the Netherlands suggested that "lie-flat" CRS cannot be considered i-Size type. The expert from CI made a similar statement which suggested that the two new proposed envelopes introduce a new category of CRS, and also added that the matter should be further discussed in the IWG. Finally GRSP agreed to refer GRSP-58-20 to the IWG on CRS for further revision.

20. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSP/2015/21, aimed at better clarifying the availability of space for CRS installation. He suggested that a clear classification and schematic ranking of CRS be discussed within the IWG. The expert from OICA made a presentation (GRSP-58-33) to introduce a proposal of amendments (GRSP-58-15-Rev.1) that simplify information for consumers in the owner's manual. He reminded GRSP that i-Size was conceived to completely eliminate the need for vehicle handbook instructions since all positions were marked. Specifically, he proposed to define two types of information: (i) customer needs and (ii) CRS manufacturers when type approving their systems. The proposal received comments addressing transitional provisions and the possibility of removing them from the proposal.

21. GRSP agreed to resume discussion on ECE/TRANS/WP.29/GRSP/2015/21 and on GRSP-58-15-Rev.1, pending possible revision by the IWG at its May 2016 session.

22. The expert from the Republic of Korea, jointly with the experts from Japan and EC prepared a presentation (GRSP-58-30) on a proposal to introduce provisions on Safety-Belt Reminders (SBRs) in all vehicle seats (GRSP-58-29-Rev.1 superseding ECE/TRANS/WP.29/GRSP/2015/19). He mentioned the cost benefit analysis carried out by EC and stated that the benefits outweighed costs in Asian countries (available at <http://ec.europa.eu/DocsRoom/documents/6662/attachments/1/translations/en/renditions/pdf>). He added that SBRs had great lifesaving potential, and that from safety-belt use data, it was clear that enforcement was not equal in all countries and may depend on the priorities of the police forces and public protection organisms. He concluded that the use of SBRs, would be an added value. The expert from OICA argued that there was no evidence from cost benefit analyses that SBR devices were effective in increasing the use of safety belts. He also questioned the need of SBRs in commercial vehicles, where the transportation rate of passengers was very low. The expert from Denmark strongly supported the proposal. However, he questioned the need for an activation time on the device. The expert from France supported in principle the proposal, however, he also underlined the need to avoid any misinterpretation in the type approval procedure of these devices and requested a study reservation on the proposal. The expert from the United Kingdom supported, in principle, the intention. However, he argued that a high percentage of vehicle occupants already wore safety belts in his country and he, thus, questioned how much value added could be provided by a mandatory installation of SBRs. Finally, he requested a time reservation to study the proposal in detail. The expert from Germany underlined the need for a practical solution and that the mandatory installation of SBR would increase vehicle prices. He also proposed differing approaches for vehicle categories, and questioned the need in the N<sub>2</sub>/N<sub>3</sub> or in the M<sub>2</sub>/M<sub>3</sub> category, where the crew were responsible for fastening the safety belts of occupants. The expert from EC stated that the rate of use was very low in some European countries while the voluntary fitting of SBRs by manufacturers was very high. He also stated that cheap cars without SBRs were sold in European low income countries where the rate of safety belt use was very low.

23. Finally GRSP agreed to establish a task force led by Japan, the Republic of Korea and EC to submit a revised proposal at its May 2016 session. In the meantime, the secretariat was requested to distribute GRSP-58-29-Rev.1 with an official symbol at the next GRSP session.

24. The expert from Australia introduced GRSP-58-14 proposing to introduce a provision on airbag de-activation switches; this would be in line with EuroNCAP

requirements and Federal Motor Vehicle Safety Standard (FMVSS) 208. GRSP agreed to resume discussion on this subject at its May 2016 session and experts were recommended to provide comments on GRSP-58-14 to the expert from Australia before the end of January 2016 to allow the submission of a revised official proposal.

25. Finally, GRSP agreed to refer discussion on ECE/TRANS/WP.29/GRSP/2015/18 and GRSP-58-35 to agenda item 11.

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

*Documentation:* ECE/TRANS/WP.29/GRSP/2015/27  
Informal document GRSP-58-28-Rev.1

26. The expert from CLEPA introduced ECE/TRANS/WP.29/GRSP/2015/18, aimed at clarifying the provisions for dynamic testing of the rear seat restraint systems. She explained that the proposal aimed at updating requirements that were originally designed for seating positions that did not yet require three-point safety-belts; she added that the situation had developed with the introduction of load limiters that allowed for further displacement of occupants. Comments from GRSP experts on the proposal were incorporated into GRSP-58-35 during discussion. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSP/2015/27 that was also linked to ECE/TRANS/WP.29/GRSP/2015/18 because of displacement of occupants due to safety belt load limiters that were installed on seats other than front seats. He explained that the proposal needed corresponding amendments to UN Regulations Nos. 21, 25 and 80. The expert from OICA argued that the proposal should address just those seating positions that needed energy absorption requirements. The expert from CLEPA also underlined the need to focus the energy dissipation tests on the parts of back seats where actual impacts occur.

27. Finally, GRSP agreed to establish a group of interested experts, led by the expert from the Netherlands, on new restraint system technology to develop provisions on this matter for all the relevant UN Regulations. GRSP agreed to resume discussion on this subject at its May 2016 session and to refer ECE/TRANS/WP.29/GRSP/2015/18, ECE/TRANS/WP.29/GRSP/2015/27 and GRSP-58-35 to the group of interested experts.

28. Moreover, the expert from Japan introduced GRSP-58-28-Rev.1, proposing to align UN Regulation No. 17 to the provisions of the draft UN GTR No. 7, Phase 2. GRSP agreed to keep GRSP-58-28-Rev.1 as an informal document for its May 2016 session awaiting possible updates.

## **XIII. Regulation No. 21 (Interior fittings) (agenda item 12)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2015/28

29. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSP/2015/28 on the testing of the rear parts of seats which is covered exclusively by UN Regulation No. 17 (see agenda item 11). The expert from Germany argued that UN Regulation No. 21 allowed dynamic testing of these parts by the use of mathematical simulations, and that the above proposal would remove this possibility.

30. GRSP, agreed to refer the proposal to the group of interested experts on new restraint system technology (see para. 27 above) and resume discussion at its May 2016 session.



#### **XIV. Regulation No. 22 (Protective helmets) (agenda item 13)**

31. GRSP noted that a study, tabled by the UNECE secretariat, on helmets that aims to improve the awareness of UN Regulation No. 22 worldwide by addressing two-wheeler user safety, including riders of bikes assisted by an electric engine (pedalex), would be published shortly. The expert from IMMA supported this and any future initiatives aimed at protecting users of motorized two-wheelers as a whole. Finally, it was also noted that the UNECE secretariat had prepared a leaflet on "Riders' guide to protective helmets" (available on the main page of WP.29 at [www.unece.org/trans/main/welcwp29.html](http://www.unece.org/trans/main/welcwp29.html)).

#### **XV. Regulation No. 25 (Head restraints) (agenda item 14)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2015/22

32. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSP/2015/22 on changing the scope of the UN Regulation and removing alternative routing for approval of seat backs which are fitted with head restraints (see also agenda items 11 and 12). GRSP, agreed to refer the proposal to the group of interested experts on new restraint system technology (see paras. 27 and 30 above) and resume discussion at its May 2016 session.

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

*Documentation:* ECE/TRANS/WP.29/GRSP/2015/6  
ECE/TRANS/WP.29/GRSP/2015/32  
ECE/TRANS/WP.29/GRSP/2015/33  
Informal documents GRSP-58-09, GRSP-58-10, GRSP-58-16-Rev.1,  
GRSP-58-23, GRSP-58-25 and GRSP-58-27

33. The expert from France on behalf of the IWG on CRS, introduced ECE/TRANS/WP.29/GRSP/2015/32 on limiting the use of booster cushions (booster seat without backrest) for children of a stature over 125 cm and on the application for type approval of these CRS only in mass Group III for children from 22 kg to 36 kg. The expert from Sweden introduced a possible alternative symbol (GRSP-58-27), to better clarify the use of this type of CRS for consumers. GRSP adopted ECE/TRANS/WP.29/GRSP/2015/32, as amended by Annex II to this report and requested the secretariat to submit the proposal for consideration and vote at the June 2016 sessions of WP.29 and AC.1 as draft Supplement 11 to the 04 series of amendments to UN Regulation No. 44.

34. The expert from the Russian Federation introduced ECE/TRANS/WP.29/GRSP/2015/33 on excluding the possibility of approval for child restraint systems with a guide strap. GRSP adopted the proposal, as amended by Annex II to this report and requested the secretariat to submit the proposal for consideration and vote at the June 2016 sessions of WP.29 and AC.1 as part of (see para. 33 above) draft Supplement 11 to the 04 series of amendments to UN Regulation No. 44.

35. The expert from CI introduced a presentation (GRSP-58-10) on a proposal (GRSP-58-09) to withdraw ISOFIX CRS from the UN Regulation. He added that the introduction of UN Regulation No. 129 should lead to the discontinuation in production of ISOFIX CRS according to UN Regulation No. 44 because of a lower level of protection offered (i.e. absence of side impact protection). The expert from Germany argued that deleting ISOFIX provisions from the UN Regulation was useless and that this could be simply dealt with in transitional provisions, beyond which date, type approval would no longer be granted to ISOFIX CRS. He added that, at the same time extensions of existing type approvals would

be guaranteed in the future. GRSP agreed to resume consideration of a revised proposal at its May 2016 session.

36. The expert from CLEPA introduced a presentation (GRSP-58-25) to clarify the content of a proposal (GRSP-58-16 superseding ECE/TRANS/WP.29/GRSP/2015/6) aimed at introducing new provisions on toxicity and flammability of CRS materials. The experts from Denmark and Sweden had proposed GRSP-58-23 to introduce the flammability test procedure applied in FMVSS 302, which was commonly used throughout the industry. The experts from Denmark, Sweden and CLEPA jointly then prepared GRSP-58-16-Rev.1. Following the request of a study reservation from the experts of France, Germany and Japan. GRSP agreed to resume consideration on this proposal at its May 2016 session. The secretariat was requested to distribute GRSP-58-16-Rev.1 with an official symbol at the next session of GRSP.

## **XVII. Regulation No. 80 (Strength of seats and their anchorages (buses)) (agenda item 16)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2015/23

37. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSP/2015/23 to update cross references to UN Regulation No. 25 (see also agenda items 11, 12 and 14). GRSP agreed to refer the proposal to the group of interested experts on new restraint system technology (see paras. 27, 30 and 32 above) and resume discussion at its May 2016 session.

## **XVIII. Regulation No. 94 (Frontal collision) (agenda item 17)**

*Documentation:* Informal document GRSP-58-02

38. The expert from the Russian Federation introduced GRSP-58-02 aiming at correcting the speed of test impact in the Russian text. GRSP adopted the proposal as reproduced in Annex III to this report and requested the secretariat to submit it to WP.29 and AC.1, for consideration and vote at their March 2016 sessions as draft Corrigendum 3 to the 01 series of amendment to UN Regulation No. 94.

## **XIX. Regulation No. 127 (Pedestrian safety) (agenda item 18)**

39. No new information was provided under this agenda item.

## **XX. Regulation No. 129 (Enhanced Child Restraint Systems) (agenda item 14)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2015/24  
ECE/TRANS/WP.29/GRSP/2015/29  
ECE/TRANS/WP.29/GRSP/2015/31  
Informal documents GRSP-58-01-Rev.1, GRSP-58-07-Rev.1, GRSP-58-08, GRSP-58-21, GRSP-58-22, GRSP-58-23, GRSP-58-25, GRSP-58-32 and GRSP-58-34

40. The expert from France, Chair of the IWG on Enhanced Child Restraint Systems (ECRS), introduced a presentation (GRSP-58-22) on the work progress of the IWG and introducing the proposal on the 01 and 02 series of amendments to the UN Regulation. He explained that the main content of the draft 01 series of amendments introduced: (i) some corrections to the original version of the UN Regulation, (ii) the concept of non-integral

CRS and (iii) type approval provisions, including arrangements of the approval mark, for modules (GRSP-58-07-Rev.1 superseding ECE/TRANS/WP.29/GRSP/2015/24). He explained that the 02 series of amendments represented Phase 2 of the UN Regulation introducing provisions (GRSP-58-08 superseding ECE/TRANS/WP.29/GRSP/2015/31) for booster seats with backrest. GRSP adopted ECE/TRANS/WP.29/GRSP/2015/24, as amended by Annex IV to this report. The secretariat was requested to submit it to WP.29 and AC.1, for consideration and vote at their June 2016 sessions as draft 01 series of amendments to UN Regulation No. 129. Finally GRSP agreed to resume consideration on the Phase 2 of the UN Regulation at its May 2016 session and requested the secretariat to distribute GRSP-58-08 with an official symbol for that session.

41. Referring to discussion held under agenda item 10 (see para. 17 above), GRSP noted GRSP-58-21 (superseding ECE/TRANS/WP.29/GRSP/2015/29) tabled by the expert from CLEPA to introduce provisions for "lie-flat" into the UN Regulation. Accordingly, GRSP agreed to refer GRSP-58-21 to the IWG on CRS.

42. Moreover, GRSP considered parallel draft provisions (GRSP-58-32 and GRSP-58-34 superseding GRSP-58-23) on toxicity and flammability as discussed under agenda item 15 (see para. 33 above). GRSP agreed to resume consideration on this subject at its May 2016 session and requested the secretariat to distribute GRSP-58-32 and GRSP-58-34 with an official symbol at that session.

## **XXI. Collective amendments to Regulations Nos. 14 and 16 (agenda item 20)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2015/25  
Informal documents GRSP-58-03-Rev.1, GRSP-58-05 and  
GRSP-58-06-Rev.1

43. GRSP considered GRSP-58-06-Rev.1 (superseding ECE/TRANS/WP.29/GRSP/2015/25 and GRSP-58-05), tabled by the expert from the Netherlands to introduce: (i) a definition of flexible shoulder adjustment device for height, (ii) provisions for its testing and (iii) to define its strict field of installation for vehicle categories M<sub>2</sub> and M<sub>3</sub>. The expert from the Russian Federation supported GRSP-58-06-Rev.1 but objected to the deletion of the last sentence of subparagraph 5.4.3.6.1.(a), as it was originally proposed in ECE/TRANS/WP.29/GRSP/2015/25. GRSP, adopted ECE/TRANS/WP.29/GRSP/2015/25, as amended by Annex V (GRSP-58-06-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 June 2016 sessions as draft Supplement 7 to the 07 series of amendments to UN Regulation No. 14 and as draft Supplement 7 to the 06 series of amendments to UN Regulation No. 16.

44. GRSP also noted GRSP-58-03-Rev.1, tabled by the expert from EC, aimed at promoting the use of ISOFIX and especially the 'plug-and-play' concept of i-Size child restraint systems (to reduce misuse of CRS). He explained that the proposal would prevent that the installation of one i-Size CRS would not impair the installation of a second i-Size CRS, and that at least two ISOFIX locations could be used at the same time. The expert from OICA suggested to leave the current text of the UN Regulations unchanged to allow more choice to parents in the allocation of i-Size CRS. The expert from Japan requested clarification on the number of fixtures to be installed at the same time to verify availability of space to install i-Size CRS.

45. Finally, GRSP agreed to resume discussion on this subject at its May 2016 session, pending a revised proposal tabled by the expert from the EC

## **XXII. Collective amendments to Regulations Nos. 16, 44, 94 and 129 (agenda item 21)**

*Documentation:* ECE/TRANS/WP.29/GRSP/2015/30

46. The expert from EC introduced ECE/TRANS/WP.29/GRSP/2015/30, aimed at clarifying guidance to parents installing a CRS on a seating position protected by an air-bag. He suggested that experts study the proposal until the May 2016 session of GRSP and to provide fully detailed comments. GRSP agreed to resume discussion on this subject at its next session.

## **XXIII. Election of officers (agenda item 22)**

47. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690, Amendments.1 and 2), GRSP called for the election of officers. The representatives of the Contracting Parties, present and voting, elected unanimously Mr. N. Nguyen (United States of America) as Chair and Mr. J.W. Lee (Republic of Korea) as Vice-Chair for the sessions of GRSP scheduled in the year 2016.

## **XXIV. Other business (agenda item 23)**

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

*Documentation:* Informal document GRSP-58-12-Rev.1

48. GRSP noted a presentation (GRSP-58-12-Rev.1) tabled by the expert from Japan. He informed GRSP about the progress of the safety regulations on motorcycles as part of the Road Vehicles Act and how to develop and establish a type approval system for hydrogen fuel-cell motorcycles. GRSP agreed to continue discussion on similar national legislative initiatives at its May 2016 session.

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

49. GRSP noted the excel files, that are permanently appended to its website, for the abbreviations and symbols of UN Regulations and UN GTRs ([www.unece.org/trans/main/wp29/wp29wgs/wp29gen/acronyms\\_definitions.html](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/acronyms_definitions.html)). GRSP invited all its experts, particularly the Chairs of IWGs, to revise the documents and provide comments to the secretariat.

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

*Documentation:* Informal document WP.29-167-09

50. GRSP noted the progress of work on Revision 3 of the Agreement (ECE/TRANS/WP.29/1118, paras. 51-55) and that a final text for adoption was expected at the March 2016 session of WP.29. The expert from Japan, ambassador of IWVTA to GRSP, introduced the status report of the IWVTA IWG (WP.29-167-09) and noted the pending issue of UN Regulation No. 14. He finally invited the expert from Australia to find a solution for its inclusion in list A of UN Regulation No. 0.

**D. Highlights of the June and November 2015 sessions of WP.29**

51. The Secretary reported on the highlights of the 166<sup>th</sup> and 167<sup>th</sup> sessions of WP.29 (ECE/TRANS/WP.29/1116 and ECE/TRANS/WP.29/1118).

**E. Three-dimensional H-point machine**

52. The representative of Germany informed GRSP that the IWG would start drafting an Addendum to the Mutual Resolution No. 1 which would reproduce the specifications of the 3-D H machine, pending the outcome of negotiation with SAE to obtain the parts of the SAE J826 standard to accomplish the work. GRSP agreed to resume discussion on this matter at its May 2016 session.

**F. Intelligent transport systems**

53. The expert from the United Kingdom informed GRSP that he had participated in a meeting of the ad hoc group (November 2015) of the Working Party on Road Traffic Safety (WP.1) on detailed examination of amendment proposals to Article 8 of the 1968 Convention on Road.

**G. Regulation No. 134 (Hydrogen and fuel cells vehicles)**

*Documentation:* Informal document GRSP-58-17

54. GRSP noted GRSP-58-17, tabled by the expert from Germany, to amend the reference to target pressure in the test on chemical exposure and ambient-temperature pressure cycling. GRSP adopted the proposal as reproduced in Annex VI. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration and vote at their June 2016 sessions, as draft Supplement 2 to UN Regulation No. 134.

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

55. The fifty-ninth session was scheduled to be held in Geneva from 9 (2.30 p.m.) to 13 (12.30 p.m.) May 2016. GRSP noted that the deadline for the submission of official documents to the secretariat was 12 February 2016, 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) Proposal for Phase 2 of the global technical regulation;
  - (b) Proposal for Amendments to Phase 1 and draft Phase 2 of the global technical regulation.
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. 14 (Safety-belt anchorages).
9. Regulation No. 16 (Safety-belts).
10. Regulation No. 17 (Strength of seats).
11. Regulation No. 21 (Interior fittings).
12. Regulation No. 22 (Protective helmets).
13. Regulation No. 25 (Head restraints).
14. Regulation No. 44 (Child restraints systems).
15. Regulation No. 80 (Strength of seats and their anchorages (Buses)).
16. Regulation No. 94 (Frontal collision).
17. Regulation No. 127 (Pedestrian safety).
18. Regulation No. 129 (Enhanced Child Restraint Systems).
19. Collective amendments to Regulations No. 14 and 16.
20. Collective amendments to Regulations No. 16, 44, 94 and 129.
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 2015 sessions of WP.29;
  - (e) Three-dimensional H-point machine;
  - (f) Intelligent transport systems.

## Annex I

**List of informal documents (GRSP-58-...) 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	CLEPA	10 and 19	E	Completion of envelopes for integral CRSs - Justification of ECE/TRANS/WP.29/GRSP/2015/20 and ECE/TRANS/WP.29/GRSP/2015/29	(a)
02	Russian Federation	17	E	Proposal for corrigendum 3 to Revision 1 to Regulation No. 94 (Frontal collision)	(d)
03	EC	20	E	Proposal for collective amendments to Regulation Nos. 14 and 16 - Proposal for Supplement 7 to the 07 series of Amendments to Regulation No. 14 (belt anchorages, ISOFIX and i-Size positions)	(a)
04	Secretariat	1	E	Running order	(a)
05	The Netherlands	20	E	Proposal for amendments to ECE/TRANS/WP.29/GRSP/2015/25	(a)
06	The Netherlands	20	E	Proposal for amendments to ECE/TRANS/WP.29/GRSP/2015/25	(d)
07/ Rev.1	France	19	E	Proposal for the 01 series of amendments to Phase 1 of Regulation No. 129 (Enhanced Child Restraint Systems)	(d)
08	France	19	E	Proposal for the 02 series of amendments to Phase 2 of Regulation No. 129 (Enhanced Child Restraint Systems)	(a)
09	CI	15	E	Proposal for a new series of amendment to Regulation No. 44 (Uniform provisions concerning the approval of restraining devices for child occupants of power-driven vehicles (Child Restraint Systems))	(a)
10	CI	15	E	Withdraw ISOFIX from UN Regulation No. 44	(a)
11	China/EU/ Japan/USA	7	E	Report to GRSP on the work of the Informal Working Group on Electrical Vehicle Safety in the context of the 1998 Agreement	(a)
12/ Rev. 1	Japan	23(a)	E	Technical Standards on Fuel-Cell Motorcycles in Japan	(a)
13	Australia	9	E	Draft proposal for an 08 series of amendments to Regulation No. 14 (Safety belt anchorages)	(c)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
14	Australia	10	E	Proposal for an 07 series of amendments to Regulation No. 16 (Safety belts)	(a)
15/ Rev.1	OICA	10	E	Proposal for an 07 series of amendments to Regulation No. 16 (Safety belts)	(c)
16/ Rev.1	Denmark/ Sweden/ CLEPA	15	E	Proposal for Supplement 11 to the 04 series of amendments to Regulation No. 44 (Child restraint systems)	(b)
17	Germany	23(g)	E	Proposal for Supplement 1 to Regulation No. 134 (Hydrogen and Fuel Cells Vehicles)	(d)
18	Germany	3	E	Introduction to Revision of UN GTR No. 7 - Official document ECE/TRANS/WP.29/GRSP/2015/34	(b)
19/ Rev.2	Japan	3	E	Draft 7th progress report of the informal group on Phase 2 of gtr No. 7 (Head restraints gtr Phase2)	(a)
20	CLEPA	10	E	Proposal for Supplement 7 to the 06 series of amendments to Regulation No. 16 (Safety-belts)	(a)
21	CLEPA	19	E	Proposal for Supplement to Regulation No. 129	(a)
22	France	19	E	Status report of the Informal Working Group on CRS	(a)
23	Denmark and Sweden	19		Proposal for collective amendments to Regulation Nos. 44 and 129	(a)
24	USA	9	E	U.S. Perspective on Child Restraints and Child Restraint Anchorage System	(a)
25	CLEPA	15 and 19	E	Toxicity and Flammability Requirements in Child Restraint Systems Regulations UN Regulations Nos. 44 and 129	(a)
26	Chair of GRSP	3	E	Draft amendment 1 (Phase 2 of the global technical Regulation) - Superseding ECE/TRANS/WP.29/GRSP/2015/34	(c)
27	Sweden	15	E	Proposal of symbol for height limit usage of booster cushion without backrest	(a)
28/ Rev.1	EC and Japan	11	E	Proposal for the 09 series of amendments to Regulation No. 17	(c)
29/ Rev.1	EC, Korea and Japan	15	E	Seat belt reminder - Proposal for the 07 series of amendments to Regulation No. 16 (Safety-belts)	(b)
30	EC, Japan and Korea	10		Studies regarding to the questions from 57th session of GRSP - Safety-belt reminder	(a)



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<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
31	Korea & OICA	4	E	Proposal for the amendments to Global Technical Regulation No. 9 (Pedestrian Protection)	(c)
32	Denmark, Sweden and CLEPA	19	E	Proposal for Supplement 05 to the 00 series of amendments to Regulation No. 129 (Enhanced Child Restraint Systems)	(b)
33	OICA	10	E	Use of CRS in Vehicles - Simplification of information in the vehicle manual	(a)
34	Denmark, Sweden and CLEPA	19	E	Additional Proposal for the 01 series of amendments to Regulation No. 129 (Enhanced Child Restraint Systems)	(b)
35	CLEPA	10	E	Amendments to ECE/TRANS/WP.29/GRSP/2015/18 - Proposal for Supplement 7 to the 06 series of amendments to Regulation No. 16 (Safety-belts)	(c)

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*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 an informal document.
- (d) Adopted and to be submitted to WP.29.

## Annex II

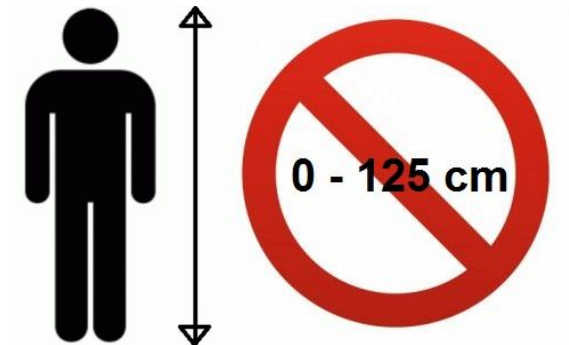
### Draft amendments to Regulation No. 44 (Child restraint systems)

#### Amendments adopted to ECE/TRANS/WP.29/GRSP/2015/32 (see para. 33 of this report)

Insert a new paragraph 4.9., to read:

"4.9.       **Marking of a booster cushion without backrest.**

If the product is a booster cushion without backrest, the following label shall be permanently visible to someone installing the restraint in a vehicle **and shall be masked when the booster cushion is used with its removable backrest:**



...

#### Amendments adopted to ECE/TRANS/WP.29/GRSP/2015/33 (see para. 34 of this report)

Paragraph 2.8.8., amend to read:

- "2.8.8.       "*Guide strap*" means a strap **or device** which constrains the shoulder strap of the adult seat belt in a position to suit the child and where the effective position at which the shoulder strap changes direction can be adjusted by means of a device which can be moved up and down the strap to locate the wearer's shoulder, and then locked into that position. This guide strap is not meant to carry a significant part of the dynamic load. A guide strap is considered as a part of a child restraint system and cannot be separately approved as a child restraint system under **this Regulation.**"

## Annex III

### Draft amendments to Regulation No. 94 (Frontal collision)

#### Amendments adopted on the basis of GRSP-58-02 (see para. 38 of this report)

*Annex 3,*

*Paragraph 4.,* amend to read:

"4. СКОРОСТЬ ИСПЫТАНИЯ

Скорость транспортного средства в момент удара должна составлять **56** -0/+1 км/ч. Однако если испытание проводится на большей скорости в момент удара и если при этом транспортное средство соответствует предъявляемым требованиям, то испытание считается отвечающим установленным требованиям".

## Annex IV

### Draft amendments to Regulation No. 129 (Enhanced Child Restraint Systems)

#### Amendments adopted to ECE/TRANS/WP.29/GRSP/2015/24 (see para. 40 to this report)

...

*Insert new paragraphs 2.56., to read:*

"2.56. "Module", is a part of an ECRS that is separate from the ISOFIX connectors and is in direct contact with the child. A module can be used **whether or not** as a stand-alone to restrain a child in a car. A base is allowed to accept more than one module (Module A, Module B, etc.)."

...

*Paragraphs 4.1. and 4.2., amend to read;*

"4.1. **The samples of Enhanced Child Restraint Systems, including all modules submitted for approval in conformity with the provisions of paragraphs 3.2.4. and 3.2.5. above shall be clearly and indelibly marked with the manufacturer's name, initials or trade mark.**"

4.2. **The Enhanced Child Restraint System, including all modules, except the strap(s) or harness, shall be marked clearly and indelibly with the year of production.**"

*Paragraph 4.3., amend to read:*

"4.3. The orientation of the Enhanced Child Restraint System relative to the vehicle. The size range(s) of the Enhanced Child Restraint System in centimetres and the maximum occupant mass allowed for the Integral Enhanced Child Restraint System in kilograms shall be clearly indicated on the product part **hosting the child.**

The marking defined in this paragraph shall be visible with the Enhanced Child Restraint System in the vehicle, with the child in the Enhanced Child Restraint System."

*Paragraph 4.5., amend to read:*

"4.5. In the case of Integral Enhanced Child Restraint Systems that can be used forward facing, it shall have the following label permanently attached **on the part hosting the child** and visible to the person installing an Enhanced Child Restraint System in the vehicle:

The manufacturer ..."

...

*Insert new paragraphs 4.6.3. and 4.6.4., to read:*

**"4.6.3. An international approval mark as defined in paragraph 5.4.1. In case the ECRS contains module(s), this marking shall be permanently attached to the part of the ECRS which includes the ISOFIX connectors.**

**4.6.4. An international module mark as defined in paragraph 5.4.3. In case the ECRS contains module(s), this marking shall be permanently attached to the module part of the ECRS."**

...

*Paragraphs 5.4.2. to 5.4.2.2., amend to read:*

"5.4.2. The following additional symbols:

5.4.2.1. The words "i-Size universal ISOFIX", or "specific vehicle ISOFIX" depending on the category of Enhanced Child Restraint System;

5.4.2.2. The size range for which the Enhanced Child Restraint System has been designed. **In case the ECRS is equipped with a module, the size range is not on the approval mark but on the module mark.** ECRS which can be converted into another configuration for taller children shall accommodate an uninterrupted range of child statures."

*Insert new paragraphs 5.4.3. to 5.4.3.3., to read:*

**"5.4.3. An international module mark as defined in Annex 2 of this Regulation consisting of:**

**5.4.3.1. The words "R129" followed by a dash and the same approval number as the part of the ECRS which includes the ISOFIX connectors;**

**5.4.3.2. The words Module "name of the Module", depending on the name of the module of Enhanced Child Restraint System;**

**5.4.3.3. The size range including maximum weight for which the Module of the Enhanced Child Restraint System has been designed;"**

*Paragraph 6.1.1., amend to read:*

"6.1.1. Enhanced Child Restraint Systems in the i-Size category are **primarily designed** for use in i-Size seating positions, when the Enhanced Child Restraint Systems are fitted in conformity with the vehicle manufacturer's instructions.

Enhanced Child Restraint Systems in the specific vehicle ISOFIX category are for use in all ISOFIX positions and also in the luggage area, if the restraints are fitted in conformity with the vehicle manufacturer's instructions."

...

*Paragraph 6.1.3., renumber as paragraph 6.1.2.3. and amend to read :*

**"6.1.2.3. For children under the age of 15 months, only lateral facing or rearward facing Child Restraint System shall be used.**

**That means:**

(a) **A rearward facing Enhanced Child Restraint System designed for children up to 15 months of age shall accommodate a child with a stature up to 83 cm as a minimum;**

- (b) A forward facing Enhanced Child Restraint System shall not be designed to accommodate a stature below 76 cm;
- (c) A convertible seat in its rearward facing configuration shall be able to accommodate a child with a stature up to 83 cm. This shall not preclude a child stature greater than 83 cm.

The use of rearward facing Enhanced Child Restraint System may be applied to any age of child."

...

Paragraph 6.3.2.2.1., amend to read:

"6.3.2.2.1. Integral Class Enhanced Child Restraint Systems

The maximum dimensions for width, height and depth of the Enhanced Child Restraint System and the locations of the ISOFIX anchorages system with which its attachments shall engage, shall be defined by the ISOFIX Vehicle Seat **Fixture** as defined in paragraph 2.17.1. of this Regulation.

- (a) i-Size Forward facing Enhanced Child Restraint Systems shall fit within the ISO/F2x size envelope for a reduced-height forward-facing toddler CRS ISOFIX SIZE CLASS B1;
- (b) i-Size Rearward facing Enhanced Child Restraint Systems shall fit within the ISO/R2 size envelope for a reduced-size rearward-facing toddler CRS ISOFIX SIZE CLASS D;
- (c) Specific vehicle ISOFIX Enhanced Child Restraint Systems shall fit in vehicle(s) specified **in a list or**
- (d) **shall fit at least in one** of ISO (R1, R2, R3, F2, F2X, F3, L1, L2) size envelope **as described in Annex 17, Appendix 2 of Regulation No. 16.**"

...

Insert new paragraphs 16. to 16.4., to read:

## "16. Transitional provisions

- 16.1. 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 ECE approval under this Regulation as amended by the 01 series of amendments.
- 16.2. As from 1 September **2018**, Contracting Parties applying this Regulation shall grant approvals only if the Enhanced Child Restraint System type to be approved meets the requirements of this Regulation as amended by the 01 series of amendments.
- 16.3. Until 1 September **2018**, Contracting Parties applying this Regulation can continue to grant type approvals to Enhanced Child Restraint Systems which comply with the requirements of this Regulation as in its original version.
- 16.4. Until 1 September **2020**, Contracting Parties applying this Regulation shall not refuse to grant extensions of approval to the original version of this Regulation."

...

Annex 1, item 1.2., amend to read:

"1.2. Integral/Non integral;<sup>2</sup>"

Annex 2, amend to read:

## "Annex 2

### Arrangements of the approval mark



The Enhanced Child Restraint System bearing the above approval mark is a device capable of being fitted in any i-size compatible vehicle seating position and of being used for the **40 cm - 70 cm** size range and mass limit of 24 kg; it is approved in France (E 2) under the number 012439. The approval number indicates that the approval was granted in accordance with the requirements of the Regulation concerning the approval of Enhanced Child Restraint Systems used onboard of motor vehicles as amended by the 01 series of amendments. In addition the name of the regulation has to be identified on the approval mark followed by the series of amendment according to which the approval has been granted.

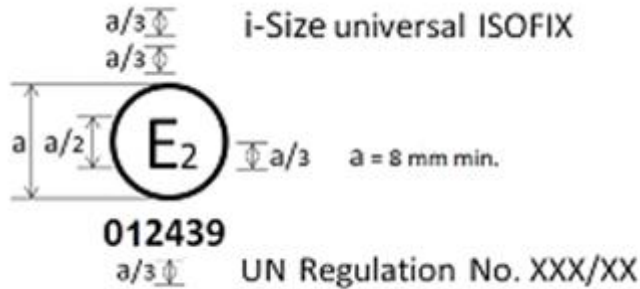


The Enhanced Child Restraint System bearing the above approval mark is a device not capable of being fitted in every vehicle and capable of being used for the **40 cm - 70 cm** size range and mass limit of 24 kg; it is approved in France (E 2) under the number 012450. The approval number indicates that the approval was granted in accordance with the requirements of the Regulation concerning the approval of Specific vehicle ISOFIX Enhanced Child Restraint Systems used onboard of motor vehicles as amended by the 01 series of amendments. In addition the name of the regulation has to be identified on the

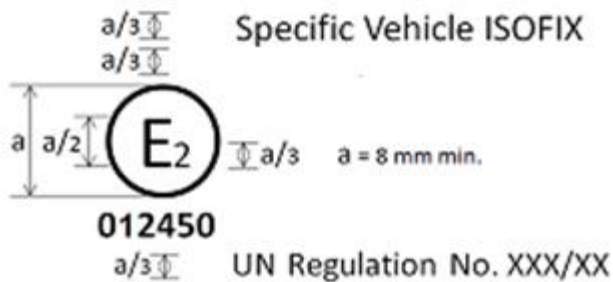
approval mark followed by the series of amendment according to which the approval has been granted.

In case the ECRS is equipped with a module, the size range is not on the approval mark but on the module mark.

## Arrangements of the approval mark in combination with a module mark



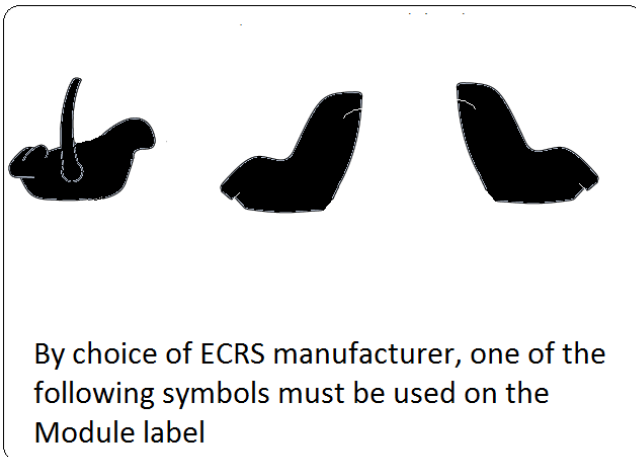
The Enhanced Child Restraint System bearing the above approval mark is a device, including module(s), capable of being fitted in any i-size compatible vehicle seating position. It is approved in France (E 2) under the number 012439. The approval number indicates that the approval was granted in accordance with the requirements of the Regulation concerning the approval of Enhanced Child Restraint Systems used onboard of motor vehicles as amended by the 01 series of amendments. In addition the name of the regulation must be identified on the approval mark followed by the series of amendment according to which the approval has been granted.



The Enhanced Child Restraint System bearing the above approval mark is a device, including module(s), not capable of being fitted in every vehicle. It is approved in France (E 2) under the number 012450. The approval number indicates that the approval was granted in accordance with the requirements of the Regulation concerning the approval of Specific vehicle ISOFIX Enhanced Child Restraint Systems used onboard of motor vehicles as amended by the 01 series of amendments. In addition the name of the regulation must be identified on the approval mark followed by the series of amendment according to which the approval has been granted.



## Example of arrangements of the module mark in combination with an approval mark



The Enhanced Child Restraint System module bearing the above module mark capable of being used for the 40 cm - 70 cm size range and mass limit of 24 kg; it is approved under the number 012439 to be used in combination with device approved according to Regulation No. 129 under the same number 012439. The approval number indicates that the approval was granted in accordance with the requirements of the Regulation concerning the approval of Enhanced Child Restraint Systems used onboard of motor vehicles as amended by the 01 series of amendments."

...

*Annex 8, paragraph 1.1., amend to read:*

- "1.1. The dummies prescribed in this Regulation are described in this annex, in technical drawings [held by Humanetics Innovative Solutions Inc. and in the user manuals delivered with the dummies. The abdominal pressure sensors prescribed in this Regulation are described in this annex, in technical drawings held by the French institute of science and technology for transport, spatial planning, development and networks (**IFSTTAR**) and in the user manuals delivered with the instrumentation.]"

Annex 18, the table, amend to read:

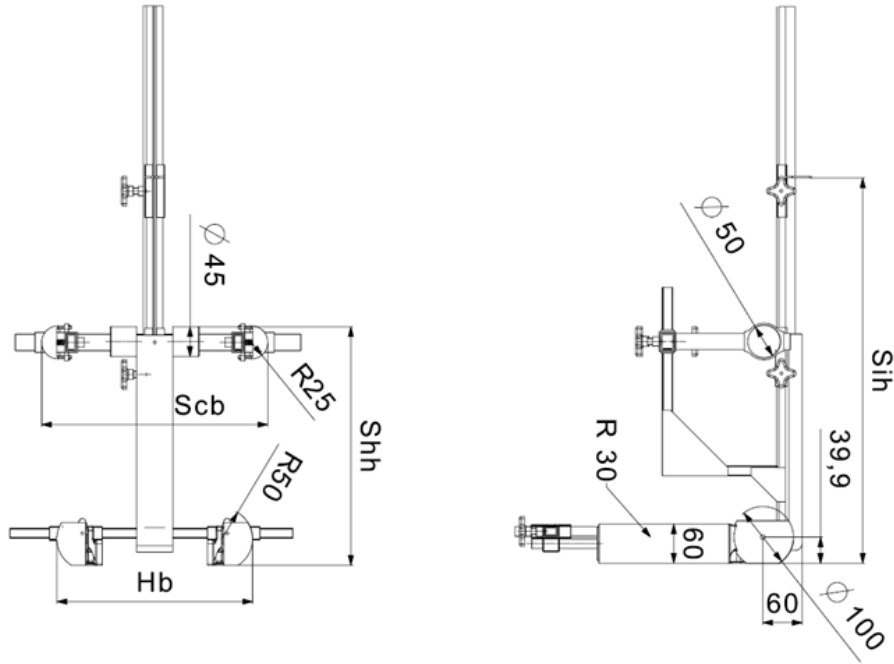
"

<i>Stature cm</i>	<i>Minimum Sitting height cm</i>	<i>Minimum Shoulder breadth cm</i>	<i>Minimum Hip breadth cm</i>	<i>Minimum Shoulder height cm</i>	<i>Maximum Shoulder height cm</i>
<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E1</i>	<i>E2</i>
	<i>95<sup>th</sup>ile</i>	<i>95<sup>th</sup>ile</i>	<i>95<sup>th</sup>ile</i>	<i>5<sup>th</sup>ile</i>	<i>95<sup>th</sup>ile</i>
<b>≤40</b>				<b>&lt; 27.4</b>	
45	39.0	12.1	14.2	27.4	29.0
50	40.5	14.1	14.8	27.6	29.2
55	42.0	16.1	15.4	27.8	29.4
60	43.5	18.1	16.0	28.0	29.6
65	45.0	20.1	17.2	28.2	29.8
70	47.1	22.1	18.4	28.3	30.0
75	49.2	24.1	19.6	28.4	31.3
80	51.3	26.1	20.8	29.2	32.6
85	53.4	26.9	22.0	30.0	33.9
90	55.5	27.7	22.5	30.8	35.2
95	57.6	28.5	23.0	31.6	36.5
100	59.7	29.3	23.5	32.4	37.8
105	61.8	30.1	24.9	33.2	39.1
110	63.9	30.9	26.3	34.0	40.4
115	66.0	32.1	27.7	35.5	41.7
120	68.1	33.3	29.1	37.0	43.0
125	70.2	34.5	30.5	38.5	44.3
130	72.3	35.7	31.9	40.0	46.1
135	74.4	36.9	33.3	41.5	47.9
140	76.5	38.1	34.7	43.0	49.7
145	78.6	39.3	36.3	44.5	51.5
150	81.1	41.5	37.9	46.3	53.3

"

Annex 18, figure 2, amend to read:

"Figure 2  
Side and Front View of the measuring device



"  
:  
:  
:"

## Annex V

### Collective amendments to Regulations Nos. 14 and 16

#### Amendments adopted to ECE/TRANS/WP.29/GRSP/2015/25 (see para. 43 to this report)

##### I. Proposal for Supplement 7 to the 06 series of amendments to Regulation No. 14 (Safety belt anchorages)

*Paragraph 5.4.3.6.1., amend to read:*

"5.4.3.6.1. Notwithstanding ... are met:

(a) The safety belt or seat shall be permanently marked to identify the position of the effective upper belt anchorage that is required to satisfy the minimum upper anchorage height position required by paragraph 5.4.3.6. This marking shall clearly indicate to the user when the anchorage is in a position suitable for use by an adult of average **stature**.

(b) ...

(d) The manufacturer ... of short stature.

..."

...

## Annex VI

### **Draft amendments to Regulation No. 134 (Hydrogen and fuel cells vehicles)**

#### **Amendments adopted on the basis of GRSP-58-17 (see para. 54 of this report)**

*Annex 3, paragraph 3.4.*, amend to read:

"3.4. Chemical exposure and ambient-temperature pressure cycling test

...

Pressure cycling is performed to the specified target pressures according to paragraph **2.2. of this Annex** at 20 ( $\pm 5$ ) °C for the specified numbers of cycles. The glass wool pads are removed and the container surface is rinsed with water the final 10 cycles to specified final target pressure are conducted."

## 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	Mr. David Sutula (USA) Phone : +1 202 366 32 73 Fax : +1 202 493 29 90 e-mail : david.sutula@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 2016	Japan
Three-dimensional H-point machine	Mr. Richard Damm (Germany) Phone: +49 228 300 4301 Fax: +49 228 300 807 4301 Email: richard.damm@bmvi.bund.de	[...]	