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

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I. Attendance

1. The Working Party on Passive Safety (GRSP) held its forty-eighth session from 7 to 10 December 2010 in Geneva, chaired by Mrs. S. Meyerson (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 and Amend.1): Belgium; Canada; China; Czech Republic; Finland; France; Germany; Hungary; India; Italy; Japan; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; South Africa; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland and United States of America. An expert from the European Commission (EC) participated. Experts from the following non-governmental organizations participated: International Organization of Motor Vehicle Manufacturers (OICA); European Association of Automotive Suppliers (CLEPA); Consumers International (CI), Foundation for the Automobile and Society (FIA Foundation) and International Motorcycle Manufacturers Association (IMMA).
2. The informal documents distributed during the session are listed in Annex I to this report.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSP/2010/27 and
ECE/TRANS/WP.29/GRSP/2010/27/Add.1,
Informal document No. GRSP-48-14

3. GRSP considered and adopted the agenda proposed for the forty-eighth session with the new agenda items 22(e) to 22(h) and 24 (ECE/TRANS/WP.29/GRSP/2010/27 and ECE/TRANS/WP.29/GRSP/2010/27/Add.1) as well as the running order (GRSP-48-14). The list of GRSP informal groups is contained in Annex VIII to this report.

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

Documentation: ECE/TRANS/WP.29/GRSP/2010/28

4. As requested by the expert from the United States of America, GRSP agreed to postpone the discussion on this agenda item at its May 2011 session.

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

Documentation: Informal documents Nos. GRSP-48-11, GRSP-48-12, GRSP-48-18, GRSP-48-19, GRSP-48-33 and GRSP-48-38

5. GRSP noted that the Executive Committee of the 1998 Agreement (AC.3) at its November 2010 session (see ECE/TRANS/WP.29/1087, para. 109) agreed to transmit to GRSP two proposals amending the terms of reference of the informal group on gtr No. 7 Phase 2 (GRSP-48-11 and GRSP-48-12). Accordingly, the Chair of the informal group, informed GRSP on the work progress of the group and its intention to focus on a revised work plan:

- (a) new height requirements;

- (b) a dynamic test to mitigate both short and long term whiplash injuries rather than on low and high test speed pulse;
- (c) evaluate dummies, their use and injury criteria to reflect high biofidelity human body mechanism in real world accidents.

6. He informed GRSP of his intention to submit a new proposal amending the terms of reference based on GRSP-48-33 (superseding GRSP-48-11 and GRSP-48-12), including the extension of the mandate of the group until 2013, to the World Forum for Harmonization of Vehicle Regulations (WP.29) and AC.3 at their March 2011 session. GRSP recommended that its experts provide comments onto GRSP-48-33 to the expert from Japan by January 2011.

7. GRSP also noted that three informal groups: (i) pole side impact, (ii) harmonization of side impact dummies and (iii) gtr No. 7 Phase 2, scheduled a joint meeting in Brussels for the week 28 February to 4 March 2011.

8. Finally, GRSP took note of GRSP-48-18, GRSP-48-19 and GRSP-48-38 tabled by the expert from India and agreed to keep them for reference in the agenda of its future sessions.

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

Documentation: ECE/TRANS/WP.29/GRSP/2010/4,
ECE/TRANS/WP.29/GRSP/2010/37,
Informal documents Nos. GRSP-48-23-Rev.1, GRSP-48-27,
GRSP-48-28 and GRSP-48-41

9. The expert from Japan made a presentation (GRSP-48-23-Rev.1) on the possible phases of introducing the flexible pedestrian legform (Flex-PLI) into the gtr and into the draft 01 series of amendment to the Regulation (1958 Agreement) on pedestrian safety. He also introduced ECE/TRANS/WP.29/GRSP/2010/37 (superseding ECE/TRANS/WP.29/GRSP/2010/4). The expert from OICA opposed the concept of options in a gtr. In order to avoid this problem, he proposed that introducing the Flex-PLI in the draft Regulation on pedestrian safety (1958 Agreement) be given priority and then align provisions of Phase 2 of the gtr, in order to fix dates for its mandatory use. Some GRSP experts argued that this could create a precedent that would hamper harmonization. GRSP agreed to seek guidance from WP.29 and AC.3 at their March 2011 sessions on this issue.

10. GRSP agreed to resume discussion at its May 2011 session on a revised proposal based on GRSP-48-41 (including all comments received and GRSP-48-28) to be prepared by the expert from Japan.

11. GRSP noted GRSP-48-27 aimed at clarifying the head form test procedure amended recently by Corrigendum 2 to the gtr. It was agreed to resume discussion at the May 2011 session of GRSP based on a proposal to be prepared by the expert from OICA.

VI. Side impact (agenda item 5)

A. Draft gtr on pole side impact (agenda item 5(a))

Documentation: ECE/TRANS/WP.29/AC.3/28,
Informal document No. GRSP-48-20

12. Referring to ECE/TRANS/WP.29/AC.3/28, the expert from Germany, on behalf of the Chair of the informal group on pole side impact test, introduced GRSP-48-20 including the first progress report of the group and its proposed terms of reference. He informed GRSP that the group scheduled several meetings for the year 2011: (i) week 28 February–4 March in Brussels, (ii) week 6–10 June in Washington DC and in (iii) September/October and December (dated unspecified).

13. GRSP agreed to provide comments on GRSP-48-20 in due time to the expert from Australia, in order to submit the proposal for preliminary consideration to WP.29 and AC.3 at their March 2011 sessions.

B. Harmonization of side impact dummies (agenda item 5(b))

Documentation: ECE/TRANS/WP.29/AC.3/28,
Informal document No. GRSP-48-40

14. The expert from the United States of America introduced the second progress report (GRSP-48-40) of the informal group on the harmonization of side impact dummies and announced its submission as an Informal document for preliminary consideration to WP.29 and AC.3 at their March 2011 sessions.

VII. Crash compatibility (agenda item 6)

15. The expert from France informed GRSP about a workshop on frontal impact and compatibility assessment research (FIMCAR), to be held in Brussels on 19 January 2011 and invited all GRSP experts to participate (see: <http://www.fimcar.eu/fimcar/wp-content/uploads/Invitation-FIMCAR-Workshop-20110119.pdf>). GRSP invited the expert from EC to provide a presentation on the ongoing activities of FIMCAR at the May 2011 session of GRSP.

VIII. Hydrogen and fuel cell vehicles (agenda item 7)

16. The expert from the United States of America informed GRSP on the progress of the subgroup on safety (SGS). She stated that the expected proposal regarding new safety requirements for hydrogen and fuel cells vehicles was not yet ready for consideration. She informed GRSP that a special task force meeting took place in November 2010 in Berlin where the participants discussed and tried to resolve outstanding issues on: (i) material compatibility, (ii) liquefied hydrogen system, (iii) electric safety and (iv) fire test. She added that another important issue would be the timing of the completion of the proposal for a gtr. She stated that the new plan of the subgroup on safety was to submit an official document for discussion at the December 2011 session of GRSP, in order to submit it to AC.3 for consideration and voting at its June 2012 session, instead of November 2011. She finally announced that the co-sponsors, Germany, Japan and the United States of America

would seek endorsement of WP.29 and AC.3 at their sessions in March 2011 for the revised action plan of SGS.

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

Documentation: ECE/TRANS/WP.29/GRSP/2010/16,
ECE/TRANS/WP.29/GRSP/2010/17,
ECE/TRANS/WP.29/GRSP/2010/29,
(Informal document No. GRSP-45-14)

17. Referring to ECE/TRANS/WP.29/GRSP/2010/29, the expert from OICA announced a new revised proposal including the transitional provisions proposed by the expert from the Czech Republic (GRSP-45-14) at the forty-fifth session of GRSP. The experts from OICA, the Netherlands and EC withdrew ECE/TRANS/WP.29/GRSP/2010/29, ECE/TRANS/WP.29/GRSP/2010/16 and ECE/TRANS/WP.29/GRSP/2010/17 respectively. GRSP agreed to resume discussion of this agenda item on the basis of a revised proposal to be prepared by the expert from OICA.

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

Documentation: ECE/TRANS/WP.29/GRSP/2010/30,
ECE/TRANS/WP.29/GRSP/2010/32,
ECE/TRANS/WP.29/GRSP/2010/33,
ECE/TRANS/WP.29/2010/120,
Informal documents Nos. GRSP-48-02, GRSP-48-15, GRSP-48-16,
GRSP-48-17, GRSP-48-25, GRSP-48-32, GRSP-48-35 and
GRSP-48-39

18. GRSP noted the decision of WP.29 at its November 2010 session to refer ECE/TRANS/WP.29/2010/120 back to GRSP for further consideration (ECE/TRANS/WP.29/1087, para. 3(c)) of the mandatory installation of a universal ISOFIX anchorage system in the front seat instead of the rear seat, under certain conditions. Accordingly, GRSP considered and adopted ECE/TRANS/WP.29/2010/120 amended by GRSP-48-39 (superseding GRSP-48-32 and GRSP-48-17) as reproduced in Annex II to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration and vote at their June 2011 sessions as draft Supplement 2 to the 07 Series of amendments to Regulation No. 14.

19. Following the presentation made by the expert from Germany on the marking of top tether (GRSP-48-16), GRSP adopted ECE/TRANS/WP.29/GRSP/2010/30 amended by GRSP-48-15, as reproduced in Annex II to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration and vote at their June 2011 sessions as part of (see. para. 18) draft Supplement 2 to the 07 Series of amendments to Regulation No. 14.

20. GRSP also considered and adopted ECE/TRANS/WP.29/GRSP/2010/32 (amended by GRSP-48-25) as reproduced in Annex II to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration and vote at their June 2011 sessions as draft Corrigendum 1 to Revision 4 to Regulation No. 14.

21. Referring to the possibility of installing side-facing seats, under certain conditions, the expert from Germany introduced ECE/TRANS/WP.29/GRSP/2010/33, GRSP-48-02 and GRSP-48-35. The expert from EC stated that research studies clearly demonstrated that side-facing seats could not provide best protection to occupants.

Accordingly, he recommended against installing child restraint systems on such type of seats.

22. GRSP agreed to resume discussion at its May 2011 session together with corresponding amendments to Regulations Nos. 16, 17 and 80, based on a revised proposal (encompassing ECE/TRANS/WP.29/GRSP/2010/32, GRSP-48-02 and GRSP-48-35) to be prepared by the experts from Belgium and Germany.

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

Documentation: ECE/TRANS/WP.29/GRSP/2010/34,
Informal documents Nos. GRSP-48-06 and GRSP-48-36

23. GRSP considered and adopted GRSP-48-06, as reproduced in Annex III to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration and vote at their June 2011 sessions as draft Corrigendum 2 to Revision 6 to Regulation No. 16.

24. Regarding the proposal (ECE/TRANS/WP.29/GRSP/2010/34) for amendments to Regulation No. 16 to reintroduce side-facing seats (see para. 22), GRSP agreed to resume discussion on this subject at its May 2011 session on the basis of a new proposal, including also GRSP-48-36, to be prepared by the experts from Belgium and Germany.

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

Documentation: ECE/TRANS/WP.29/GRSP/2009/15,
ECE/TRANS/WP.29/GRSP/2009/23,
ECE/TRANS/WP.29/GRSP/2009/24,
ECE/TRANS/WP.29/GRSP/2010/35
Informal document No. GRSP-48-37

25. GRSP agreed to defer discussion on ECE/TRANS/WP.29/GRSP/2009/15, ECE/TRANS/WP.29/GRSP/2009/23 and ECE/TRANS/WP.29/GRSP/2009/24 to its May 2011 session.

26. Following the discussion on side-facing seats (see paras. 22 and 24 above), GRSP agreed to resume discussion on the basis of a revised proposal (ECE/TRANS/WP.29/GRSP/2010/35, superseded by GRSP-48-37) amending Regulation No. 17, to be prepared by the experts from Belgium and Germany.

XIII. Regulation No. 22 (Protective helmets) (agenda item 12)

Documentation: Informal documents Nos. GRSP-48-21 and GRSP-48-22

27. GRSP noted a recent meeting of WP.29 secretariat with Asian Injury Prevention (AIP), FIA Foundation and the Global Road Safety Partnership (GRSP), where these three organizations suggested that WP.29 develop a new Resolution providing basic requirements for light-weight protective helmets to fit the needs of some Asian Countries (ECE/TRANS/WP.29/1087, para. 10).

28. The expert from the FIA Foundation introduced GRSP-48-21 and GRSP-48-22 aimed at developing a proposal of these basic requirements through an informal group. He stated that compliance to the current provisions of Regulation No. 22 led to: (i) production of heavy helmets providing little ventilation, (ii) quite high price of helmets in developing

countries, (iii) low usage of helmets in these countries, (iv) diffusion of counterfeit helmets which provide no protection to the motorcyclists and (v) financial and technical difficulties to implement technical services and conformity of production in developing countries. He also added that introducing lighter helmets through the above-mentioned resolution could be a first step towards the use of protective helmets conforming with the current provisions of Regulation No. 22 in these countries.

29. Some experts of GRSP expressed concerns on introducing alternative less stringent requirements to Regulation No. 22 that would compromise safety. In their opinion, this initiative could lead to a false sense of consumer protection and disharmonize already well-proved existing requirements. The expert from FIA Foundation pointed out that the objective of this effort was not to disharmonize with Regulation No. 22 but to promote helmet use in countries where protective helmets are not typically worn. In addition, GRSP noted that Regulation No. 22 does not prevent the construction of ventilated helmets.

30. Finally, GRSP agreed to resume discussion at its May 2011 session on the basis of a concrete proposal to be prepared by the expert from FIA Foundation and to keep GRSP-48-21 and GRSP-48-22 for reference only on the agenda of further sessions of GRSP.

XIV. Regulation No. 29 (Cab of a commercial vehicle) (agenda item 13)

31. The expert from the Russian Federation informed GRSP that studies were continuing in his country to evaluate the effects of load shifting forward, in collaboration with manufacturers. He invited all experts of GRSP to contribute to these studies with exchanges of information.

32. GRSP agreed to discontinue discussion on this item and remove it from the agenda until experts provide new proposals.

XV. Regulation No. 44 (Child restraint systems) (agenda item 14)

33. GRSP noted that no new information was available on this agenda item.

XVI. Regulation No. 80 (Strength of seats and their anchorages (buses)) (agenda item 15)

Documentation: ECE/TRANS/WP.29/GRSP/2010/36

34. Referring to the discussion held on side-facing seats (see paras. 22, 24 and 26) GRSP agreed to resume discussion on the corresponding proposal (ECE/TRANS/WP.29/GRSP/2010/36) of amendments to Regulation No. 80 at its May 2011 session.

XVII. Regulation No. 94 (Frontal collision) (agenda item 16)

Documentation: ECE/TRANS/WP.29/GRSP/2010/12,
ECE/TRANS/WP.29/GRSP/2010/31,
Informal documents Nos. GRSP-48-04-Rev.2 and GRSP-48-34

35. GRSP adopted ECE/TRANS/WP.29/GRSP/2010/31 (superseding ECE/TRANS/WP.29/GRSP/2010/12) amended by GRSP-48-34, as amended by Annex IV to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration and vote at their June 2011 sessions as draft Supplement 1 to the 02 series of amendments to Regulation No. 94.

36. GRSP also noted the decision of WP.29 at its November 2010 session to refer three corrigenda proposals on transitional provisions of Regulations Nos. 12, 94 and 95 back to GRSP for further consideration (see ECE/TRANS/WP.29/1087, para. 54). Finally, GRSP adopted 48-04-Rev.2 as reproduced in Annex IV to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration and vote at their June 2011 sessions as draft Corrigendum 1 to the 02 series of amendments to Regulation No. 94.

XVIII. Regulation No. 100 (Construction and functional safety of battery electric vehicles) (agenda item 17)

Documentation: Informal documents Nos. GRSP-48-01-Rev.1 and GRSP-48-10

37. The Chair of the group of interested experts on Rechargeable Energy Storage Systems (RESS) introduced GRSP-48-01-Rev.1 (superseding GRSP-48-10) concerning the terms of reference of the group. The experts from EC and the United Kingdom expressed concerns on the lack of clarity in the programme of work and on expert participation in the group and requested a clearer framework. GRSP recommended to all the Chairs of the informal groups to ensure traceability of expert mandates for their participation in the meetings. Moreover, GRSP requested all experts to provide comments on GRSP-48-01-Rev.1 to the Chair of the group to finalize a proposal at the May 2011 session of GRSP. Finally, GRSP agreed to preliminarily inform WP.29 at its March 2011 session on the basis of an informal document.

XIX. Collective amendments to Regulation Nos. 12, 14, 16, 17, 21, 25, 29, 32, 33, 80, 94, 95 and 114 (agenda item 18)

Documentation: ECE/TRANS/WP.29/GRE/2010/15 and
ECE/TRANS/WP.29/GRE/2010/15/Corr.1

38. As requested by the expert from CLEPA, GRSP agreed to defer discussion on this agenda item to its May 2011 session.

XX. Buses and coaches (agenda item 19)

39. The expert from the EC stated that he was aware of some legislative initiatives for mandatory fitting of child restraint systems in buses (i.e. the case with urban buses in Madrid). The expert from Spain proposed detailed information on this matter at the May 2011 session of GRSP.

XXI. Draft Regulation on pedestrian safety (agenda item 20)

Documentation: Informal document No. GRSP-48-09 and GRSP-48-09-Rev.1

40. The expert from Japan introduced GRSP-48-09 proposing to include the Flex-PLI into the draft Regulation with transitional provisions. Referring to the discussion on Phase 2 of the gtr on the same subject (see paras. 9–11), GRSP agreed to resume discussion at its May 2011 session on a revised proposal based on GRSP-48-09-Rev.1 (including all comments received) to be jointly prepared by the experts from Japan and the United Kingdom.

XXII. Draft new Regulation on child restraint systems (agenda item 21)

Documentation: ECE/TRANS/WP.29/GRSP/2010/38
Informal documents Nos. GRSP-48-24, GRSP-48-26, GRSP-48-30, GRSP-48-31 and GRSP-48-42

41. The Chair of the informal group on child restraints systems (CRS) introduced ECE/TRANS/WP.29/GRSP/2010/38 and the amendments agreed upon in the last meeting of his group convened on 8 December 2010, prior to the GRSP session. He also announced that the group needed a further meeting in February to complete the proposal. He added that one of the most relevant pending issues was support-leg contact volume requirement (Z axis direction) and that would likely be solved in that meeting. He clarified that the intention of the proposal was to provide Integral Universal ISOFIX Child Restraint Systems ("*ℓ*-Size") to the wider range of children's size. GRSP noted a presentation made by the expert from CLEPA regarding the side impact test proposed by the group (GRSP-48-26). Moreover, GRSP noted GRSP-48-24 and GRSP-48-30, transmitted for information to GRSP by the experts from International Consumers and CLEPA to endorse the work accomplished by the informal group.

42. The expert from the EC stated that, while supporting the work achieved to date, he continued to request strengthening of the frontal impact test on CRS. In this respect, he said that the mandate of the informal group should be extended by one year to continue discussion. The expert from the United States of America informed GRSP that according to benefit analysis studies in her country, increasing the severity of the test pulse may not necessarily translate into an significant increase in benefits. This analysis is based on a study of real-world crashes. She also noted that the test pulse in the US is more stringent than the test pulse in Regulation No. 44.

43. The majority of experts in GRSP, agreed not to delay adopting the draft proposal and to a two stages approach: (i) adoption of the current draft proposal at the May 2011 session of GRSP and (ii) develop definitions, performance criteria and test methods for ISOFIX non-Integral "Universal" CRS by the May 2012 session of GRSP. In this respect, GRSP invited the expert from France to propose terms of reference, based on GRSP-48-31, to seek consent on the new programme of work of the informal group at the March 2011 session of WP.29.

44. GRSP agreed to resume discussion at its May 2011 session on a revised proposal provided by the informal group based on GRSP-48-42 (superseding ECE/TRANS/WP.29/GRSP/2010/38) encompassing the comments received during the session. Finally, GRSP also agreed to consider at its next session proposals for amendments to Regulations Nos. 16 and 14 to be prepared by the expert from OICA to match the provisions introduced by the draft Regulation on CRS.

XXIII. Other business (agenda item 22)

A. Exchange of information on national and international requirements on passive safety (agenda item 22(a))

45. No new information was provided.

B. 1997 Agreement (inspections) – Development of draft rule No. 2 (agenda item 22(b))

Documentation: ECE/TRANS/WP.29/2009/135

46. GRSP considered and agreed with ECE/TRANS/WP.29/2009/135, not amended, and requested the secretariat to transmit this information to WP.29 and to the Administrative Committee of the 1997 Agreement (AC.4) at their March 2011 session.

C. Intelligent Transport Systems (ITS) – Guidelines on establishing requirements for high-priority warning signals (agenda item 22(c))

Documentation: Informal documents Nos. WP.29-150-22, GRSP-48-07 and GRSP-48-07tc, GRSP-48-13

47. GRSP supported WP.29-150-22 as amended by GRSP-48-07 and GRSP-48-07tc (agreed by the Working Party on Lighting and Light Signalling devices (GRE)) and by GRSP-48-13, tabled by the expert from OICA. The secretariat was requested to transmit this to WP.29 for consideration at its March 2011 session.

D. Revision of the Consolidated Resolution on the Construction of Vehicles (R.E.3) (agenda item 22(d))

Documentation: ECE/TRANS/WP.29/2009/123,
ECE/TRANS/WP.29/2009/123/Corr.1,
ECE/TRANS/WP.29/2009/123/Corr.2,
ECE/TRANS/WP.29/2009/123/Corr.3,
ECE/TRANS/WP.29/2009/123/Corr.4,
ECE/TRANS/WP.29/2010/145,
Informal document No. GRSP-48-29

48. GRSP considered ECE/TRANS/WP.29/2010/145 (superseding ECE/TRANS/WP.29/2009/123, ECE/TRANS/WP.29/2009/123/Corr.1, ECE/TRANS/WP.29/2009/123/Corr.2, ECE/TRANS/WP.29/2009/123/Corr.3, ECE/TRANS/WP.29/2009/123/Corr.4) with GRSP-48-29. The proposed amendments are reproduced in Annex V to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration and vote at their March 2011 sessions as draft amendments of GRSP to ECE/TRANS/WP.29/2010/145.

E. Regulation No. 12 (Steering mechanism) (agenda item 22(e))

Documentation: Informal document No. GRSP-48-03-Rev.2

49. Referring to the discussion held under agenda item 16 (see para. 36), GRSP considered and adopted GRSP-48-03-Rev.2 as reproduced in Annex VI to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration and vote at their June 2011 sessions, as draft Corrigendum 1 to the 04 series of amendments to Regulation No. 12.

F. Regulation No. 95 (Lateral collision) (agenda item 22(f))

Documentation: Informal document No. GRSP-48-05-Rev. 2

50. Referring to the discussion held under agenda items 16 and 22(c) (see para. 36 and 49 above), GRSP considered and adopted GRSP-48-03-Rev.2 as reproduced in Annex VII to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration and vote at their June 2011 sessions, as draft Corrigendum 1 to the 03 series of amendments to Regulation No. 95.

G. Collective amendments to Regulations Nos. 12, 94, 95 and 100 (agenda item 22(g))

Documentation: Informal document No. GRSP-48-08

51. The expert from Japan introduced GRSP-48-08 aimed at providing further requirements for electric vehicles. GRSP agreed to resume discussion under this agenda item at its May 2011 session and requested the secretariat to distribute GRSP-48-08 with an official symbol.

H. Tribute to Mr. H. Asada (agenda item 22(h))

52. Learning that Mr. H. Asada would no longer participate in future sessions of GRSP, the group acknowledged his fruitful contribution to the work of GRSP and wished him all the best in his future activities.

XXIV. Election of officers (agenda item 23)

53. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 and ECE/TRANS/WP.29/690/Amend.1), GRSP called for the election of officers. The representatives of the Contracting Parties, present and voting, re-elected unanimously Mrs. S. Meyerson (United States of America) as Chairperson for the sessions of GRSP scheduled in the year 2011.

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

54. For its forty-ninth session, scheduled to be held in Geneva from 16 (2.30 p.m.) to 20 (12.30 p.m.) May 2011, GRSP agreed that the Chair, in collaboration with the secretariat, would prepare the provisional agenda. GRSP noted that the deadline for submission of official documents to the secretariat was 18 February 2011, twelve weeks prior to the session.

Annexes

[English only]

Annex I

List of informal documents (GRSP-48-...) 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	Germany	17	E	Proposal of terms of reference for the group of interested experts on Rechargeable Energy Storage Systems (RESS)	(c)
02	Germany	9	E	Corrigendum to ECE/TRANS/WP.29/GRSP/2010/33	(a)
03-Rev.2	OICA	22(e)	E	Proposal for corrigendum to ECE/TRANS/WP.29/2010/119 - Proposal for the 04 series of amendments to Regulation No. 12 (Steering mechanism)	(d)
04-Rev.2	OICA	16	E	Proposal for corrigendum to ECE/TRANS/WP.29/2010/122 - Proposal for the 02 series of amendments to Regulation No. 94 (Frontal collision protection)	(d)
05-Rev.2	OICA	22(f)	E	Proposal for Corrigendum to ECE/TRANS/WP.29/2010/123 - Proposal for the 03 series of amendments to Regulation No. 95 (Lateral collision protection)	(d)
06	Secretariat	10	E	Draft Corrigendum 2 to Revision 6 to Regulation No. 16 (Safety belts)	(d)
07 & 07tc	Secretariat	22(c)	E	Guidelines on establishing requirements for high-priority warning signals with GRE comments to WP.29-150-22	(d)
08	Japan	22(g)	E	Proposal for collective amendments to Regulations Nos. 12, 94, 95 and 100	(b)
09-Rev.1	Japan	20	E	Proposal for the 01 series of amendments to draft Regulation on pedestrian safety	(b)
10	Japan	17	E	Proposal of amendment to informal document GRSP-48-01 (Terms of reference for the informal group on rechargeable energy storage systems (RESS))	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
11	Japan and United Kingdom	3	E	Amendments to the proposal to develop Phase II of gtr No. 7 (Head restraints) and to establish an informal group for its development	(a)
12	United States of America	3	E	Amendments to the proposal to develop Phase II of gtr No. 7 (head restraints) and to establish an informal group for its development	(a)
13	OICA	22(c)	E	OICA secretariat comments to document WP.29-150-22. Guidelines on establishing requirements for high priority warning signals	(a)
14	Chair of GRSP	1	E	GRSP running order	(a)
15	OICA and Germany	9	E	Proposal of amendments to ECE/TRANS/WP.29/GRSP/2010/30	(a)
16	Germany	9	E	Explanation of the proposal for Supplement 3 to the 07 series of amendments to Regulation No. 14 (Safety belt anchorages)	(a)
17	Germany	9	E	Proposal of amendments to document ECE/TRANS/WP.29/2010/120	(a)
18	India	4	E	Assessment of the neck rotation during simulated slow speed rear impact using Hybrid III crash test dummy for gtr No. 7	(c)
19	India	4	E	Improvement in the checking apparatuses for measuring backset of a head restraint using H point method	(c)
20	Australia	5(a)	E	First progress report of the informal group on a pole side impact (psi) gtr	(a)
21	FIA Foundation, AIP and GRSP	12	E	Proposal regarding protective helmets	(c)
22	FIA Foundation, AIP and GRSP	12	E	Proposal to establish an informal working group to develop a standard for lightweight protective helmets for motorcycle riders	(c)
23-Rev.1	Japan	4	E	Overall Japan image of Flex-PLI introduction into gtr and in the draft Regulation on pedestrian safety	(a)
24	IC	21	E	Reaction from the European Association for the Co-ordination of Consumer Representation in Standardization (ANEC) to the European Commission's note of 8 November 2010.	(a)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
25	Japan	9	E	Proposal of amendments to ECE/TRANS/WP.29/GRSP/2010/32	(a)
26	CLEPA	21	E	GRSP side impact proposal	(a)
27	OICA	4	E	Request for clarification on headform test procedure of gtr No. 9 (pedestrian safety)	(a)
28	United States of America	4	E	proposal of amendments to ECE/TRANS/WP.29/GRSP/2010/37	(a)
29	Japan	22(d)	E	Proposal of amendments to ECE/TRANS/WP.29/2010/145 (Revision of the Consolidated Resolution on the Construction of Vehicles (R.E.3))	(d)
30	CLEPA	20	E	CLEPA comments to the European Commission's note of 8 November 2010	(a)
31	France	21	E	Revised terms of references of the informal group on child restraints	(d)
32	Germany and Japan	9	E	Proposal of amendments to ECE/TRANS/WP.29/2010/120	(a)
33	Japan	3	E	Second progress report of the informal group on Phase 2 of gtr No. 7 (Head restraints gtr Phase2)	(c)
34	EC	16	E	Proposal of amendments to ECE/TRANS/WP.29/GRSP/2010/31	(d)
35	Germany	9	E	Proposal of amendment to Regulation No. 14 (Safety-belt anchorages)	(a)
36	Germany	9	E	Proposal of amendment to Regulation No. 16 (Safety-belts)	(d)
37	Germany	11	E	Proposal of amendment to Regulation No. 17 (Strength of seats)	(d)
38	India	3	E	Dynamic test with Hybrid III for gtr No. 7 (Head restraints) phase 2 for neck rotation assessment	(c)
39	Japan and Germany	9	E	Proposed amendments to document ECE/TRANS/WP.29/2010/120 (ISOFIX anchorages)	(d)
40	United States of America	5(b)	E	Second progress report of the informal group on harmonized WorldSID dummies	(d)
41	Chair of GRSP	4	E	Amendments agreed to ECE/TRANS/WP.29/GRSP/2010/37 during the 48th session of GRSP	(c)
42	Chair of GRSP	21	E	Amendments agreed to ECE/TRANS/WP.29/GRSP/2010/38 during the 48th session of GRSP	(c)

<i>No.</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow -up</i>
Consideration of informal documents from the previous GRSP sessions (referring to the agenda item of the current GRSP session)					
45-14	Czech Republic	8	E	Proposal of draft amendments to the 03 series of amendments of Regulation No. 11 (Door latches and door retention components)	(c)
47-28	Australia	5	E	Establishment of an Informal Group to examine a proposal for a pole side impact global technical regulation	(c)

Notes:

- (a) Consideration completed or superseded
- (b) Continue consideration at the next session with an official symbol
- (c) Continue consideration at the next session as informal document
- (d) Adopted and to be submitted to WP.29

Annex II

Amendments to Regulation No. 14

Amendments adopted to ECE/TRANS/WP.29/2010/120 (see para. 18 of the report)

Paragraph 5.3.8.3., amend to read:

"5.3.8.3. Notwithstanding paragraph 5.3.8.1. at least one of the two ISOFIX positions systems shall be installed at the second seat row."

Paragraph 5.3.8.3.(a) to 5.3.8.3.(d), shall be deleted

Insert a new paragraph 5.3.8.4., to read:

"5.3.8.4. Notwithstanding paragraph 5.3.8.1. vehicles of category M1 need to have only one ISOFIX position system for vehicles with:

- (a) Not more than two passenger doors and
- (b) A rear designated seating position for which interference with transmission and/or suspension components prevents the installation of ISOFIX anchorages according to the requirements of paragraph 5.2.3 and
- (c) Having a Power to mass ratio index (PMR) exceeding 140 according to the definitions within Regulation No. 51, and with the definition of the Power Mass Ratio (PMR):

$$PMR = (P_n / m_t) * 1000 \text{ kg/kW}$$

where:

P_n : maximum (rated) engine power expressed in kW³

m_{r0} : mass of a vehicle in running order expressed in kg

$m_t = m_{r0}$ (for vehicles of category M₁)

and

- (d) Having an engine developing a maximum (rated) engine power greater than 200 kW³.

Such a vehicle needs to have only one ISOFIX anchorages system and an ISOFIX top tether anchorage at a front passenger designated seating position combined with an airbag deactivation device (if that seating position is fitted with an airbag) and a caution label indicating that there is no ISOFIX position system available at the second seat row."

Paragraphs 5.3.8.4. and 5.3.8.6.(former), renumber as paragraphs 5.3.8.5. and 5.3.8.6.

Paragraphs 5.3.8.6. (former), renumber as paragraph 5.3.8.7. (the reference to footnote³ and footnote³ renumber as footnote⁴)

³ (Rated) engine power means the engine power expressed in kW (ECE) and measured by the ECE method pursuant to Regulation No. 85.

Amendments adopted to ECE/TRANS/WP.29/GRSP/2010/30 (see para. 19 of the report)

Paragraph 5.2.4.5., amend to read:

"5.2.4.5. The ISOFIX ...figure 3.

Clearance ... to it.

All anchorages located rearward of any ISOFIX anchorages system **and which could be used to attach an ISOFIX top tether hook or ISOFIX top tether connector** shall be designed to prevent misuse by one or more of the following measures:

- (a) Designing all **such** anchorages in the ISOFIX top tether anchorage zone as ISOFIX top tether anchorages; or
- (b) Marking only the ISOFIX top tether anchorages using one of the symbols, or its mirror image, as set out in figure 13 of Annex 9; or
- (c) Marking **such** anchorages not in accordance with (a) or (b) above **with a clear indication** that these anchorages should not be used in combination with any ISOFIX anchorages system.

For each ISOFIX top tether anchorage ...use of tools."

Amendments adopted to ECE/TRANS/WP.29/GRSP/2010/32 (see para. 20 of the report)

Paragraph 2.31., amend to read

"2.31. *"A child restraint fixture"* means a fixture according to one out of the eight ISOFIX size classes defined in paragraph 4. of Annex 17 – Appendix 2 of Regulation No. 16 and particularly ... positions. Also one of the CRF, so-called **either** ISO/F2 (B) or ISO/F2X(B1) **which is described** in Regulation No. 16 (Annex 17, Appendix 2), is used in this Regulation to check the location and the possibility of access to any ISOFIX anchorages system."

Paragraph 5.2.3.3., amend to read:

"5.2.3.3. For any ISOFIX anchorages system installed in the vehicle, it shall be verified the possibility to attach the ISOFIX child restraint fixture **either** "ISO/F2" (B) or "ISO/F2X(B1)" **as defined by the vehicle manufacturer**, described in Regulation No. 16 (Annex 17, Appendix 2)."

Paragraph 5.2.3.4., amend to read:

"5.2.3.4. The bottom surface of **the ISOFIX child restraint fixture as defined by vehicle manufacturer in paragraph 5.2.3.3.**, shall have attitude angles within the following limits, angles measured relatively to the vehicle reference planes as defined in Annex 4 Appendix 2 to this Regulation:

..."

Annex III

Amendments to Regulation No. 16

Adopted on the basis of GRSP-48-06 (see para. 23 of the report)

Paragraph 6.2.6.3.1., correct to read:

"6.2.6.3.1. After being ... with paragraph **7.9.1.**, operation of the pre-loading device **shall** not have"

Paragraph 6.4.1.2., correct to read:

"6.4.1.2. The dynamic ... the conditioning specified in paragraph **7.9.1.**"

Paragraph 7.4.1., correct to read:

"7.4.1. Conditioning of straps for the breaking-strength test

Samples cut from the strap referred to in paragraph **3.2.2.3.** above shall be conditioned as follows:"

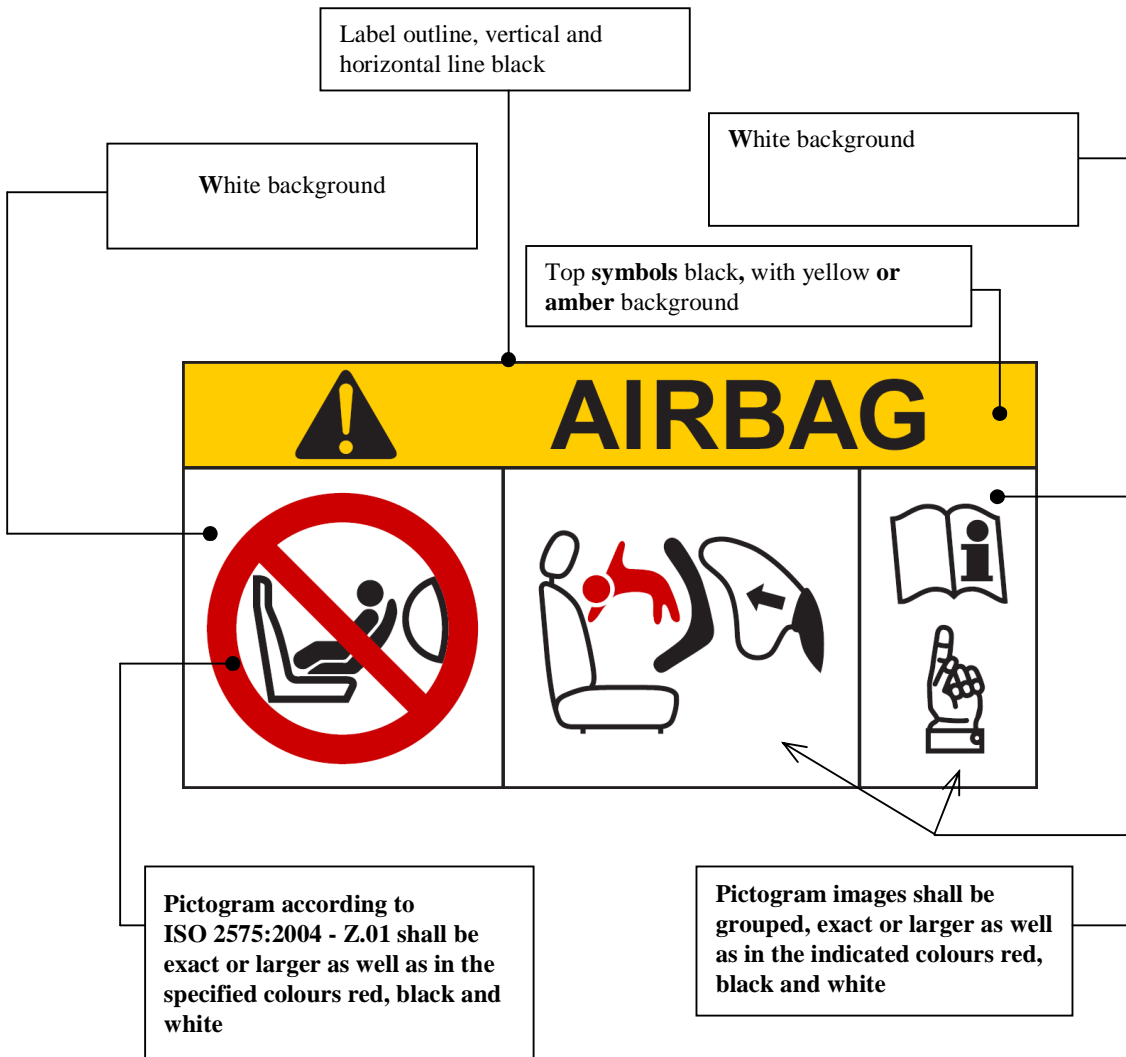
Annex IV

Amendments to Regulation No. 94

Amendments adopted to ECE/TRANS/WP.29/GRSP/2010/31 (see para. 35 of the report)

Paragraph 6.2.1., amend to read:

"6.2.1. As a minimum, this information shall consist of a label containing clear warning pictograms as indicated below:



...
..."

Adopted on the basis of GRSP-48-04-Rev. 2 (see para. 36 of the report)

Paragraph 11.5., amend to read:

"11.5. As from 24 months after the **official date of entry into force of the 02 series of amendments**, Contracting Parties applying this Regulation shall grant ECE approvals only to those types of vehicle which comply with the requirements of this Regulation as amended by the 02 series of amendments.

However, in the case of vehicles having an electrical power train operating on high voltage, an additional **period of 12 months is granted** provided that the manufacturer demonstrates, to the satisfaction of the Technical Service, that the vehicle provides equivalent levels of safety to those required by this Regulation as amended by the 02 series of amendments."

Paragraph 11.6., amend to read:

"11.6. **Contracting Parties** applying this Regulation shall not refuse to grant extensions of approvals issued to the preceding series of amendments to this Regulation, **when this extension does not entail any change to the propulsion system of the vehicle.**

However, as from **48** months after the **official date of entry into force of the 02 series of amendments**, extensions to approvals issued to the previous series of amendments shall not be granted in respect of vehicles having an electrical power train operating on high voltage."

Paragraph 11.7., amend to read:

"11.7. Where at the time of entry into force of the 02 series of amendments to this Regulation, national requirements exist to address the safety provisions **of vehicles having an electrical power train operating on high voltage**, those **Contracting Parties applying this Regulation may refuse national [approval] [registration] of such vehicles not meeting the national requirements, unless these vehicles are approved to the 02 series of amendments to this Regulation.**"

Insert a new paragraph 11.9., to read:

"11.9. **Approvals of the vehicles to the 01 series of amendments to this Regulation which are not affected by the 02 series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.**"

Annex V

Amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3)

Amendments adopted to ECE/TRANS/WP.29/2010/145 (see para. 48 of the report)

...

Paragraphs 2.2.4.4. and 2.2.4.5., amend to read:

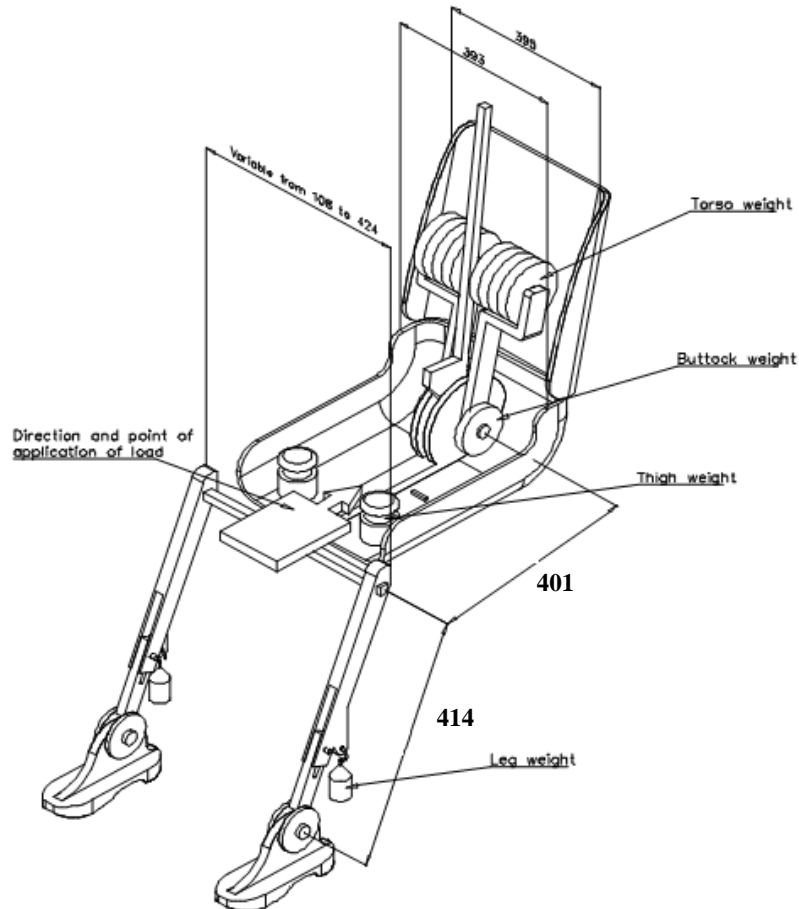
"2.2.4.4. *Class A:* Vehicles designed to carry standing passengers; a vehicle of this class has seats and may have provision for standing passengers **and having a capacity not exceeding 22 passengers in addition to the driver.**

2.2.4.5. *Class B:* Vehicles not designed to carry standing **and having a capacity not exceeding 22 passengers in addition to the driver.**"

...

Annex 1

Appendix 1, Figure 2, amend to read:



...

..."

Annex VI

Amendments to Regulation No. 12

Adopted on the basis of GRSP-48-03-Rev. 2 (see para. 49 the report)

Paragraphs 13.1., amend to read:

"13.1. As from the date of entry into force of the 03 series of amendments to **this Regulation**, no Contracting Parties shall **refuse an application for approval submitted in accordance with** this Regulation as amended by the 03 series of amendments."

Insert a new paragraph 13.2., to read:

"13.2. **As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by the 04 series of amendments.**"

Paragraphs 13.2., renumber as paragraphs 13.3.

Paragraph 13.2.1., shall be deleted

Insert new paragraphs 13.3.1. to 13.3.3., to read:

"13.3.1. **Upon the expiration of a period of 36 months following the official date of entry into force referred to in paragraph 13.1. above, Contracting Parties applying this Regulation shall grant**

approval for category M₁ forward-control vehicles and category N₁ vehicles of less than 1.5 tonnes only if the vehicle type satisfies the requirements of this Regulation as amended by the 03 series of amendments, with the exception of the provisions laid down in paragraph 5.1. of this Regulation concerning the maximum vertical displacement of the steering column, which shall apply to new approvals only after a further period of 12 months.

13.3.2. **Upon the expiration of a period of 48 months following the official date of entry into force referred to in paragraph 13.1. above, Contracting Parties applying this Regulation shall grant approval to category M₁ vehicles other than forward-control vehicles only if the vehicle type satisfies the requirements of this Regulation as amended by the 03 series of amendments.**

13.3.3. **Upon the expiration of a period of 60 months following the official date of entry into force referred to in paragraph 13.1. above, Contracting Parties applying this Regulation may refuse to recognize approvals of the vehicle type which have not been granted in accordance with the 03 series of amendments to this Regulation."**

Paragraphs 13.2.2. and 13.2.3., renumber as paragraph 13.3.4. and amend to read:

"13.3.4. As from 24 months after the **official date** of entry into force of the 04 series of amendments, Contracting Parties applying this Regulation shall grant ECE approvals only to those types of vehicles which comply with the requirements of this Regulation as amended by the 04 series of amendments.

~~13.2.3.~~ **However, in the case of vehicles having an electrical power train operating on high voltage, an additional period of 12 months is granted**

provided that the manufacturer demonstrates, to the satisfaction of the Technical Service, that the vehicle provides equivalent levels of safety to those required by this Regulation as amended by the 04 series of amendments."

Paragraph 13.2.4.(former), renumber as paragraph 13.3.5. and amend to read:

"**13.3.5.** Contracting Parties applying this Regulation shall not refuse to grant extensions of approvals issued to the preceding series of amendments to this Regulation, **when this extension does not entail any change to the propulsion system of the vehicle.** However, as from **48** months after the **official date** of entry into force of the 04 series of amendments, extensions to approvals issued to the previous series of amendments shall not be granted in respect of vehicles having an electrical power train operating on high voltage."

Paragraph 13.2.5.(former), renumber as paragraph 13.3.6. and amend to read:

"**13.3.6.** Where at the time of entry into force of the 04 series of amendments to this Regulation national requirements exist to address the safety provisions **of vehicles having an electrical power train operating on high voltage, those Contracting Parties applying this Regulation may refuse national [approval][registration] of such vehicles not meeting the national requirements, unless these vehicles are approved to the 04 series of amendments to this Regulation.**"

Paragraph 13.2.6.(former), renumber as paragraph 13.3.7.

Insert a new paragraph 13.3.8., to read:

"**13.3.8.** **Approvals of the vehicles to the 03 series of amendments to this Regulation which are not affected by the 04 series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.**"

Paragraph 13.3. to 13.3.3.(former), renumber as paragraphs *13.4. to 13.4.3.*

Annex VII

Amendments to Regulation No. 95

Adopted on the basis of GRSP-48-05-Rev. 2 (see para. 50 the report)

Paragraph 10.7., amend to read:

"10.7. As from 24 months after the **official date of entry into force of the 03 series of amendments**, Contracting Parties applying this Regulation shall grant ECE approvals only to those types of vehicles which comply with the requirements of this Regulation as amended by the 03 series of amendments.

However, in the case of vehicles having an electrical power train operating on high voltage, an additional **period of 12 months is granted** provided that the manufacturer demonstrates, to the satisfaction of the Technical Service, that the vehicle provides equivalent levels of safety to those required by this Regulation as amended by the 03 series of amendments."

Paragraph 10.8., amend to read:

"10.8. **Contracting Parties** applying this Regulation shall not refuse to grant extensions of approvals issued to the preceding series of amendments to this Regulation, **when this extension does not entail any change to the propulsion system of the vehicle.**

However, **as from 48 months after the official date of entry into force of the 03 series of amendments**, extensions to approvals issued to the previous series of amendments shall not be granted after this date in respect of vehicles having an electrical power train operating on high voltage."

Paragraph 10.9., amend to read:

"10.9. Where at the time of entry into force of the 03 series of amendments to this Regulation national requirements exist to address the safety provisions **of vehicles having an electrical power train operating on high voltage**, **those Contracting Parties applying this Regulation may refuse national [approval][registration] of such vehicles not meeting the national requirements, unless these vehicles are approved** to the 03 series of amendments to this Regulation."

Insert a new paragraph 10.11., to read:

"10.11. **Approvals of the vehicles to the 02 series of amendments to this Regulation which are not affected by the 03 series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.**"

Annex VIII

[English only]

List of GRSP informal groups

<i>Informal group</i>	<i>Chairman</i>	<i>Secretary</i>
Truck cab strength	Mr. Vladimir Salnikov Phone : +7 495-9949917 Fax : +7 495-9949940 Email : v.salnikov@autorc.ru	(OICA)
Frontal Impact	Mr. Pierre Castaing Phone : +33 1-69801750 Fax : +33 1-69801719 Email : pierre.castaing@utac.com	
Head restraints	Mr. Bernard Frost Phone : +44-(0)207 9442107 Fax : +44-(0)207 9449623 Email : bernie.frost@dft.gsi.gov.uk	(OICA)
Hydrogen and fuel cells subgroup safety	Mr. Kazuyuki Narusawa Phone : +81 4-22413218 Fax : +81 4-22768604 Email : narusawa@ntsel.go.jp	USA
Child restraint systems	Mr. Pierre Castaing Phone : +33 1-69801750 Fax : +33 1-69801719 Email : pierre.castaing@utac.com	
Electric safety	Mr. Gerd Kellermann Phone : +49 228 99 300 4304 Mobile : +49 151-16822235 Fax : +49 228 99 300 807 4304 E-Mail: Gerd.Kellermann@bmvbs.bund.de	