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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-SECOND SESSION

(10 - 13 December 2002)

1. GRSP held its thirty-second session from 10 December (afternoon) to 13 December 2002 (morning) under the chairmanship 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): Australia; Belgium; Canada; Czech Republic; Finland; France; Germany; Hungary; Italy; Israel; Japan; the Netherlands; Norway; the Russian Federation; Spain; Sweden; the United Kingdom; the 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 Touring Alliance / International Automobile Federation (AIT/FIA); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); European Association of Automotive Suppliers (CLEPA); Consumers International (CI); European Enhanced Vehicle-safety Committee (EEVC).

2. The documents without a symbol distributed during the session are listed in annex 1 to this report.

A. 1998 AGREEMENT

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

Documentation: Informal documents Nos. 5 and 7 of annex 1 to this report.

3. The expert from Japan informed GRSP that his Government had established a national regulation for pedestrian head protection, which Japan intended to harmonize with a future gtr under the 1998 Agreement, if adopted. He said that the main details of the national regulation as well as the calendar for its implementation were included in informal document No. 5.

4. The expert from Japan, in his quality as Chairman of the informal group on pedestrian safety, presented the report of the first meeting of the informal group held in Paris on 4 and 5 September 2002 (informal document No. 7). The Chairman assured GRSP experts that the informal group would consider any comments and suggestions received. He informed GRSP that the second meeting was held in Geneva on 10 December, the next meeting was scheduled for 15 and 16 January 2003 in Spain, and that, in the middle of May 2003, the informal group would have another meeting. Finally, he offered to report to GRSP on the progress of the work during the June 2003 session.

A.2. Draft global technical regulation on lower anchorages and tethers for child restraints

5. The Chairwoman reminded GRSP that the Executive Committee of the 1998 Agreement had requested that the Working Party begin work on the development of a gtr on lower anchorages and tethers for child restraints. However, at that point, there was neither a technical sponsor nor a formal proposal for the development of the gtr. GRSP experts advocated the completion of the work on ISOFIX provisions for Regulations Nos. 14, 16 and 44 before beginning the development of the gtr. The representative of the United States highlighted the importance of reconsidering some of the provisions in the current proposal for amending the above-mentioned ECE Regulations in light of global harmonization. The Chairwoman indicated that GRSP would keep this item on its agenda for the time being and would request guidance from the Executive Committee of the 1998 Agreement and WP.29 on how to proceed with the development of a gtr, given that the current proposals for amending the Regulations on this subject would diverge in many respects from the existing United States of America and Canadian regulations.

6. The expert from the United States of America informed GRSP about the progress of work on child safety in his country and said that two child restraint system rules were published in the Federal Register. The first was published on 1 October 2002, and it amended Federal Motor Vehicle Safety Standard (FMVSS) No. 213, including existing requirements on format, location, and content of the labeling and written instructions that accompany child restraints. The second was published on 6 November 2002, and was a Consumer Information Safety Rating Program of child restraints, part of the New Car Assessment Program (NCAP). He said that these notices were available at the following web address link:

[http://www.nhtsa.dot.gov/cars/rules/rulings/CRS-Rate/Final Note/TREADShell2.html](http://www.nhtsa.dot.gov/cars/rules/rulings/CRS-Rate/Final%20Note/TREADShell2.html). He also said that a new law (Anton's Law) was passed, requiring the United States of America Department of Transportation to address additional issues on child safety (also available at the following web address link: <http://thomas.loc.gov> (Bill number HR 5504) and http://www.nhtsa.dot.gov/nhtsa/Cfc_title49/doc_107_318.htm).

A.3. Draft global technical regulation on door retention components

7. The Expert from the United States of America informed GRSP that the informal group had met twice under the chairmanship of his country and that it intended to meet at least once before the next GRSP session, where a more detailed progress report would be provided. He reported that the informal meetings had been fruitful focusing on the potential requirements of a gtr and facilitating an exchange of information on new research and test data, which could improve the current ECE Regulation No. 11 and the regulations in the United States of America and Canada. He also indicated that reports highlighting new full system test procedures and data were placed in the United States of America Department of Transportation docket and can be retrieved from <http://dms.dot.gov/search/searchFormSimple.cfm>; Docket number: NHTSA-1998-3705. The Chairwoman indicated that GRSP would look forward to a more extensive progress report at its next June session.

A.4. Draft global technical regulation on head restraints

Documentation: Informal document No. 11 of the thirty-first session.

8. The Chairwoman asked GRSP experts for reactions to informal document No. 11 of the previous session. The expert from the United States of America informed GRSP that, concerning the amendment of FMVSS No. 202, his country had received a considerable number of comments that were still under consideration. He announced that the final rulemaking would probably be put in the Federal Register by June 2003 and, that in the GRSP session of June 2003, he would report on this subject. The Chairwoman suggested considering informal document No. 11 at that session.

9. At the request of the expert from CLEPA, the Chairwoman clarified that the development of the draft Regulation concerning whiplash injury risk avoidance in rear-end accidents (under agenda item B.5.2.) was related in purpose. However, she indicated that, for the time being, the mandate for a gtr under the Program of Work of the 1998 Agreement was on head restraints and that consideration of rear impact requirements may take place at a later stage. On the whiplash injury risk avoidance subject, the expert from France announced that a proposal by EEVC could be available for the GRSP December 2003 session.

A.5. Exchange of views on side impact dummy

10. The expert from Australia, Chairman of the IHRA (International Harmonized Research Activities) side impact working group, made a presentation about the progress of harmonized research in this matter. He said that the next meeting of the informal group was scheduled for March 2003 in order to finish the draft test procedure. The validation test phase would be made during the 2003 - 2005 period and a draft gtr may be available after 2005. The secretariat was requested to place the presentation on the GRSP web page.

11. The experts from ISO and from the Netherlands (on behalf of the EEVC) made presentations on the development and performance of WorldSID and EUROSID2 (ES-2) dummies respectively, both available at the GRSP web page as "WorldSID Task Group and Design Team" and "Presentation of ES-2 dummy". The expert from OICA also made a presentation on the evaluation of ES-2, containing the OICA concerns with the current version of the ES-2. The expert from the Netherlands

replied to this concerns, providing a document containing the review of the OICA comments on ES-2 and addressing key issues raised by OICA regarding variation of performance criteria between ES-1 and ES-2, directional sensitivity, inter rib homogeneity, thorax damping characteristics and stiffness and interaction between body segments. Both presentations were made available in the GRSP web page. Finally, the expert from the United States of America made a presentation on additional testing to evaluate the performance of ES-2 with an improved back plate and to compare its performance with other dummies. He reported that the additional evaluations showed that the grabbing problems mentioned at the last session were eliminated. He offered to transmit the presentation to the secretariat to be put on the GRSP web page.

12. As a conclusion to the different presentations, GRSP agreed to continue the exchange of information regarding the evaluation of side impact dummies at the next GRSP session. GRSP also agreed to finalize, at its next session, consideration of the proposal by the Netherlands for the adoption of ES-2 as outlined in document TRANS/WP.29/GRSP/2002/11, under agenda B.1.7.

A.6. Exchange of views on crash compatibility

13. The expert from the United Kingdom, Chairman of the IHRA working group on compatibility, made a presentation about the general overview of the activities of the working group. He offered to provide a copy of it, to be placed at the GRSP web site.

14. The Chairwoman reminded GRSP that WP.29 had assigned to GRSP the task to work on the exchange of views on crash compatibility and requested the different experts working in this subject to share their research and conclusions. The expert from Australia pointed out the importance of OICA in all IHRA activities by furnishing even confidential information, without which it would had been impossible to develop the work mainly on this particular IHRA activity. The expert from the United States of America informed GRSP that this issue was one of the highest priorities of NHTSA for the next several years.

B. 1958 AGREEMENT

B.1. AMENDMENTS TO ECE REGULATIONS

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

Documentation: TRANS/WP.29/GRSP/2002/16; informal documents Nos. 12 and 15 of annex 1 to this report.

15. Due to the lack of time, GRSP agreed to consider this item in a future session.

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

Documentation: TRANS/WP.29/GRSP/2001/19/Rev.1; TRANS/WP.29/GRSP/2002/14; TRANS/WP.29/GRSP/2002/17; informal documents Nos. 3 and 15 of annex 1 to this report.

16. The expert from OICA withdrew his proposal of document TRANS/WP.29/GRSP/2002/14. Due to the lack of time, GRSP agreed to postpone the consideration of the other proposals to a future session.

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

Documentation: TRANS/WP.29/GRSP/1997/6/Rev.1; TRANS/WP.29/GRSP/2001/20; informal document No. 17 of annex 1 to this report.

17. Due to the lack of time, GRSP did not to consider this item.

B.1.4. Regulation No. 21 (Interior fittings)

Documentation: TRANS/WP.29/GRSP/1998/17.

18. Due to the lack of time, GRSP agreed to consider this item in a future session.

B.1.5. Regulation No. 29 (Cabs of commercial vehicles)

Documentation: TRANS/WP.29/GRSP/1998/13; TRANS/WP.29/GRSP/1999/1; TRANS/WP.29/GRSP/2001/3; TRANS/WP.29/GRSP/2002/18, informal documents Nos. 9, 16 and 19 of annex 1 to this report; informal documents Nos. 23 and 24 of the twenty-eight session, and informal document No. 7 of the twenty-ninth session.

19. The expert from the Russian Federation suggested to set out an informal group to deal with the amending of the Regulation and offered to chair it. GRSP agreed and requested the Chairwoman to inform WP.29 at its March 2003 session, in order to obtain its consent. The experts from the Czech Republic, France, Germany, Italy, Poland, Sweden, the United Kingdom, and OICA expressed their intention to participate in the work of the informal group. The expert from the Russian Federation said that, subject to the permission of WP.29, a series of tests would be conducted, and that the experts concerned would be informed about the date of the first meeting of the informal group.

B.1.6. Regulation No. 44 (Child restraints)

Documentation: TRANS/WP.29/GRSP/2001/13; TRANS/WP.29/GRSP/2002/10; TRANS/WP.29/GRSP/2002/13; informal documents Nos. 1, 2, and 14 of annex 1 to this report.

20. Due to the lack of time, GRSP did not to consider this item.

B.1.7. Regulation No. 95 (Lateral collision protection)

Documentation: TRANS/WP.29/GRSP/2002/11.

21. The expert from OICA clarified his position expressed during the thirty-first session. He requested the secretariat to correct paragraph 47. of the report of the above-mentioned session (TRANS/WP.29/GRSP/31) to read:

"47. The expert from OICA expressed his reservation to the proposal, and stated that additional validation"

22. GRSP noted that comparative presentation of dummies for lateral impact protection had been given under agenda item A.5. (see paras. 10 to 12 of this report). The experts from the Netherlands and the United Kingdom requested GRSP to adopt the proposal containing the new ES-2 dummy at the June 2003 session, and reminded that the adoption of the mobile deformable barrier specifications during the last GRSP session (TRANS/WP.29/GRSP/31, para. 48) needed to be combined with the adoption of the new ES-2 dummy.

B.2. ISOFIX

Documentation: TRANS/WP.29/GRSP/2001/14/Rev.2; TRANS/WP.29/GRSP/2001/15/Rev.2; TRANS/WP.29/GRSP/2001/16/Rev.2; TRANS/WP.29/GRSP/2002/1; TRANS/WP.29/GRSP/2002/2; TRANS/WP.29/GRSP/2002/8; TRANS/WP.29/GRSP/2002/21, TRANS/WP.29/GRSP/2002/22, TRANS/WP.29/GRSP/2002/23 informal documents Nos. 6, 8, 10, 10/Rev.1 and Rev.2, 11, 13, 20, 21, 22 and 22/Rev.1 of annex 1 to this report.

23. The expert from France informed GRSP that documents TRANS/WP.29/GRSP/2002/21, TRANS/WP.29/GRSP/2002/22, and TRANS/WP.29/GRSP/2002/23 were the French version of documents TRANS/WP.29/GRSP/2001/14/Rev.2; TRANS/WP.29/GRSP/2001/15/Rev.2; and TRANS/WP.29/GRSP/2001/16/Rev.2, and that the proposals contained in documents TRANS/WP.29/GRSP/2002/1; TRANS/WP.29/GRSP/2002/2; and TRANS/WP.29/GRSP/2002/8 had been considered by the ISOFIX drafting group and incorporated into the revised proposals, when an agreement was reached.

24. The expert from France, at the request of the Chairwoman, provided the main differences between the revised proposals transmitted by France, on behalf of the informal group in charge of drafting the proposals (TRANS/WP.29/GRSP/2001/14/Rev.2, TRANS/WP.29/GRSP/2001/15/Rev.2, and TRANS/WP.29/GRSP/2001/16/Rev.2) and the previous versions discussed at the last GRSP session and highlighted the unresolved issues.

25. As concern the issues that were still opened, and following the consideration of the proposals, informal documents Nos. 6, 8, 10, 10/Rev.1 and Rev.2, 11, 13, 20, 21, 22 and 22/Rev.1 were introduced by different experts.

26. For Regulation No. 14, GRSP adopted the proposal of TRANS/WP.29/GRSP/2001/14/Rev.2 incorporating requested changes from informal documents Nos. 8 and 20. The adopted amendments to the proposal are reproduced in annex 2 to this report. GRSP agreed to transmit the amended

proposal to WP.29 and AC.1 for consideration at their June 2003 sessions as draft 06 series of amendments to Regulation No. 14.

27. For Regulation No. 16, GRSP adopted the proposal of TRANS/WP.29/GRSP/2001/15/Rev.2 incorporating changes proposed in informal document No. 13. The adopted amendments to the proposal are reproduced in annex 3 to this report. GRSP agreed to transmit the amended proposal to WP.29 and AC.1 for consideration at their June 2003 sessions as draft Supplement 15 to the 04 series of amendments to Regulation No. 16.

28. For Regulation No. 44, GRSP adopted the proposal of TRANS/WP.29/GRSP/2001/16/Rev.2 incorporating changes proposed in informal documents Nos. 6, 10, 10/Rev.1 and Rev. 2, 11, 13, 21,22, and 22/Rev.1. The adopted amendments to the proposal are reproduced in annex 4 to this report. GRSP agreed to transmit the amended proposal to WP.29 and AC.1 for consideration at their June 2003 sessions as draft Supplement 5 to the 03 series of amendments to Regulation No. 44. Given the efforts by WP.29 to improve the quality of drafting of Regulations, it was also agreed that WP.29 ought to decide on the inclusion within the text of this Regulation of a sentence highlighting an agreed policy on misuse tests in other Regulations. The sentence was kept in square brackets, and the Chairwoman was requested to seek a decision from WP.29 on this issue, leading either to the removal of the square brackets or the deletion of the sentence and the inclusion of its content in the report of GRSP.

29. GRSP fully debated several aspects concerning proposed head excursion limits. On one hand, there was a desire not to have a special extra test to cater for an unintended use mode. On the other hand, there was a recognition that the situation with the introduction of group 1 forward facing ISOFIX child restraint systems for children was unique, given the large number of cars that would be equipped with two lower anchorages only. The decision adopted was as follows: the test with top tether should require a limit on forward head movement of 500 mm. Exceptionally this test should be supplemented with an extra test (to cater for misuse) using only the two lower anchorages (with the anti-rotation device not in use), where the limit on forward movement would be 550 mm. GRSP was clear that such a test in no way implied the CRS could be used with only two lower anchorages in practice, as vehicle seats varied and the performance and consequences could not be safely predicted; the warnings in CRS and vehicle handbooks should emphasize the importance of using the anti-rotation device. The group also made it clear that the acceptance of an extra test, given the unique circumstances associated with the introduction of ISOFIX, should not set a precedent for the wider introduction of special tests in Regulations to cater for misuse modes generally. They agreed that this requirement proposed in paragraph 7.1.4.1.10.1.2. should be subject to review five years after the entry into force of the proposed draft Supplement 5 to the 03 series of amendments to Regulation No. 44, followed by a possible revision.

30. As concerns the introduction of a new class B1 ISOFIX child restraint system, affecting Regulations Nos. 16 and 44 (informal document No. 11), GRSP agreed to give more time to the experts for considering the proposal, and decided that, if the proposal would be adopted in the GRSP June 2003 session, it should be considered as a Corrigenda to the proposals for amendments to Regulations Nos. 16 and 44 agreed at the current session (see paras. 26, 27, and 28). GRSP requested the secretariat to distribute informal document No. 11 with an official symbol for consideration at its next session.

31. Relating to the minimum number of ISOFIX positions to be provided (TRANS/WP.29/GRSP/2001/14/Rev.2, paras. 5.3.10. to 5.3.10.6.), the expert from the United Kingdom requested to include in this report that the agreement reached on the number of positions did not indicate that it was a permanent agreement and that it would need to be reconsidered by GRSP in a maximum of one year time. The expert from the United States of America supported this declaration given that the regulation of his country required two seating positions fully equipped with ISOFIX (i.e., two lower anchorages and a tether anchorage) and another seating position to have a tether anchorage. Further, he insisted that all the concerns raised by the different experts should be taken into account for the elaboration of the corresponding gtr, reopening the discussion of these items. He made it clear that the compromises reached for the amendment of the three Regulations, including less stringent strength requirements for anchorages and no provisions for both flexible and rigid attachments on child seats, did not imply that the same solution would be accepted for the gtr. He also insisted that in the same document, paragraph 6.6.5.1. would probably need to be reviewed, taking into account the seat anchorages prescriptions of Regulation No. 17.

32. The expert from Japan suggested that in order to facilitate the installation of the child restraint fixture (CRF), adding at the end of paragraph 5.3.10.1. of TRANS/WP.29/GRSP/2001/14/Rev.2 the possibility to allow the removal of the side, back and top frames of the child restraint fixture (CRF) and, if necessary, to permit that the height of the CRF be 560 mm. He explained to GRSP that FMVSS No. 225 had a similar prescription covering certain vehicles, mainly sport and 2 + 2 passenger cars, in which the height of 720 mm of the CRF was inappropriate. He also said that his concerns also applied to the dimension of 650 mm of figure 2 of paragraph 4.2. of informal document No. 11. He suggested that GRSP should consider these prescriptions for a better harmonization. After the consideration of this issue, the Chairwoman concluded that in the June session a solution should be sought.

33. The expert from Israel made a presentation about injuries to children in forward facing child restraints. As its main conclusion, he requested to introduce the non-rigid ISOFIX anchorages, as an alternative. At the request of GRSP he said that his country was considering its involvement in the activities of WP.29 and its accession to both the 1958 and 1998 Agreements. As concerns the possibility of introduction of the non-rigid ISOFIX anchorages as an alternative, it was generally accepted that this issue should be considered for the elaboration of the gtr.

B.3. ACCELERATION TEST DEVICES

Documentation: TRANS/WP.29/GRSP/2000/3; TRANS/WP.29/GRSP/2000/12; TRANS/WP.29/GRSP/2001/2; TRANS/WP.29/GRSP/2002/15, informal document No. 5 of the thirty-first session.

34. Due to the lack of time, GRSP did not consider this item and agreed to discuss it at the June 2003 session. Experts were kindly requested to bring their copies of informal document No. 5 of the thirty-first GRSP session for its consideration.

B.4. ELECTION OF OFFICERS

35. Following the announcement made by the secretariat on Tuesday 10 December 2002 and in compliance with Rule 27 of the Rules of Procedure of WP.29 (TRANS/WP.29/690), GRSP called the election of officers on Wednesday 11 December 2002 and re-elected Ms. J. Abraham (United States

of America) as Chairwoman for the two sessions scheduled for year 2003. Ms. J. Abraham thanked GRSP for its confidence.

B.5. OTHER BUSINESS

B.5.1. Exchange of information on national and international requirements on passive safety

36. GRSP acknowledged that the expert from Japan had introduced the national legislation on pedestrian safety under agenda item A.1. (see para. 3 above).

B.5.2. New draft Regulation concerning whiplash injury avoidance in rear-end accidents

37. GRSP noted that the expert from France had announced a proposal for a draft Regulation by EEVC and that it should be transmitted for consideration at the GRSP December 2003 session (see para. 9 above).

B.5.3. Restraining of children travelling in buses and coaches

38. Due to the lack of time, GRSP did not consider this item.

B.5.4. Collective amendments to Regulations Nos. 11, 12, 14, 16, and 17

Documentation: TRANS/WP.29/GRSP/2002/20

39. Due to the lack of time, GRSP did not consider the proposal transmitted by the expert from OICA, proposing the deletion of the ECE approval marking in the concerned Regulations.

B.5.5. Amendments to the specifications of SAE J826 concerning the 3-D H machine

Documentation: Informal document No. 4 of annex 1 to this report.

40. The expert from Australia informed GRSP that SAE J826 standard had been modified in June 2002, and the 3-D H machine defined there had been substantially modified and replaced by the new HPM-II manikin. He said that the 3-D H machine was used in several regulations all over the world and is intended to determine and specify the seating reference positions for occupants. He also informed GRSP that SAE would only offer the new HPM-II manikin and that the 3-D H machine would not be available any more (informal document No. 4).

41. GRSP experts expressed their concerns regarding this subject and it was agreed to contact SAE in order to obtain clear information concerning the availability of the current 3-D H machine used in the Regulations. Nevertheless, the Chairwoman expressed her intention to report on this issue to WP.29 at its March 2003 session, and to take the opportunity of the presence of the SAE expert in the session to obtain updated information. GRSP agreed on the importance of the subject and approved to continue consideration of the issue at its June 2003 session.

B.5.6. Regulation No. 114 (Replacement airbag systems)

Documentation: Informal document No. 18 of annex 1 to this report

42. Due to the lack of time GRSP did not consider the proposal for a Corrigendum to the Regulation that had been transmitted by the expert from the Czech Republic.

TIBUTE TO Mr. R. LOWNE

43. The expert from the United Kingdom informed GRSP that Mr. R. Lowne, the expert from EEVC, was participating for the last time in GRSP due to his near retirement, after over twenty years of high-level scientific work and collaboration with GRSP. GRSP thanked Mr. R. Lowne for his contribution to its work and wished him a long, happy and merited retirement. Mr. R. Lowne replied with thanks to GRSP and expressed his satisfaction for having seen a considerable part of his research work put in force in various Regulations.

AGENDA FOR THE NEXT SESSION

44. GRSP did not consider the possible provisional agenda of the thirty-third session to be held in Geneva from 2 June (14.30 h) to 6 June (17.30 h) 2003 1/. However, the following proposal is put forward by the secretariat.

A. 1998 Agreement

A.1. Draft global technical regulation on pedestrian safety

A.2. Draft global technical regulation on anchorages and tethers for child safety seats

A.3. Draft global technical regulation on door retention components

A.4. Draft global technical regulation on head restraints

A.5. Draft global technical regulation on side impact dummy

B. 1958 Agreement

B.1. Amendments to ECE Regulations (1958 Agreement)

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

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

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

B.1.4. Regulation No. 21 (Interior fittings) development

B.1.5. Regulation No. 29 (Cabs of commercial vehicles) development

- B.1.6. Regulation No. 44 (Child restraints) development
- B.1.7. Regulation No. 95 (Lateral collision protection) development
- B.2. ISOFIX
- B.3. ACCELERATION TEST DEVICES
- B.4. OTHER BUSINESS
 - B.4.1. Exchange of information on national, regional and international requirements on passive safety
 - B.4.2. Sled test procedure for the dummy test in rear impacts
 - B.4.3. Restraining of children travelling in buses and coaches
 - B.4.4. Collective amendments to Regulations Nos. 11, 12, 14, 16, and 17
 - B.4.5. Amendments to the specifications of SAE J826 3-DH machine
 - B.4.6. Amendments to Regulation No. 114 (Replacement airbag systems)

1/ As part of the secretariat's efforts to reduce expenditure, all the official documents distributed prior to the session by mail 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 1LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL
DURING THE SESSION

No.	Transmitted By	Agenda Item	Language	Title
1.	Technical Services Group	B.1.6.	E	Proposal for draft amendments to Regulation No. 44
2.	Technical Services Group	B.1.6.	E	Proposal for draft amendments to Regulation No. 44
3.	Australia	B.1.2.	E	Front seat-belt assemblies mounted on rearward hinged rear doors
4.	Australia	B.5.5.	E	Amendments to the specification of the SAE J826 3-D H-point machine
5.	Japan	A.1.	E	Establishment of regulation for pedestrian safety in Japan
6.	OICA	B.2.	E	ISOFIX - Amendments to Regulation 44
7.	Japan	A.1.	E	Report of the first meeting of the informal group on pedestrian safety
8.	OICA	B.2.	E	ISOFIX - Amendments to Regulation 14
9.	OICA	B.1.5.	E	ECE Regulation 29 - Cabs of commercial vehicles
10., Rev.1, and Rev.2	CLEPA	B.2.	E	CLEPA proposal for text for the new paragraph 4.9. to replace that as proposed in TRANS/WP.29/GRSP/2000/16/Rev.2

No.	Transmitted By	Agenda Item	Language	Title
11.	CLEPA	B.2.	E	CLEPA proposal for revision to the specifications to the child restraint systems envelopes as specified in TRANS/WP.29/GRSP/15/Rev.2 and the relevant cross references in TRANS/WP.29/GRSP/2001/16/Rev.2
12.	OICA	B.1.1.	E	OICA proposal for amendment to ECE R14
13.	Germany	B.2.	E	Proposal for draft amendment to Regulations 14, 16, 44 (ISOFIX) transmitted by the expert from Germany
14.	Germany	B.1.6..	E	Proposal for draft amendment to Regulation No. 44
15.	Japan	B.1.1. and B.1.2.	E	Comparison of vehicle categories under Japanese regulations with ECE (Additional information for TRANS/WP.29/GRSP/2002/16 and TRANS/WP.29/GRSP/2002/17
16.	Germany	B.1.5.	E	Proposal for draft 03 series of amendments to Regulation No. 29 (Cabs of commercial vehicles)
17.	Czech Republic	B.1.3.	E	Draft amendments to Regulation No. 17
18.	Czech Republic	B.5.6.	E	Proposal for a draft Corrigendum to doc. TRANS/WP.29/881 on the draft Regulation: Approval of replacement airbag systems etc.
19.	Czech Republic	B.1.5.	E	Position to the draft amendment to Regulation No. 29 Rev.1 transmitted by the United Kingdom to the 32nd meeting of GRSP for consideration
20.	France and OICA	B.2.	E	Amendments to informal document No. 8

No.	Transmitted By	Agenda Item	Language	Title
21.	CLEPA	B.2.	E	Amendments to document TRANS/WP.29/GRSP/2001/16/Rev.2
22., and Rev.1	Drafting group	B.2.	E	Proposal for ISOFIX dynamic tests
--	Australia	A.5.	E	IHRA side impact working group status report
--	OICA	A.5.	E	OICA presentation to the 32 GRSP regarding evaluation of ES-2
--	ISO	A.5.	E	WorldSID Update
--	Israel	B.2.	E	Injuries to children in forward facing child restraint
--	EEVC	A.5.	E	Presentation of ES-2 dummy
--	EEVC	A.5.	E	Review of OICA comments on ES-2 dummy

Annex 2

AMENDMENTS TO DOCUMENT TRANS/WP.29/GRSP/2001/14/Rev.2
ADOPTED BY GRSP AT ITS THIRTY-SECOND SESSION

Paragraph 1., amend to read:

" of categories M and N.

It also applies to ISOFIX anchorages systems and ISOFIX top tether anchorages intended to ISOFIX child restraint systems installed in vehicles of category M1. N1 vehicles fitted with ISOFIX anchorages "

Paragraph 2.31., replace the reference to "figure 5" to "figure 6":

Paragraph 5.2.2.1. (new), amend to read:

"5.2.2.1. Any ISOFIX anchorage system and any top tether anchorage shall enable the vehicle, in normal use, to comply with the provisions of this Regulation.

Any ISOFIX anchorages system and ISOFIX top tether anchorage which could be added on any vehicle shall also comply with the provisions of this Regulation. Consequently, such anchorages shall be described on the application document for type approval."

Paragraph 5.2.3.2. (new), amend to read:

" than 120 mm behind the design H-point as determined "

Paragraph 5.2.3.6. (new), amend to read:

"5.2.3.6. Each ISOFIX low anchorage bar (when deployed for use) or each permanently installed guidance device shall be visible, without the compression of the seat cushion or seat back, when the bar or the guidance device is viewed, in a vertical longitudinal plane passing through the centre of the bar or of the guidance device, along a line making an upward angle of 30 degrees with a horizontal plane.

As an alternative to the above requirement, the vehicle shall be permanently marked adjacent to each bar or guidance device. This marking shall consist in one of the following, at the choice of the manufacturer."

Insert new paragraphs 5.2.3.6.1. and 5.2.3.6.2., to read:

"5.2.3.6.1. As a minimum, the symbol of annex 9, figure 12 consisting of a circle with a diameter of minimum 13 mm and containing a pictogram, meeting the following conditions:

- a) the pictogram shall contrast with the background of the circle;
- b) the pictogram shall be located close to each bar of the system;

5.2.3.6.2. The word "ISOFIX" in capital letters of at least 6 mm height."

Paragraph 5.2.4.2. (new), delete the words "and probe".

Paragraph 5.2.4.4. (new), amend to read:

"5.2.4.4. The ISOFIX top tether anchorage shall have figure 3. Clearance shall to it. For each ISOFIX top tether anchorage under a cover, the cover shall be identified by for example one of the symbols or the mirror image of one of the symbols set out in figure 13 of annex 9; the cover shall be removable without the use of tools."

Insert a new paragraph 5.3.10.6., to read:

"5.3.10.6. Notwithstanding the provision of the paragraph 5.3.10.1., convertible vehicles as defined in annex 7, paragraph 8.1. of the Consolidated Resolution on the Construction of Vehicles (R.E.3) */ with more than one seat row shall be fitted with at least two ISOFIX low anchorages. In case where an ISOFIX top tether anchorage is provided on such vehicles, it shall comply with the suitable provisions of this Regulation.

*/ Document TRANS/WP29/78/Rev.1/Amend.2"

Paragraph 6.6.5.1. (new), the note, amend to read:

"NOTE: this test does not have to be performed in case of any anchorage of the vehicle seat belt "

Paragraph 14.2., amend to read:

"14.2. As from 2 years after the entry into force of the 06 series of amendments to this Regulation, Contracting parties applying this Regulation shall grant ECE type approvals only if the requirements of this Regulation, as amended by the 06 series of amendments, are satisfied."

Paragraph 14.3., amend to read:

"14.3. As from 7 years after the entry into force of the 06 series of amendments to this Regulation, Contracting parties applying this Regulation may refuse to recognize approvals which were not granted in accordance with the 06 series of amendments to this Regulation."

Annex 9,

Insert new figures 12 and 13, to read:

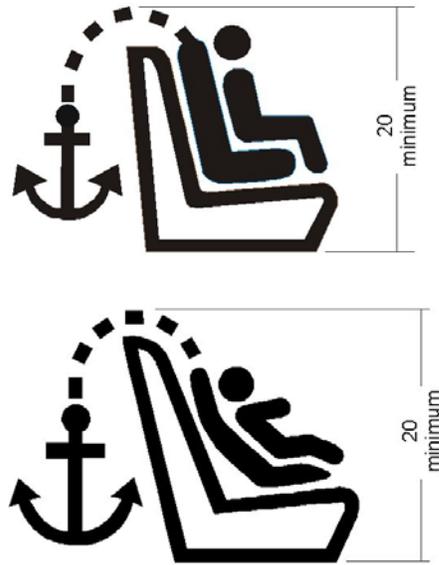
"



Notes:

1. Drawing not to scale.
2. Symbol may be shown in mirror image.
3. Colour of the symbol at choice of manufacturer.

Figure 12 — ISOFIX low anchorage symbol



Notes:

1. Dimensions in mm
2. Drawing not to scale
3. The symbol shall be clearly visible either by means of contrast colours or by adequate relief if it is moulded or embossed.

Figure 13: Symbol used to identify the location of a top tether anchorage that is under a cover"

Annex 3

AMENDMENTS TO DOCUMENT TRANS/WP.29/GRSP/2001/15/Rev.2
ADOPTED BY GRSP AT ITS THIRTY-SECOND SESSION

Paragraph 2.37., amend to read:

"2.37. "Child restraint fixture" (CRF) means to one out of the seven ISOFIX size from figure 1 to figure 6 in the previous" "

Paragraph 15.1.1., amend to read:

"15.1.1. As from the official date of entry into force of Supplement 15 to the 04 series of amendments, no Contracting Party as amended by Supplement 15 to the 04 series of amendments."

Paragraph 15.1.2., amend to read:

"15.1.2. As from 2 years after the enter into force of Supplement 15 to the 04 series of amendments to this Regulation, Contracting Parties applying this Regulation shall grant ECE approvals only if the requirements of this Regulation, as amended by Supplement 15 to the 04 series of amendments are satisfied."

Paragraph 15.1.3., amend to read:

"15.1.3. As from 7 years after enter into force of Supplement 15 to the 04 series of amendments to this Regulation, Contracting Parties applying this Regulation may refuse to recognize approvals which were not granted in accordance with Supplement 15 to the 04 series of amendments to this Regulation."

Annex 17, appendix 2,

Paragraph 2.5., amend to read:

"2.5. Push, towards ISOFIX anchorages system, on the center between the ISOFIX anchorages with a force of $100\text{ N} \pm 10\text{ N}$, applied parallel to the lower surface, and remove the force."

Paragraph 4.6., figure 6, correct the dimension of "915" to read "815"

Annex 4

AMENDMENTS TO DOCUMENT TRANS/WP.29/GRSP/2001/16/Rev.2
ADOPTED BY GRSP AT ITS THIRTY-SECOND SESSION

Paragraph 4.9. (new), amend to read:

"4.9. ISOFIX Marking

If the product includes ISOFIX attachments, the following information must be permanently visible to someone installing the restraint in a vehicle:

The ISO ISOFIX logo followed by the letter(s) that is/are appropriate for the ISOFIX size class(es) into which the product fits. As a minimum, a symbol consisting of a circle with a diameter of minimum 13 mm and containing a pictogram, the pictogram shall contrast with the background of the circle. The pictogram shall be clearly visible either by means of contrast colors or by adequate relief if it is molded or embossed.



B, C and F

The following information may be conveyed by pictograms and/or text. The marking must indicate:

- (a) The essential relevant steps needed for making the seat ready for installation. For example, the method of extending the ISOFIX latch system must be explained.
- (b) The position, function, and interpretation of any indicator must be explained
- (c) The position and if necessary the routing of top tethers, or other means of limiting seat rotation requiring action by the user, must be indicated using one of the following symbols as appropriate.



- (d) The adjustment of ISOFIX latches and the top tether, or other means of limiting seat rotation, requiring action of the user must be indicated.
- (e) The marking must be permanently attached and be visible to a user installing the seat.
- (f) Where necessary reference should be made to the child restraint user instructions and to the location of that document using the symbol below.



"

Paragraph 6.3.3.2.2., amend to read:

"6.3.3.2.2. No-Slack indicator

The ISOFIX top tether strap or the ISOFIX child seat shall be equipped with a device that will indicate that all slack has been removed from the strap. The device may be part of adjustment and tension relieving device."

Paragraph 7.1.4.1.9. (new), amend to read:

"7.1.4.1.9. A child restraint with a support leg shall be tested as follows:

- (a) In the case of semi-universal category to both its maximum and minimum adjustment compatible with the positioning of the trolley floor pan. During the tests

(b)

..... "

Paragraphs 7.1.4.1.10. to 7.1.4.1.10.2. (news), (both proposals B and C) amend to read:

"7.1.4.1.10. In the case of a child restraint making use of an ISOFIX anchorage system and anti-rotation device, if any, the dynamic test shall be carried out:

7.1.4.1.10.1. For ISOFIX CRS of size classes A and B :

7.1.4.1.10.1.1. with the anti-rotation device in use, and

7.1.4.1.10.1.2. without the anti-rotation device in use. This requirement does not apply when a permanent and non-adjustable support leg is used as an anti-rotation device.

[Note: The extra test specified in paragraph 7.1.4.1.10.1.2., [which should not set a precedent for the wider introduction of special tests in Regulations to cater for misuse modes generally,] is subject to review five years after the entry into force of this supplement [5] of 03 series of amendments to Regulation No. 44, followed by possible revision.]

7.1.4.1.10.2. For ISOFIX child restraint system of other size classes with the anti-rotation device in use."

Paragraph 7.1.4.1.1., figure 1, insert a reference to a footnote 5/ to the 550 dimension, and insert the corresponding footnote 5/, to read:

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

The proposal D for paragraph 8.2.4.3.4., was accepted.

Annex 6,

Paragraph 3.3.1.1., amend to read:

"3.3.1.1. The floor pan shall be rigidly mounted on the trolley. The height of the floor pan relative to the CR-point, dimension X 2/ in figure 2, shall be adjusted to meet the requirements of paragraph 7.1.4.1.9.

2/ The dimension X shall be of 210 mm with an adjustment range of ± 70 mm"
