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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

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-NINTH SESSION
(15 – 19 May 2006)**

1. GRSP held its thirty-ninth session from 15 (afternoon) to 19 (morning only) May 2006 under the chairmanship of Mr. G. Mouchahoir (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; Canada; Czech Republic; Finland; France; Germany; Hungary; Italy; Japan; Netherlands; Norway; Poland; Republic of Korea; Republic of South Africa; Russian Federation; Spain; Sweden; Switzerland; Turkey; United Kingdom; United States of America. Experts from the European Commission (EC) participated. Experts from the following non-governmental organizations participated: International Organization for Standardization (ISO), International Organization of Motor Vehicle Manufacturers (OICA); European Association of Automotive Suppliers (CLEPA); Consumers International (CI) and International Road Transport Union (IRU).

2. The informal documents 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: ECE/TRANS/WP.29/GRSP/2006/2; ECE/TRANS/WP.29/GRSP/2006/7; informal documents Nos. GRSP-39-5, GRSP-39-8, GRSP-39-12 and GRSP-39-16-Rev.1 of Annex 1 to this report

3. The Chairman of the informal working group on pedestrian safety reported on the progress GE.06-

achieved in the development of a draft gtr on pedestrian safety. He stated that the informal group agreed on the final proposal for the draft gtr as reproduced in ECE/TRANS/WP.29/GRSP/2006/2. He added that the group had proposed the best available leg test method, which is not perfect and has to be improved in future. He suggested that further research work would have to be done in order to improve the leg test methods concerned. GRSP supported that suggestion and invited IHRA to proceed to a detailed research on the upper leg (high bumper vehicles) versus the bonnet leading edge test methods. It was agreed to resume consideration of this subject at a future GRSP session, on the basis of study results by IHRA.

4. GRSP noted that the draft gtr did not contain provisions for the type approval procedure and that such administrative procedures would become, in future, part of a corresponding UNECE Regulation or EU Directive. GRSP considered in depth ECE/TRANS/WP.29/GRSP/2006/2. The expert from the United Kingdom noted that the mass of the child headform impactor was different from that in the corresponding European Union (EU) Directive. He also added that the provisions for the test method regarding the repeatability of the synthetic skin were omitted. Regarding the selected impact points on the bonnet for the child headform impactor, the expert from the Netherlands raised a reservation on the use of a "wrap around distance" (WAD) of 1700 mm, as this specification was also different than the present EU requirement (1500 mm). He also stated that the headform velocity, at the time of impact, was lower than that in the EU Directive. He underlined that less stringent values in the gtr could only be accepted, if there would be a clear political commitment by the Contracting Parties to assure that this loss in benefits would be minimized by other means or safety devices (such as brake assistance, collision avoidance systems, etc.). The expert from the European Commission reported on the current situation of consideration of Phase II of the corresponding EU Directive on pedestrian protection.

5. The experts from the EC and Japan presented GRSP-39-12 respectively GRSP-39-16-Rev.1 regarding the possible extension of the application of the gtr to vehicles greater than 2.5 tonnes. The expert from the United States of America introduced ECE/TRANS/WP.29/GRSP/2006/7 proposing amendments to the technical rationale and also to the extension of the applicability of the draft gtr. She noted that they could consider an upper limit of 4.5 tonnes gross vehicle mass for the applicability and recalled their technical reservations on the head and leg tests. Referring to GRSP-39-5, the expert from OICA raised concerns about the proposed amendments to the applicability, the upper legform to bumper and the head impact criterion (HIC). He added his preference to keep the text of ECE/TRANS/WP.29/GRSP/2006/2, as agreed by the informal group.

6. It was noted that the average unladen mass of vehicles had increased over the last years. A large number of delegations preferred to keep, as a first step, the initial application of the draft gtr to vehicles less than 2.5 tonnes and to agree on the gtr as soon as possible. The extension of the applicability of the gtr to other vehicles should be considered at a later step, subject to further studies and to the decisions by WP.29 and AC.3.

7. Concluding the discussion on this subject, the Chairman announced his intention to inform WP.29 at its June 2006 session about this policy related issue and to seek the advice of AC.3 regarding the applicability of the gtr. GRSP agreed to have a final review of the draft gtr at its next session in December 2006 on the basis of a revised document by the informal group. The Chairman invited the European Commission to resolve, on the European Union level, the pending issues and to prepare, as the sponsor of the gtr, the final report on the development of a gtr on pedestrian safety.

8. GRSP welcomed the status report (GRSP-39-8) by the Chairman of the Flex-PLI Technical Evaluation Group (Flex-TEG) on the development of a flexible pedestrian legform impactor. Regarding the need to establish a new informal group on this subject, GRSP agreed to postpone the final decision till its next session.

A.2. Draft global technical regulation (gtr) on head restraints

Documentation: ECE/TRANS/WP.29/GRSP/2006/12; informal document No. GRSP-39-14 of Annex 1 to this report.

9. GRSP noted the second progress report of the informal working group on head restraints (ECE/TRANS/WP.29/GRSP/2006/12). The Chairwoman of the informal group presented the draft third progress report of the informal group (GRSP-39-14). She invited all GRSP experts to send her their comments to be taken into account when finalizing the progress report for WP.29 and AC.3. She announced the intention of the informal group to finalize the draft gtr and expected to consider it in GRSP at its fifty-first session in May 2007.

10. Regarding the need to establish an informal working group on whiplash dummies and dynamic tests, GRSP agreed postpone the decision to its next session in December 2006, awaiting the completion of the related EEVC work.

A.3. Global technical regulation No. 1 (Door locks and door retention components)

Documentation: TRANS/WP.29/GRSP/2005/11.

11. The GRSP Chairman recalled the purpose of TRANS/WP.29/GRSP/2005/11 proposing amendments to resolve the pending definition of an auxiliary latch system. He suggested adopting these amendments at a later session, awaiting the final consideration by WP.29 regarding the clarification of the scope of UNECE Regulation No. 11.

A.4. Exchange of views on side impact

12. The expert from the United States of America informed GRSP that the rulemaking procedure of the new dummy was in a final process in her country. She stated that the ES-2re dummy would soon be federalized in the United States of America and that it could be incorporated into UNECE Regulations.

A.5. Exchange of views on vehicle crash compatibility

13. The expert from Germany volunteered to keep GRSP informed about the ongoing work EEVC Working Group 15. He announced a presentation on the status of research work at the next session. GRSP noted that the documentation on the research work could be consulted on the EEVC website at the following address: <http://www.eevc.org/wgpages/wg15/wg15index.htm>

A.6. Hydrogen and fuel cell vehicles – Subgroup on Safety (HFCV-SGS)

14. The Chairman informed GRSP about WP.29/AC.3's invitation to the gr sponsors (Germany, Japan and United States of America) to prepare a roadmap concerning the safety of hydrogen and fuel-cell vehicles for the GRSP Subgroup on hydrogen safety (see report ECE/TRANS/WP.29/1050, para. 91). He invited all interested experts to inform him about their interest in that subject.

B. 1958 AGREEMENT

B.1. Amendments to Regulations

B.1.1. Regulation No. 11 (Door latches and hinges)

Documentation: TRANS/WP.29/GRSP/2005/9 and Corr.1; informal documents Nos. GRSP-39-13 and GRSP-39-20 of Annex 1 to this report.

15. The EC expert recalled the purpose of TRANS/WP.29/GRSP/2005/9 to align the scope and requirements of Regulation No. 11 with those of global technical regulation No. 1. He also introduced GRSP-39-13 proposing to extend the scope of the Regulation to vehicles N₂ and N₃. A large number of delegations preferred to keep the initial scope (vehicles of categories M₁ and N₁) and raised reservations concerning the enlargement of the scope to vehicles of categories other than M₁ and N₁. GRSP agreed on the need to insert, in that case, transitional provisions and to prepare the proposal as a new series of amendments. Following the discussion, the EC expert presented a revised proposal (GRSP-39-20).

16. GRSP adopted TRANS/WP.29/GRSP/2005/9 and Corr.1 with the amendments as reproduced in Annex 2 to this report. Regarding the scope of the Regulation, it was agreed to keep category [N] in square brackets, subject to consideration and decision by WP.29. The secretariat was requested to transmit the adopted proposal to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft 03 series of amendments to Regulation No. 11.

B.1.2. Regulation No. 14 (Safety-belt anchorages)

Documentation: ECE/TRANS/WP.29/GRSP/2006/3; informal documents Nos. GRSP-39-1 and GRSP-39-6 of Annex 1 to the report.

17. The expert from OICA introduced ECE/TRANS/WP.29/GRSP/2006/3 concerning editorial corrections to the current provisions of the Regulation. The secretariat informed GRSP that the corrections to paragraphs 2.31., 5.3.10. to 5.3.10.6. and 5.3.11. had already been taken into account in the recently published Revision 4 of Regulation No. 14. GRSP adopted the proposed amendments to paragraph 14.3. and requested the secretariat to submit the adopted amendments to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Corrigendum 4 to the 06 series of amendments to Regulation No. 14.

18. GRSP welcomed GRSP-39-1 (tabled by Italy) proposing the mandatory fitting of safety-belt anchorages for Class II buses, mainly used for interurban services. The proposal received some

comments. The expert from Japan raised concerns on the proposal and requested a more detailed justification. Following the discussion, GRSP agreed to resume consideration of this subject at its next session, on the basis of a revised document by Italy.

19. The expert from Germany presented GRSP-39-6 concerning the potential misuse of top tether anchorages for ISOFIX child restraint systems. The proposal received some comments. The expert from OICA raised a study reservation. GRSP agreed to resume consideration of this subject at its next session on the basis of an official document, jointly prepared by Germany and OICA.

B.1.3. Regulation No. 16 (Safety-belts)

Documentation: TRANS/WP.29/GRSP/2004/26/Rev.1; TRANS/WP.29/GRSP/2005/16; TRANS/WP.29/GRSP/2005/18; ECE/TRANS/WP.29/GRSP/2006/4; informal documents Nos. GRSP-39-2-Rev.1, GRSP-39-15 and GRSP-39-17 of Annex 1 to this report.

20. The expert from Japan withdrew TRANS/WP.29/GRSP/2005/18. The expert from France provided an overview of TRANS/WP.29/GRSP/2004/26/Rev.1 concerning the installation of safety-belt reminders. He underlined the urgency of this subject and introduced a revised proposal (GRSP-39-17) taking into account the comments received at the previous GRSP session. The expert from Japan opposed the partial deactivation of the safety-belt reminders. Following the insertion of new transitional provisions, the expert from OICA preferred to adopt the amendments as a new series of amendments to Regulation No. 16. GRSP agreed to have, at its next session in December 2006, a final consideration of this subject on the basis of a consolidated document, jointly prepared by the experts from France, Japan and the United Kingdom, taking into account the general guidelines for transitional provisions (TRANS/WP.29/1044) and the amendments proposed in ECE/TRANS/WP.29/GRSP/2006/4.

21. Regarding the risk of interference of the tongue of the unbuckled belt with the interior components and the vehicle door, GRSP reconsidered TRANS/WP.29/GRSP/2005/16 and adopted the proposal with the amendment to paragraph 8.2.2.5.2. as reproduced below. The secretariat was requested to transmit the adopted proposal to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplement 18 to Regulation No. 16.

Paragraph 8.2.2.5.2., second indent, correct "and on the fixture" to read "or on the fixture".

22. The expert from CLEPA introduced GRSP-39-15 proposing some amendments to align the current text of the Regulation with alternative standards ISO 139 and ISO 105-B02. GRSP agreed to resume consideration of this subject at its next session, together with a proposal by CLEPA for similar amendments to Regulation No. 44. The secretariat was requested to distribute GRSP-39-15 with an official symbol (see ECE/TRANS/WP.29/GRSP/2006/14).

23. For the same purpose as mentioned in paragraph 18 (Class II buses), the expert from Italy presented GRSP-39-2-Rev.1 proposing 05 series of amendments to Regulation No. 16. The expert from Germany questioned if a new series of amendments was justified, as only a very small percentage of vehicles concerned. He preferred not to oblige safety-belts manufacturers to insert a new component marking and suggested to add an exemption to the transitional provisions. GRSP agreed to resume consideration of this subject at its next session on the basis of a revised document

by Italy, taking into account the comments by Germany.

24. GRSP agreed with the Chairman's suggestion to insert, if necessary, a new agenda dealing with the latter subject as collective amendments to all Regulations concerned.

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

Documentation: ECE/TRANS/WP.29/GRSP/2006/5.

25. The expert from the Russian Federation, chairing the informal group on Regulation No. 29, reported on the progress of work made at its informal meeting prior to GRSP proper. He introduced ECE/TRANS/WP.29/GRSP/2006/5 proposing to insert into the Regulation new test methods for the different categories of vehicles. Regarding the follow-up of the proposal, the expert from Sweden suggested to take it as a basis for the development of a new draft gtr under the 1998 Agreement. The expert from OICA welcomed this position. The expert from Sweden announced his intention to take the lead on this subject and announced to inform WP.29 at its November 2006 session. GRSP agreed to resume consideration of this subject at its next session in December 2006.

26. The GRSP Chairman thanked the informal group and the Russian delegation for the work done. He suggested that the informal group should meet again in Geneva, prior to the fortieth GRSP session. The secretariat was requested to explore the possibility to provide interpretation services for that purpose.

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

Documentation: ECE/TRANS/WP.29/GRSP/2006/6; ECE/TRANS/WP.29/GRSP/2006/9; informal documents Nos. GRSP-39-7 and GRSP-39-19 of Annex 1 to this report.

27. Regarding the adaptation of the weight prescriptions of the deceleration sleds according to the new requirements for ISOFIX systems, the Chairman recalled that GRSP already agreed on the amendments as reproduced in ECE/TRANS/WP.29/GRSP/2006/6. The expert from Japan raised the need to amend, as a consequence, the requirements of Regulation No. 16. GRSP adopted the document with the amendments reproduced below. The secretariat was requested to transmit the adopted proposal to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplement 3 to the 04 series of amendments to Regulation No. 44.

Annex 6, paragraph 1.1., correct the words "superior to" to read "greater than" (2 times).

28. The expert from CLEPA gave a presentation and reported on the results of an investigation concerning the increase of the horizontal plane requirement from 800 mm to 900 mm (ECE/TRANS/WP.29/GRSP/2006/9). GRSP noted a number of comments and reservations. The expert from CLEPA volunteered to undertake further investigations and to prepare, if necessary, a new proposal for consideration at the next GRSP session.

29. The expert from Germany introduced GRSP-39-7 concerning the need to clarify the provisions of Annex 16 to the Regulation with regard to the conformity of production procedure. GRSP agreed on the need and invited the expert from Germany to prepare an official document for

consideration at the next GRSP session.

30. GRSP noted a proposal by Japan to clarify the requirements for the acceleration sled pulse according to the specified corridor for the deceleration test device (GRSP-39-19). Referring to the discussion under agenda item B.1.8. (para. 33 below), the expert from Japan volunteered to take GRSP comments into account and to prepare a new proposal for consideration at the next session.

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

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

31. GRSP noted that WP.29 had resolved the problem raised by TRANS/WP.29/GRSP/2004/8 and agreed to remove the document from the agenda.

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

32. GRSP noted that, within the European Union, Australia, and Japan, there was no need to insert the revised ES-2 dummy (ES-2re) into UNECE Regulations as an interim solution and preferred to wait for the finalization of the WorldSID side-impact dummy. The expert from the United States of America expressed her disappointment about this position. GRSP agreed to remove this item from the agenda.

B.1.8. Acceleration test devices

Documentation: ECE/TRANS/WP.29/GRSP/2005/5/Rev.1; informal documents Nos. GRSP-39-9-Rev.1 and GRSP-39-18 of Annex 1 to this report.

33. Regarding the provisions for the inclusion of acceleration test devices into Regulation No. 16, the expert from Japan presented GRSP-39-9-Rev.1 on the feasibility study in his country. He also introduced GRSP-39-18 superseding ECE/TRANS/WP.29/GRSP/2005/5/Rev.1. GRSP welcomed those documents and noted some comments. GRSP agreed to have a final review on this subject at its next session on the basis of a revised proposal by Japan. For that purpose, all GRSP experts were invited to send their comments, in due time, to the Japanese delegation.

B.1.9. New draft Regulation on accessory or replacement seat covers

34. The expert from Germany volunteered to prepare a revised proposal for a new Regulation on accessory or replacement seat covers and announced to give a presentation at the next GRSP session. GRSP welcomed that suggestion and agreed to resume consideration of this subject at its fortieth session.

B.1.10. Consideration of scopes and common definitions

Documentation: ECE/TRANS/WP.29/GRSP/2006/8.

35. With regard to the clarification of the scopes of Regulations, GRSP considered ECE/TRANS/WP.29/GRSP/2006/8 tabled by OICA. The expert from the Netherlands stated that

the scopes of Regulations Nos. 14 and 16 were not coherent. GRSP agreed to align those scopes in a further step.

36. Regarding the scope of Regulation No. 44, GRSP noted a number of comments. The expert from France volunteered to prepare, together with CLEPA, a new proposal for consideration at the next GRSP session, taking into account the comments received.

37. GRSP adopted the proposed amendments of ECE/TRANS/WP.29/GRSP/2006/8, with the exception of part A.8. (amendments to Regulation No. 44). The secretariat was requested to transmit the adopted proposal to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplements to Regulations Nos. 14, 16, 17, 29, 32, 33, 42, 80, and 94.

B.1.11. REGULATION No. 17 (Strength of seats)

Documentation: ECE/TRANS/WP.29/GRSP/2006/10; informal documents Nos. GRSP-39-3 and GRSP-39-10 of Annex 1 to this report.

38. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSP/2006/10 proposing the use of acceleration test devices for the tests of seat strength and the test of luggage retention systems. The expert from OICA presented GRSP-39-10 regarding some additional amendments. GRSP adopted ECE/TRANS/WP.29/GRSP/2006/10 with the amendments as reproduced in Annex 3 to this report. The secretariat was requested to transmit the adopted proposal to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplement 3 to the 07 series of amendments to Regulation No. 17.

39. GRSP considered GRSP-39-3 (tabled by Italy) proposing to align the provisions of the Regulation with those of the corresponding EU Directive 2005/39/EC. The proposal received some comments. Following the discussion, the expert from Italy volunteered to revise the proposal and to submit it as an official document for consideration at the next GRSP session, taking into account the comments received.

B.1.12. REGULATION No. 80 (Strength of seats in buses and their anchorages)

Documentation: ECE/TRANS/WP.29/GRSP/2006/11; informal documents Nos. GRSP-39-4 and GRSP-39-11 of Annex 1 to this report.

40. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSP/2006/11 proposing the use of acceleration test devices with regard to the strength of seats for buses. GRSP noted the additional amendments of GRSP-39-11 (tabled by OICA) and adopted the proposal with the amendments as reproduced in Annex 4 to this report. The secretariat was requested to transmit the adopted proposal to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplement 3 to the 01 series of amendments to Regulation No. 80.

41. The expert from Italy presented GRSP-39-4 to align also Regulation No. 80 with EU Directive 2005/39/EC (see para. 39. above). The expert from Japan requested a more detailed justification and raised a concern on the amendments to the scope. Following study reservations raised by some delegations, all experts were invited to send their comments in due time to the Italian

delegation. GRSP agreed to resume consideration of this subject at its next session, on the basis of a revised document by Italy, taking into account the comments received.

C. BUSES AND COACHES

C.1. Frontal collision of buses and coaches

42. GRSP noted that there was no new information on this subject. The Chairman suggested keeping this issue on the agenda as an exchange of information.

C.2. Restraining of children travelling in buses and coaches

43. GRSP noted that there was no new information on this subject. The Chairman suggested keeping this issue on the agenda as an exchange of information.

C.3. Safety of wheelchair users in buses and coaches

44. GRSP noted that there was no new information on this subject. The Chairman suggested keeping this issue on the agenda as an exchange of information.

D. OTHER BUSINESS

D.1. Exchange of information on national and international requirements on passive safety

45. GRSP noted a presentation by the expert from Canada about a Canadian view on rear impact protection (see <http://www.unece.org/trans/main/wp29/wp29wgs/wp29grsp/grspinf39.html>).

AGENDA FOR THE NEXT SESSION

46. For its fortieth session, scheduled to be held in Geneva from 12 (14.30h) to 15 (12.30h) December 2006, GRSP agreed that the Chairman, in collaboration with the secretariat, would prepare the provisional agenda. 1/

1/ As part of the secretariat's efforts to reduce expenditure, all the official documents, as well as the informal documents, distributed prior to the session by mail or posted to the WP.29 website will not be available in the conference room for distribution to session participants. Delegates are kindly requested to bring their copies of documents to the meeting. With regard to the translated official documents, experts can now access the new public Official Documents System (ODS) at the website address: <http://documents.un.org>

Annex 1

LIST OF INFORMAL DOCUMENTS DISTRIBUTED DURING THE SESSION (GRSP-39-...)

| No. | Transmitted by | Agenda item | Language | Title | Follow-up |
|--------------|---------------------|-------------|----------|---|-----------|
| 1. | Italy | B.1.2. | E | Draft proposal for 07 series of amendments to Regulation No. 14 (Safety belt anchorages) | (a) |
| 2. | Italy | B.1.3. | E | Draft proposal for 05 series of amendments to Regulation No. 14 (Safety belts) | (a) |
| 3. | Italy | B.1.11. | E | Draft proposal for 08 series of amendments to Regulation No. 17 (Seats, their anchorages and head restraints) | (a) |
| 4. | Italy | B.1.12. | E | Draft proposal for 02 series of amendments to Regulation No. 80 (Strength of seats and their anchorages in buses) | (a) |
| 5. | OICA | A.1. | E | OICA comments on document GRSP/2006/7 presented by the USA | (a) |
| 6. | D/TSG | B.1.2. | E | Proposal for draft amendments to UNECE Regulation No. 14 | (a) |
| 7. | D/TSG | B.1.5. | E | Proposal for draft amendments to UNECE Regulation No. 44/04 | (a) |
| 8. | Japan | A.1. | E | Status report on Flexible pedestrian legform impactor Technical Evaluation Group (Flex-TEG) | (a) |
| 9.- Rev.1 | Japan | B.1.8. | E | Japan's feasibility study of ECE/TRANS/WP.29/GRSP2005/5/Rev.1 (UNECE Regulation No. 16) | (a) |
| 10. | OICA | B.1.11. | E | Proposal for draft amendments to Regulation No. 17 (Acceleration test devices) | (d) |
| 11. | OICA | B.1.12. | E | Proposal for draft amendments to Regulation No. 80 (Strength of seats and their anchorages in buses) | (d) |
| 12. | European Commission | A.1. | E | Proposal for draft amendments to draft global technical regulation on pedestrian protection | (a) |

| No. | Transmitted by | Agenda item | Language | Title | Follow-up |
|---------------|---------------------|-------------|----------|---|-----------|
| 13. | European Commission | B.1.1. | E | Proposal for draft amendments to Regulation No. 11 (Door latches and door retention components) | (a) |
| 14. | European Commission | A.2. | E | Third progress report of the informal group on head restraints (Draft) | (a) |
| 15. | European Commission | B.1.3. | E | Proposal for a draft amendment to Regulation No. 16 | (b) |
| 16.- Rev.1 | Japan | A.1. | E | Proposal for draft amendments to draft global technical regulation on pedestrian safety | (a) |
| 17. | France | B.1.3. | E/F | Proposal for Supplement 18 to the 04 series of amendments of Regulation No. 16 (Safety-belts) | (a) |
| 18. | Japan | B.1.8. | E | Draft amendments to ECE/TRANS/WP.29/GRSP/2005/5/Rev.1 (Regulation No. 16) | (a) |
| 19. | Japan | B.1.5. | E | Draft amendments to Regulation No. 44-04, Supplement 1 | (a) |
| 20. | European Commission | B.1.1. | E | Proposal for draft amendments to Regulation No. 11 | (d) |

Notes:

- (a) Consideration completed or superseded
- (b) Continue consideration at the next session with an official symbol
- (c) Continue consideration at the next session as informal document
- (d) Adopted with amendments

Annex 2

AMENDMENTS TO REGULATION No. 11 ADOPTED BY GRSP
AT ITS THIRTY-NINTH SESSION BASED ON TRANS/WP.29/GRSP/2005/9 and Corr.1
(see paragraph 16. of this report)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to **vehicles of categories M₁ and [N] with respect to latches and door retention components such as hinges and other supporting means on doors, which can be used for the entry or exit of the occupants.**"

New inserted paragraph 2.3., amend to read:

"2.3. "Auxiliary door latch" is a latch equipped with a fully latched position **with or without a secondary latch position**, and fitted to a door or door system equipped with a primary door latch system."

New paragraph 2.21., amend to read:

"2.21. "Primary door latch" is a latch equipped with both a fully latched position and a secondary latched position **and is designated as a "primary door latch" by the manufacturer. The manufacturer may not thereafter change such designation. Each manufacturer shall, upon request, provide information regarding which latches are "primary door latches" for a particular vehicle or make/model.**"

Paragraph 4.2., amend the figure "(02)" to read "(03)".

Paragraph 4.4.1., update footnote 1/.

Paragraphs 5.2.3., 5.3. and 5.4., should be deleted.

Renumber paragraph 13., amend to read:

"13. TRANSITIONAL PROVISIONS

13.1. As from the official date of entry into force of the 03 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by the 03 series of amendments.

13.2. Until 12 August 2012, Contracting Parties applying this Regulation shall continue to grant approvals to those types of vehicles which comply with the requirements of this Regulation as amended by the preceding series of amendments.

- 13.3. As from 12 August 2012, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 03 series of amendments.
- 13.4. No Contracting Party applying this Regulation shall refuse national or regional type-approval of a vehicle type approved to the 03 series of amendments to this Regulation.
- 13.5. Until 12 August 2012, no Contracting Party applying this Regulation shall refuse national or regional type-approval of a vehicle type-approved to the preceding series of amendments to this Regulation.
- 13.6. As from 12 August 2012, Contracting Parties applying this Regulation may refuse first national or regional registration (first entry into service) of a vehicle which does not meet the requirements of the 03 series of amendments to this Regulation.
- 13.7. As from 12 August 2012, approvals to this Regulation shall cease to be valid, except in the case of vehicle types which comply with the requirements of this Regulation as amended by the 03 series of amendments. "

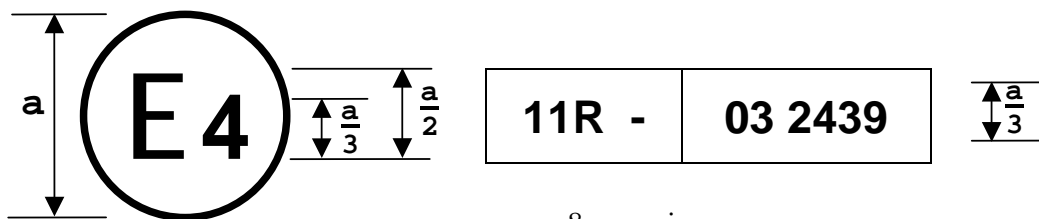
Annex 2, amend to read:

"Annex 2

ARRANGEMENTS OF APPROVAL MARKS

Model A

(See paragraph 4.4. of this Regulation)

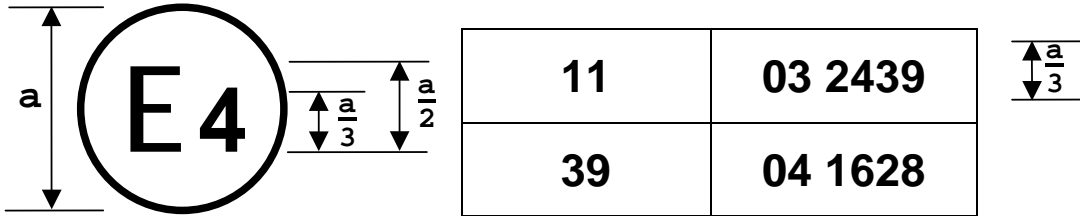


a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to door latches and door retention components, been approved in the Netherlands (E 4) pursuant to Regulation No. 11, as amended by the 03 series of amendments.

Model B

(See paragraph 4.5. of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to Regulation No. 11 as amended by the **03** series of amendments and Regulation No. 39, as amended by the 04 series of amendments 1/.

1/ The second number is given merely as an example."

Annex 3

AMENDMENTS TO REGULATION No. 17 ADOPTED BY GRSP
AT ITS THIRTY-NINTH SESSION BASED ON ECE/TRANS/WP.29/GRSP/2006/10
(see paragraph 38. of this report)

Paragraph 6.3.1., amend to read:

"6.3.1. A longitudinal horizontal deceleration or, **at the choice of the applicant**, acceleration of not less than 20 g shall"

Paragraph 6.3.2., amend to read:

6.3.2. A longitudinal deceleration or, **at the choice of the applicant**, acceleration in accordance with"

Annex 1,

Insert a new item 10., to read:

"**10. Type of device: deceleration/acceleration 2/**"

Items 10. to 21. (former), renumber as items 11. to 22.

Annex 7, paragraph 1.5., correct the figure "ISO 6487 (1980)" to read "ISO 6487 (**2002**)".

Annex 9,

Paragraph 3.1., amend to read:

"3.1. The body of the passenger car shall as described in paragraph 2.1. or 2.2., the passenger car body shall be decelerated or, **at the choice of the applicant**, accelerated such that the curve remains"

Appendix, the graph, amend the figure "Deceleration in g" to read "**g level**".

Annex 4

AMENDMENTS TO REGULATION No. 80 ADOPTED BY GRSP
AT ITS THIRTY-NINTH SESSION BASED ON ECE/TRANS/WP.29/GRSP/2006/11
(see paragraph 40. of this report)

Appendix 1, paragraph 3.4.2., amend to read:

"3.4.2. The deceleration or, **at the choice of the applicant**, acceleration of the trolley during the impact simulation shall

Annex 1,

Insert a new item 7., to read:

"7. **Type of device: deceleration/acceleration 2**/"

Items 7. to 16. (former), renumber as items 8. to 17.
