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agenda item 4.3.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATIONS
Nos. 35, 43, 46, 60, 61, 62, 73, 80 and 81

Transmitted by the expert from the European Commission (EC)

Note: The text reproduced below was prepared by the expert from the European Commission in order to make the scope of the Regulations more precise. It is based on a document without a symbol (informal document No. GRSG-88-8), distributed at the eighty-eighth GRSG session. On the request of the UNECE Secretariat, amendments to those Regulations that the EC has not acceded to are included. The modifications to the current text of the Regulations concerned are marked in **bold** characters.

Note: This document is distributed to the experts on General Safety Provisions only.

A.1. PROPOSAL

REGULATION No. 35 – (Foot controls)

Paragraph 1., amend to read:

"1. SCOPE:

This Regulation applies to **vehicles of category M₁ 1/ with regard to the arrangement and mode of operation of the foot controls.**"

1/ **As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.1, as amended).**

B.1. JUSTIFICATION

This Regulation uses the imprecise term "private passenger car", whereas reference should always be made to the vehicle categories of the Consolidated Resolution on the Construction of Vehicles (R.E.3). The new text makes it clear that Regulation No. 35 deals with a vehicle approval. The words "whatever the position of the driver's seat" do not help. The current footnotes should be renumbered accordingly, if this proposal is accepted.

A.2. PROPOSAL

REGULATION No. 43 – (Safety glazing)

Paragraph 1., amend to read:

"1. SCOPE:

1.1. This Regulation applies to safety glazing materials intended for installation as windscreens or other panes, or as partitioning, on vehicles **of categories L, M, N, and O 1/**, and to the fitting thereof, to the exclusion, however, of glazing for lighting and light-signalling devices and instrument panels, and of special bullet-proof glazing."

1/ **As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.1, as amended).**

B.2. JUSTIFICATION

Reference should always be made to the vehicle categories of R.E.3. According to the Vienna Convention the expression "Power-driven vehicle" covers both vehicle categories L and T. Vehicles of category L should be covered, whereas including vehicles of category T is problematic for some Contracting Parties. The current footnotes should be renumbered accordingly, if this proposal is accepted.

A.3. PROPOSAL

REGULATION No. 46 – (Rear-view mirrors)

Paragraph 1., amend to read:

"1. SCOPE:

This Regulation applies to vehicles of categories M, N, and L 1/ with bodywork at least partly enclosing the driver, with regard to the installation of devices for indirect vision and to these devices themselves."

1/ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.1, as amended).

B.3. JUSTIFICATION

Currently, the scope includes two- and three-wheelers that have bodywork at least partly enclosing the driver. This must be extended to all L category vehicles with bodywork enclosing the driver. The text is simplified. Including vehicles of category T would be problematic for some Contracting Parties. The current footnotes should be renumbered accordingly, if this proposal is accepted.

A.4. PROPOSAL

REGULATION No. 60 – (Driver-operated controls (mopeds/motorcycles))

Paragraph 1., amend to read:

"1. SCOPE:

This Regulation applies to vehicles of categories L1 to L7. 1/"

1/ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.1, as amended).

B.4. JUSTIFICATION

The current scope refers to the vehicle categories of the Vienna Convention. It should instead refer to the ones of R.E.3. The definition of mopeds in the Vienna Convention gives Contracting Parties an option. On this occasion, the scope should be extended to other vehicles of category L. The current footnotes should be renumbered accordingly, if this proposal is accepted.

A.5. PROPOSAL

REGULATION No. 61 – (External projections of commercial vehicles)

Paragraph 1.1., amend to read:

" N₁, N₂ and N₃ 1/ "

1/ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.1, as amended).

Paragraph 2.5., amend to read:

"2.5.

.... for a particular vehicle; 2/"

2/ The use of this option does not modify the scope of this Regulation."

B.5. JUSTIFICATION

The scope of this Regulation refers to the definition of "external surface" in paragraph 2.1. The definition of "external surface" refers to the definition of paragraph 2.5. for "Cab rear panel". Paragraph 2.5. fixes a point for determining the effective point of the rear cab panel where there is no rear cab. But it also gives the manufacturer (in agreement with the technical service) the option to choose any other point. As a result, the scope of the Regulation depends currently for some vehicles on the decision of the manufacturer. The current footnotes should be renumbered accordingly, if this proposal is accepted.

A.6. PROPOSAL

REGULATION No. 62 – (protection against unauthorized use (Anti-theft) (mopeds/ motorcycles))

Paragraph 1., amend to read:

"1. SCOPE:

This Regulation applies to vehicles of categories L1 to L7, 1/ if fitted with handlebars."

1/ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.1, as amended).

B.6. JUSTIFICATION

It should be referred to the vehicle categories of R.E.3. L6 and L7 should be covered. The current scope does not cover L6 and L7 category vehicles, even with handlebars. The current footnotes should be renumbered accordingly, if this proposal is accepted.

A.7. PROPOSAL

REGULATION No. 73 – (Lateral protection)

Paragraph 1., amend to read:

"1. SCOPE:

This Regulation applies to the lateral protection of complete vehicles of categories N₂, N₃, O₃ and O₄. 1/. It does not apply to:

- Tractors for semi-trailers;
- Trailers specially designed and constructed for the carriage **of indivisible loads longer than 10 m**, such as timber, steel bars, etc.;
- Vehicles designed and constructed for special purposes where it is not possible, for practical reasons, to fit such lateral protection."

B.7. JUSTIFICATION

The current scope is imprecise in as much as it is not clear what "very long loads" are.

A.8. PROPOSAL

REGULATION No. 80 – (Strength of seats and their anchorages (buses))

Paragraph 1., amend to read:

"1. SCOPE **AND EXEMPTIONS**:

1.1. Scope:

This Regulation applies to **forward facing seats and their anchorages** for vehicles of categories M2 and M3 other than those of class I, as defined in paragraph 2.1.1. of Regulation No. 36 and class A, as defined in paragraph 2.1.1. of Regulation No. 52.

1.2. Exemptions:

1.2.1. (current 1.2. if to be maintained).

1.2.2. (current 1.3. if to be maintained).

(All italic parts can be taken out if GRSG fully agrees with the proposal. The expert from the EC proposes primarily to keep only the non-italic text and to delete the current 1.2. and 1.3. Failing this, he suggests adding the italic parts.)

B.8. JUSTIFICATION

The current scope is very complicated. First, it is not clear to what extent the scope addresses not only seats (as components), but also vehicles and, if so, what category of vehicles. EC assumes that it covers only seats (as components) for the time being. If this was not to be the case, the proposal should be revised by adding in 1.1.: "1.1.2 This Regulation applies also to the installation of these seats."

Paragraph 1.1.2. is superfluous because all seat anchorages are included in a complicated way.

Paragraphs 1.2. and 1.3. are exemptions rather than limitations of the scope: if they were to be limitations of the scope, a manufacturer would even not be allowed to apply for an approval to Regulation No. 80. This is probably not the intention. However, if paragraphs 1.2. and 1.3. are exemptions, the heading should become "Scope and Exemptions".

However, EC believes that paragraph 1.2. should be deleted, as it refers to paragraph 5.2 of Regulation No. 17 which has been deleted in the meantime.

In paragraph 1.3., it is not clear what is meant by "this Regulation": Regulation No. 14 or Regulation No. 80? It is, in this case, even more unclear how a derogation for a vehicle approved according to Regulation No. 14 can be translated into an exemption for a component in Regulation No. 80. EC suggests deleting paragraph 1.3. unless Contracting Parties can explain its purpose.

A.9. PROPOSAL

REGULATION No. 81 – (rear-view mirrors (mopeds/motorcycles))

Paragraph 1., amend to read:

"1. SCOPE:

This Regulation applies:

1.1. To rear view mirrors intended to be installed **on vehicles of categories L1 to L7 1/ without bodywork partly or wholly enclosing the driver and**

1.2. */ To the installation of rear view mirrors on **these vehicles.**"

1/ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.1, as amended).

B.9. JUSTIFICATION

It should be referred to the vehicle categories of R.E.3. L6 and L7 categories should be covered. The current footnotes should be renumbered accordingly, if this proposal is accepted.
