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Working Party on General Safety Provisions

**REPORT OF THE WORKING PARTY ON GENERAL SAFETY PROVISIONS
ON ITS NINETY-SIXTH SESSION
(Geneva, 4 to 7 May 2009)**

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I. ATTENDANCE

1. The Working Party on General Safety Provisions (GRSG) held its ninety-sixth session from 4 (afternoon) to 7 (afternoon) May 2008 in Geneva, under the chairmanship of Mr. A. Erario (Italy). 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 TRANS/WP.29/690/Amend.1): Belgium; Canada; Czech Republic; Finland; France; Germany; Hungary; India; Italy; Japan; Luxembourg; Netherlands; Norway; Poland; Russian Federation; South Africa; Spain; Sweden; United Kingdom of Great Britain and Northern Ireland and United States of America. Representatives of the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: European Association of Automobile Suppliers (CLEPA); International Motorcycle Manufacturers Association (IMMA); International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA) and International Road Transport Union (IRU). Upon the special invitation of the Chairman, experts from the European Liquefied Petroleum Gas Association (AEGPL); the International Association of the Body and Trailer Building Industry (CLCCR) and the Transportation Technical Supervision (TDT) project participated.

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/GRSG/2009/1, Informal documents
No. GRSG-96-01-Rev.1 and GRSG-96-24

3. GRSG adopted the agenda proposed for the ninety-sixth session (ECE/TRANS/WP.29/GRSG/2009/1 as amended by GRSG-96-24), with the insertion of new agenda items 20(a) on a proposal for Corrigendum to Regulation No. 93 (Front under-run protection), 20(b) on definitions of vehicles of category M, 20(c) on a proposal for Corrigendum to Regulation No. 121 (Identification of controls, tell-tales and indicators) and 20(d) on the twenty-first conference on Enhance Safety of Vehicles (ESV). GRSG also adopted the running order (GRSG-96-01-Rev.1).

III. REGULATION No. 66 (Strength of superstructure) (Agenda item 2)

Documentation: ECE/TRANS/WP.29/GRSG/2009/5 and Corr.1, Informal documents
Nos. GRSG-96-4, GRSG-96-10 and GRSG-96-32

4. GRSG considered the proposals to extend the scope of the Regulation (ECE/TRANS/WP.29/GRSG/2009/5, ECE/TRANS/WP.29/GRSG/2009/5/Corr.1 GRSG-96-4 and GRSG-96-32) to cover vehicles of Class B with more than 16 passengers and double deck vehicles. The expert from the EC put a reservation on the transitional provisions. The experts from Hungary and Poland supported the extension of the scope to all class B vehicles. GRSG adopted the proposal, as reproduced in Annex II to this report, including the editorial corrections proposed by Hungary (GRSG-96-10). The Secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their November 2009 sessions, as draft 02 series of

amendment to Regulation No. 66. The expert from Hungary agreed to prepare, for the next session of GRSG a proposal on double deck vehicles based on the issues raised by GRSG-96-10.

IV. REGULATION No. 107 (M₂ and M₃ vehicles) (Agenda item 3)

A. Proposals for further amendments (Agenda item 3(a))

Documentation: ECE/TRANS/WP.29/GRSG/2009/2, ECE/TRANS/WP.29/GRSG/2009/10, Informal documents Nos. GRSG-96-3, GRSG-96-11, GRSG-96-17, GRSG-96-21, GRSG-96-26 and GRSG-96-28

5. The expert from OICA withdrew ECE/TRANS/WP.29/GRSG/2009/2 and announced his intention to submit a revised proposal for consideration at the next session of GRSG.

6. GRSG considered ECE/TRANS/WP.29/GRSG/2009/10 on specific requirements for over-deck vehicles. This document raised comments from several delegations, in particular on the need for such specific requirements. The expert from Belgium agreed to prepare a revised proposal for the next GRSG session.

7. The expert from the Russian Federation introduced GRSG-96-3 proposing that no escape hatches be fitted on the roof trolley buses. The expert from CLCCR pointed out that this proposal was not in line with paragraph 7.6.2.4. of Regulation No. 107. Both experts volunteered to prepare a joint updated proposal, for consideration at the next GRSG session, having in mind the comments made by other experts.

8. GRSG considered and adopted GRSG-96-11 correcting the wording for the application of the force to the backrest fitted to a wheelchair space. The secretariat was requested to submit the proposal, as reproduced below, to WP.29 and AC.1 for consideration at their November 2009 sessions, as Corrigendum 1 to Revision 2 of Regulation No. 107.

Annex 8, paragraph 3.8.5.1, amend to read:

“3.8.5.1. A backrest fitted to a wheelchair space in accordance with paragraph 3.8.4. shall be fitted perpendicular to the longitudinal axis of the vehicle and shall be capable of bearing a load of 250 ± 20 daN applied to the centre of the padded surface of the backrest, at a height of not less than 600 mm and of not more than 800 mm measured vertically from the floor of the wheelchair space, for a minimum of 1.5 seconds by means of a block 200 mm x 200 mm in the **horizontal** plane of the vehicle towards the front of the vehicle. The backrest shall not deflect more than 100 mm or suffer permanent deformation or damage.”

9. The expert from Spain introduced GRSG-96-17 proposing to delete the references to Regulation No. 66 in Regulation No. 107. GRSG asked the secretariat to clarify which version of Regulation No. 66 shall apply when such cross reference is made. GRSG agreed to resume consideration of this item at its next session and requested the secretariat to distribute GRSG-96-17 with an official symbol.

10. GRSG considered GRSG-96-21 (Russian only) aligning the Russian version of Supplement 3 to the 02 series of amendments to Regulation No. 107 with the English version. The secretariat was requested to submit it to WP.29 and AC.1 for consideration at their November 2009 sessions, as Corrigendum 1 (Russian version only) to Supplement 3 to the 02 series of amendments to Regulation No. 107.

11. The expert from India introduced GRSG-96-26 suggesting the exemption of some requirements for vans or multi-purpose vehicles, with more than 9 passengers due to their specific design and purpose. The expert from the EC stated that he would not support any proposal reducing the safety level of vehicles.

12. GRSG considered GRSG-96-28 concerning complaints received by the EC relating to the refusal by some bus operators to transport children seated in prams. The majority of experts considered that this problem was more an operational problem than a construction problem. Nevertheless, GRSG agreed to leave this item on the agenda for further discussion.

B. Laminated safety glazing (Agenda item 3(b))

Documentation: Informal document No. GRSG-96-25

13. The expert from India introduced GRSG-96-25 commenting the EC suggestion to allow the fitting of laminated glazing for side windows of vehicles of category M₃ belonging to Class III. She stated that it was necessary to take into account the advantages of tempered glass before mandating such glazing. The Chairman of GRSG recommended the expert from the EC to take into account the Indian comments when drafting his proposal.

C. Fire safety in buses (Agenda item 3(c))

Documentation: Informal document No. GRSG-96-22

14. GRSG considered and adopted GRSG-96-22 on fire detection systems, as reproduced in Annex III to this report. GRSG requested the secretariat to submit it to WP.29 and AC.1 for consideration at their November 2009 sessions, as proposal for the 03 series of amendments to Regulation No. 107.

D. Requirements for service doors, windows and emergency exits (Agenda item 3 (d))

Documentation: Informal documents Nos. GRSG-96-8 and GRSG-96-29

15. GRSG considered GRSG-96-8 correcting Regulation No. 107 with regard to escape hatches and emergency exits. OICA pointed out that these corrections would need transitional provisions for vehicles already approved. GRSG agreed to resume consideration at its next session and requested the secretariat to distribute GRSG-96-8 with an official symbol for consideration at its next session.

16. The expert from Poland reported on the outcome of the first meeting of the group of experts on service doors, windows and emergency exits for buses and coaches, held in Poland on

13 January 2009 (GRSG-96-29). The next meeting is scheduled to be held on 9 June 2009 in the Netherlands. GRSG agreed to set up an informal group on this subject under the chairmanship of Poland and to request the endorsement by WP.29. The informal group should conclude its tasks by the end of 2011. The expert from OICA volunteered to provide secretariat services for this informal group. The experts from the EC, Czech Republic, Germany, India, Poland, Sweden and OICA expressed their interest in participating in the work of the informal group.

V. Proposal for a new draft Regulation on frontal collision of buses (Agenda item 4)

Documentation: ECE/TRANS/WP.29/GRSG/2007/33, informal documents Nos. GRSG-95-13, GRSG-95-20, GRSG-96-18, GRSG-96-19 and GRSG-96-33

17. The expert from Germany recalled ECE/TRANS/WP.29/GRSG/2007/33, GRSG-95-13 and GRSG-95-20 concerning a draft Regulation on frontal collision of buses. GRSG followed with interest the presentation (GRSG-96-18, GRSG-96-19 and GRSG-96-33) given by the expert from Hungary on the main issues to be dealt within this new Regulation.

18. GRSG generally supported the principles proposed by ECE/TRANS/WP.29/GRSG/2007/33, but many experts called for a cost/benefit justification before continuing the development of such a new Regulation. In particular, the expert from the United Kingdom pointed out that his country had data showing that working on the protection of pedestrians would be more efficient than on frontal collision of buses. Following the discussion, GRSG agreed to keep this item on the agenda for further consideration of ECE/TRANS/WP.29/GRSG/2007/33 at its next session. The Chairman requested the experts to define their position at the next session.

VI. REGULATION No. 118 (Burning behaviour of materials) (Agenda item 5)

Documentation: ECE/TRANS/WP.29/GRSG/2009/6, ECE/TRANS/WP.29/GRSG/2009/9, Informal documents Nos. GRSG-96-5 and GRSG-96-27

19. GRSG considered GRSG-96-27 adapting to technical progress Regulation No. 118 and superseding ECE/TRANS/WP.29/GRSG/2009/6, ECE/TRANS/WP.29/GRSG/2009/9 and GRSG-96-5. The expert from France made a presentation showing that the flame propagation may be much higher when the material is tested in its real installation position than when it is tested according to the current provisions of Regulation No. 118. The expert from OICA proposed to delete the examples of component given in square brackets in paragraph 1.3. of GRSG-96-27 for the sake of legal certainty.

20. GRSG agreed to resume consideration of this subject at its next session and requested the secretariat to distribute GRSG-96-27, including the OICA comments, with an official symbol. The secretariat will also introduce new marking requirements since this amendment will be a new series of amendments to Regulation No. 118.

VII. REGULATION No. 34 (Fire risks) (Agenda item 6)

Documentation: GRSG-96-30

21. The expert from the United Kingdom reported (GRSG-96-30) that in his country, data had showed a decline of the number of vehicles found with fuel and oil leaks during the periodical technical inspections or roadside checks, as well as a decline of vehicle fires. The expert from the Netherlands volunteered to prepare a proposal on this subject, for consideration at the next GRSG session, ensuring the necessary link with the current work carried out by the Working Party on the Transport of Dangerous Goods (WP.15).

VIII. REGULATION No. 43 (Safety glazing) (Agenda item 7)

Documentation: ECE/TRANS/WP.29/GRSG/2009/8

22. GRSG considered ECE/TRANS/WP.29/GRSG/2009/8 proposing to type approve rigid plastic windscreens and laminated rigid plastic panes other than windscreens. GRSG generally supported the idea of providing the legal framework for the type approval of these new materials. Nevertheless, many experts called for specific tests because this type of material does not behave like glass, in particular with regard to breaking properties, durability, abrasion resistance and defrosting. The expert from Germany agreed to prepare a revised proposal for consideration by GRSG at its next session, taking into account the comments made.

23. The GRSG Chairman recalled the request of WP.29 to initiate the drafting of the amendment aligning Regulation No. 43 with the provisions of the global technical regulation (gtr) No. 6 (glazing materials) (ECE/TRANS/WP.29/1068, para. 27). GRSG agreed to resume the consideration of this subject at its next session and recalled that the expert from CLEPA had been requested to provide a proposal for consideration (ECE/TRANS/WP.29/GRSG/74, para. 29).

IX. REGULATION No. 46 (Devices for indirect vision) (Agenda item 8)

Documentation: ECE/TRANS/WP.29/GRSG/2008/26, ECE/TRANS/WP.29/GRSG/2009/4, informal documents Nos. GRSG-95-21, GRSG-96-13 and GRSG-96-14

24. At the request of the expert from the EC, GRSG agreed to resume consideration of ECE/TRANS/WP.29/GRSG/2008/26 at its next session.

25. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSG/2009/4 clarifying the scope of Regulation No. 46. OICA volunteered to make a further proposal on this topic for the next session of GRSG. GRSG adopted ECE/TRANS/WP.29/GRSG/2009/4, subject to a final review by GRSG at its October session. The secretariat was requested to submit the document, not amended, to WP.29 and AC.1 for consideration at their November 2009 sessions, as proposal for Corrigendum 1 to Supplement 4 the 02 series of amendments to Regulation No. 46.

26. The Chairman of the informal group on Camera Monitor Systems (CMS) reported on the progress made by his group (GRSG-96-14). GRSG adopted the Terms of Reference and Rules of Procedure of the informal group (GRSG-96-13), as reproduced in Annex IV to this report, for

its endorsement by WP.29. The next meetings of the informal group are scheduled to be held on 10 June 2009 and on 10 September 2009, both in Cologne.

27. Referring to GRSG-95-21, the expert from the United Kingdom informed that a study on blind spots of left-hand drive heavy-goods vehicles circulating in his country should be available by the end of May. Experts interested in participating in a meeting on this study, expected to be held in London on 22 June 2009, were invited to contact the expert from the United Kingdom (donald.macdonald@dft.gsi.gov.uk).

X. REGULATION No. 73 (Lateral protection devices) (Agenda item 9)

Documentation: Informal document Nos. GRSG-96-2

28. The expert from France presented GRSG-96-2 on the type approval of lateral protection devices as technical units. GRSG generally supported the proposal, but agreed that the text needed some improvements. The expert from CLCCR, in collaboration with OICA and France, volunteered to present, for the next GRSG session, an official proposal taking into account the comments made by GRSG. Experts were requested to send further comments by email to the expert from CLCCR (alan.davis@irisbus.iveco.com).

XI. REGULATION No. 97 (Vehicle alarm system (VAS)) (Agenda item 10)

Documentation: ECE/TRANS/WP.29/GRSG/2008/5/Rev.2

29. Japan introduced ECE/TRANS/WP.29/GRSG/2008/5/Rev.2. Several experts still had concerns over this proposal, in particular the test procedure proposed to check the effectiveness of VAS. GRSG agreed to resume consideration of this subject on the basis of a revised document prepared by the expert from Japan. The Chairman requested the experts to send further comments to the expert from Japan in time for the next session.

XII. REGULATION No. 110 (Specific components for CNG) (Agenda item 11)

Documentation: ECE/TRANS/WP.29/2009/3

30. The expert from ISO introduced ECE/TRANS/WP.29/2009/3 harmonizing the fuelling connector for heavy-duty CNG vehicles. GRSG adopted the document, not amended, and requested the secretariat to submit it to WP.29 and AC.3 for consideration at their November 2009 sessions, as proposal for Supplement 9 to the original version of Regulation No. 110.

XIII. REGULATION No. 116 (Protection of motor vehicles against unauthorized use) (Agenda item 12)

Documentation: ECE/TRANS/WP.29/GRSG/2008/4/Rev.2

31. For the same reasons mentioned in paragraph 30, the expert from Japan agreed to revise and update his proposal (ECE/TRANS/WP.29/GRSG/2008/4/Rev.2).

XIV. REGULATION No. 125 (Forward field of vision of drivers) (Agenda item 13)

Documentation: Informal documents No. GRSG-96-7 and GRSG-96-31

32. The expert from the Netherlands introduced GRSG-96-7 standardizing the measuring method for the forward field of vision in case of an adjustable steering column. GRSG adopted the document, as reproduced below, and requested the secretariat to submit it to WP.29 and AC.3 for consideration at their November 2009 sessions, as proposal for Supplement 2 to Regulation No. 125.

Paragraph 5.1.3.1., amend to read:

"5.1.3.1. An obstruction created by the steering-wheel rim and the instrument panel inside the steering wheel will be tolerated if a plane through V_2 , perpendicular to the plane x - z and tangential to the highest part of the steering-wheel rim, is declined at least 1° below the horizontal.

The steering wheel, if adjustable, shall be placed in the normal position indicated by the manufacturer or, failing that, midway between the limits of its range(s) of adjustment."

33. GRSG considered GRSG-96-31 proposing to add requirements in Regulation No. 125 to improve the perception of motorcycles by car drivers. The expert from Japan announced his intention to submit a concrete proposal to GRSG at its next session in October 2009.

XV. REGULATION No. 67 (Equipment for liquefied petroleum gas) (Agenda item 14)

Documentation: ECE/TRANS/WP.29/2009/7, informal document No. GRSG-96-23

34. The expert from AEGPL introduced ECE/TRANS/WP.29/2009/7 extending to motor caravans the possibility to use the LPG tank to fuel the heating systems. GRSG adopted the document, reproduced below, including the comments from the expert from OICA (GRSG-96-23), and requested the secretariat to submit it to WP.29 and AC.3 for consideration at their November 2009 sessions, as proposal for Supplement 9 to the 01 series of amendments to Regulation No. 67.

Paragraph 17.1.7.1., amend to read (including a new footnote 4/):

"17.1.7.1. Notwithstanding the provisions of paragraph 17.1.7., motor vehicles of categories M_2 , M_3 , N_2 , N_3 and M_1 having **either** a maximum total mass > 3500 kg **or a body type SA 4/**, may be fitted with a heating system to heat the passenger compartment which is connected to the LPG-system.

4/ **As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4)."**

**XVI. GLOBAL TECHNICAL REGULATIONS UNDER THE 1998 AGREEMENT
(Agenda item 15)**

**A. Proposal to develop a gtr on motorcycle controls, tell-tales and indicators
(Agenda item 15(a))**

Documentation: ECE/TRANS/WP.29/AC.3 /22 and informal document GRSG-96-34

35. GRSG recalled that AC.3 had referred to GRSG the proposal to develop a gtr on motorcycle controls, tell-tales and indicators (ECE/TRANS/WP.29/AC.3 /22). The expert from IMMA made a presentation on the main issues to be dealt within the gtr. The GRSG Chairman requested all the experts to send to IMMA before 24 July 2009 their comments on ECE/TRANS/WP.29/AC.3 /22 in order to prepare an official proposal for the next GRSG. GRSG agreed to consider at its next session whether an informal group would be necessary.

**XVII. GENERAL QUESTIONS RELATED TO THE SCOPE OF THE
REGULATIONS ANNEXED TO THE 1958 AGREEMENT (Agenda item 16)**

Documentation: Informal document No. GRSG-96-06

36. Hungary introduced GRSG-96-06 proposing a systematic approach for the drafting of the scope of Regulations. It was recalled that according to the interpretation given by WP.29 and the Office of Legal Affairs, all approvals granted according to one Regulation shall be recognized by the Contacting Parties applying such a Regulation. The GRSG Chairman requested the experts to prepare their position on this document for the next session. GRSG agreed to keep GRSG-96-06 as a reference document.

XVIII. DEFINITION OF NON-ROAD MOBILE MACHINERY (Agenda item 17)

37. The GRSG Chairman suggested to introduce in the Consolidated Resolution on the Construction of Vehicles (R.E.3) the definition of mobile machinery proposed during the consideration of the draft Horizontal Regulation (ECE/TRANS/WP.29/2008/46). GRSG agreed to resume the discussion of this subject at its next session. The secretariat will prepare a proposal on that matter.

XIX. ALCOHOL IGNITION INTERLOCKS (Agenda item 18)

Documentation: Informal document No. GRSG-96-16.

38. The expert from Sweden introduced GRSG-96-16 proposing to develop a new Regulation on alcohol ignition interlocks. The experts from Canada, France, Japan and the United States provided information about their own national programs on this matter. The expert from the United Kingdom expressed concerns about the cost/effectiveness ratio of mandating such systems. The expert from OICA expressed preference for an ISO standard instead of a mandatory Regulation for type approval. GRSG agreed to discuss the need of an informal group on this subject at its next session on the basis of draft terms of references and rules of procedure, to be prepared by the expert from Sweden.

XX. REVISIONS AND EXTENSIONS OF APPROVALS (Agenda item 19)

Documentation: Informal document No. GRSG-96-12.

39. The expert from OICA introduced GRSG-96-12 proposing to use the notion of "revisions" of existing approvals in the framework of the 1958 Agreement as it is the case at the European Community level. The principle was supported by GRSG which invited the expert from OICA to make an official proposal for the next session of GRSG on Regulation No. 46 as a test case. This test case might be expanded to other Regulations if it is supported by WP.29 and AC.1.

XXI. OTHER BUSINESS (Agenda item 20)

Documentation: Informal document No. GRSG-96-9, GRSG-96-15 and GRSG-96-20.

A. Proposal for a draft Corrigendum to Regulation No. 93 (Front under-run protection) (French only) (Agenda item 20(a))

40. GRSG considered and adopted GRSG-96-9 correcting the French version of Regulation No. 93 (Front under-run protection) and requested the secretariat to issue an Erratum.

B. Definitions of vehicles of category M (Agenda item 20(b))

41. The expert from the Russian Federation introduced GRSG-96-15 proposing to modify the consolidated Resolution on the Construction of Vehicles (R.E.3) to allow the type-approval of M₂ and M₃ vehicles with less than eight seats and to forbid standing passengers in vehicles of category M₁. GRSG recalled that the work done for the Horizontal Regulation on the same issue might be used. GRSG agreed that such change should be carefully assessed because many Regulations may potentially be impacted. GRSG agreed to resume the consideration of this subject at its next session on the basis of a revised proposal by the expert from the Russian Federation.

C. Proposal for a draft Corrigendum to Regulation No. 121 (Identification of controls, tell-tales and indicators) (Agenda item 20(c))


42. GRSG considered and adopted GRSG-96-20, as reproduced below, proposing to correct Regulation No. 121 (Identification of controls, tell-tales and indicators) and requested the secretariat to submit it, not amended, to WP.29 and AC.3 for consideration at their November 2009 sessions, as proposal for Corrigendum 5 to Regulation No. 121.

Paragraph 5.2.6., amend to read:

"5.2.6. Except as provided in paragraph 5.2.7., all identifications ..."

Table 1, item 42a., amend to read (French only):

"

42a.	Sous-gonflage (y compris défaut de fonctionnement)	 16/	Témoin	Oui	Jaune
------	--	--	--------	-----	-------

"

D. Twenty-first conference on Enhance Safety of Vehicles (ESV) (Agenda item 20(d))

43. The expert from Germany informed GRSG that the twenty-first conference on Enhance Safety of Vehicles (ESV) would be held in Stuttgart from 15 June 2009 and invited all the GRSG experts interested to contribute to this event.

XXII. AGENDA FOR THE NEXT SESSION

44. GRSG agreed on the following provisional agenda for the ninety-seventh session to be held in Geneva from 20 (starting at 2.30 p.m.) to 23 (concluding at 12.30 p.m.) October 2009. The deadline for submitting documents with an official symbol is 24 July 2009.

1. Adoption of the agenda
2. Regulation No. 66 (Strength of superstructure)
3. Regulation No. 107 (M₂ and M₃ vehicles):
 - 3(a) Proposals for further amendments;
 - 3(b) Fire safety in buses;
 - 3(c) Requirements for service doors, windows and emergency exits;
4. Proposal for a new draft Regulation on Frontal collision of buses
5. Regulation No. 118 (Burning behaviour of materials)
6. Regulation No. 34 (Fire risks)
7. Regulation No. 43 (Safety glazing)
8. Regulation No. 46 (Devices for indirect vision)
9. Regulation No. 73 (Lateral protection devices)
10. Regulation No. 97 (Vehicle alarm systems (VAS))
11. Regulation No. 116 (Protection of motor vehicles against unauthorized use)

12. Regulation No. 125 (Forward field of vision of drivers)
13. Global technical regulations under the 1998 Agreement
14. General question related to the scope of the Regulations annexed to the 1958 Agreement
15. Definition of non-road mobile machinery
16. Alcohol ignition interlocks
17. Revisions and extensions of approvals
18. Proposal for draft amendment to the consolidated Resolution on the Construction of Vehicles (R.E.3)
19. Election of officers for 2010
20. Other business

Annex ILIST OF INFORMAL DOCUMENTS (GRSG-96-...)
DISTRIBUTED WITHOUT AN OFFICIAL SYMBOL DURING THE SESSION

No.	Transmitted by	Agenda item	Language	Title	Follow-up
1 and Rev.1	GRSG Chairman	1	E	Running order of the provisional agenda	(c)
2	France	9	E	Amendments to Regulation No. 73 (Lateral protection devices)	(c)
3	Russian Federation	3(a)	E	Amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(c)
4	Germany	2	E	Amendments to Regulation No. 66 (Strength of superstructure)	(c)
5	France and Germany	5	E	Amendments to Regulation No. 118 (Burning behaviour of materials)	(c)
6	Hungary and Russian Federation	16	E	The structure and the content of the scopes of regulations belonging to the 1958 Agreement	(a)
7	Netherlands	13	E	Proposal for draft amendments to Regulation No. 125	(d)
8	France	3(d)	E	Proposal for a correction to Regulation No. 107 (M ₂ and M ₃ vehicles)	(b)
9	Secretariat	20	F	Proposition de rectificatif au règlement No. 93 (protection anti-encastrement avant)	(c)
10	Hungary	2	E	Further proposals to Regulation No. 66 (Strength of superstructure)	(c)
11	Russian Federation	3(a)	E	Corrigendum to Regulation No. 107-02 (M ₂ and M ₃ vehicles)	(d)
12	OICA	19	E	Revisions and extensions of approvals	(c)
13	Netherlands	8	E	Terms of reference- Informal group on camera monitor systems	(c)
14	Netherlands	8	E	Report from the informal group on camera monitor systems	(c)
15 and Rev.1	Russian Federation	20	E	Draft amendment to RE3	(c)
16	Sweden	18	E	Proposal regarding alcolock systems	(c)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
17	Spain	3(a)	E	Amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(b)
18	Hungary	4	E	Proposal for a new draft regulation on driver and crew protection in frontal collision of buses	(c)
19	Hungary	4	E	Technical background on driver and crew protection in frontal collision of buses	(c)
20	Canada	20	E	Corrections to Regulation No. 121 (Identification of controls, tell-tales and indicators)	(d)
21	Russian Federation	3(a)	E	Draft amendment to ECE/TRANS/WP.29/GRSG/2009/2 (Regulation No. 107- M ₂ and M ₃ vehicles)	(d)
22	Germany	3(c)	E	Draft amendment to Regulation No 107 (M ₂ and M ₃ vehicles)	(d)
23	OICA	14	E	Draft amendments to ECE/TRANS/WP.29/GRSG/2009/7 (Regulation No. 67- Equipment for liquefied petroleum gas)	(d)
24	Secretariat	1	E	Update of the provisional agenda	(c)
25	India	3(b)	E	India's view on GRSG-94-02 (Proposal concerning emergency windows of M ₂ and M ₃ vehicles- Regulation No. 107)	(c)
26	India	3(a)	E	India's position regarding Regulation No. 107 (M ₂ and M ₃ vehicles)	(c)
27	France, Germany, Norway and Sweden	5	E	Draft amendment to Regulation No. 118 (Burning behaviour of materials)	(b)
28	EC	3(a)	E	Draft amendment to Regulation No. 107 (M ₂ and M ₃ vehicles)	(a)
29	Poland	3(d)	E	Report on the Meeting of the Group on Requirements for Service Doors, Windows and Emergency Exits for Buses and Coaches	(c)
30	United Kingdom	6	E	Regulation No.34 (Fire Risks)- Information on fuel and oil leaks from large vehicles	(c)
31	Japan	13	E	Proposal to review the requirements of Regulation No.125 (forward field of vision)	(c)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
32	Germany	2	E	Regulation No. 66 (Strength of superstructure)- Revised version of ECE/TRANS/WP.29/GRSG/2009/5	(c)
33	Hungary	4	E	Proposal for a regulation on frontal collision of buses- Driver and crew protection	(c)
34	IMMA	15(a)	E	Proposal for a gtr on motorcycle controls, tell-tales and indicators	(c)
95-13	Hungary	4	E	Comments and proposals to the ECE/TRANS/WP.29/GRSG/2007/33 German document	(c)
95-20	Germany	4	E	Proposal for Frontal collision of buses	(c)
95-21	United Kingdom	8	E	Regulation No.46 - (Devices for indirect vision) - Improving Vision from N ₂ and N ₃ Vehicles	(c)

Notes:

- (a) Continue consideration at the next GRSG session as an informal document
- (b) Continue consideration at the next GRSG session as an official document
- (c) Consideration completed or to be superseded
- (d) Adopted and to be submitted to WP.29
- (e) Reference document for further sessions

Annex II

PROPOSAL TO REGULATION No. 66
ECE/TRANS/WP.29/GRSG/2009/5 ADOPTED AS FOLLOWS
(Regulation No. 66, see para. 4. of this report)

The modifications to the current text of the Regulation are marked in bold characters.

Paragraph 1., amend to read (footnote 1/ remains unchanged):

"1. SCOPE

- 1.1. This Regulation applies to single-deck rigid or articulated vehicles belonging to **categories M₂ or M₃, Classes II or III or class B having more than 16 passengers** 1/.
- 1.2. At the request of the manufacturer, this Regulation may also apply **to any other M₂ or M₃ vehicle that is not included in paragraph 1.1.**"

Paragraph 2.4., replace "Family of vehicle types" by "Group of vehicle types"

Insert a new paragraph 2.5., to read:

- "2.5. **"Double deck vehicle" means a vehicle where the provided spaces for passengers are arranged, at least in one part, in two superimposed levels and spaces for standing passengers are not provided in the upper deck.**"

Paragraphs 2.5.(former) to 2.8., renumber as paragraphs 2.6. to 2.9.

Paragraph 2.9.(former), renumber as paragraph 2.10. and amend to read:

- "2.10. **"Passenger compartment(s)" means the space(s) intended for passengers' use excluding any space occupied by fixed appliances such as bars, kitchenettes or toilets.**"

Paragraphs 2.10. (former) to 2.21., renumber as paragraphs 2.11. to 2.22.

Paragraph 2.22.(former), renumber as paragraph 2.23. and amend to read:

- "2.23. **"Body work" means the complete structure of the vehicle in running order, including all the structural elements which form the passenger compartment(s), driver's compartment, baggage compartment and spaces for the mechanical units and components.**"

Paragraphs 2.23. (former) to 2.30., renumber as paragraphs 2.24. to 2.31.

Paragraph 2.31.(former), renumber as paragraph 2.32. and amend to read:

"2.32. "Cantrail" means the longitudinal structural part of the bodywork above the side windows including the curved transition to the roof structures. In the rollover test the cantrail **(in the case of a double deck coach, the cantrail of the upper deck)** hits the ground first."

Paragraph 2.32.(former), renumber as paragraph 2.33. and amend to read:

"2.33. "Waistrail" means the longitudinal structural part of the bodywork below the side windows. In the rollover test the waistrail **(in the case of a double deck coach, the waistrail of the upper deck)** may be the second area to contact the ground after initial deformation of the vehicle cross-section."

Paragraph 3.2.2.1., replace the reference to paragraph 2.15. by a reference to paragraph 2.16.

Paragraph 4.2., amend to read:

"4.2. An approval number shall be assigned to each vehicle type approved. Its first two digits (at present 02 corresponding to the 02 series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another vehicle type."

Paragraph 5.5., amend to read:

"5.5. Testing of articulated vehicles"

Paragraph 6.1.1., in the last line, replace "family" by "group"

Insert new paragraphs 10.7. to 10.11., to read:

"10.7 As from the date of entry into force of the 02 series of amendments, no Contracting Parties applying this Regulation shall refuse to grant approval under this Regulation as amended by the 02 series of amendments.

10.8. Until 48 months after the date of entry into force of the 02 series of amendments, no Contracting Parties shall refuse national or regional approval of a vehicle approved to the preceding series of amendments to this Regulation.

10.9. As from 9 November 2017, Contracting Parties may refuse first registration of a new vehicle which does not meet the requirements of the 02 series of amendments to this Regulation.

10.10. Notwithstanding paragraphs 10.8 and 10.9, approvals of vehicle categories and classes granted to the preceding series of amendments to the 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.

10.11. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval to the preceding series of amendments to this Regulation."

Annex 1, item 3., amend to read (including the insertion of a new footnote 3/):

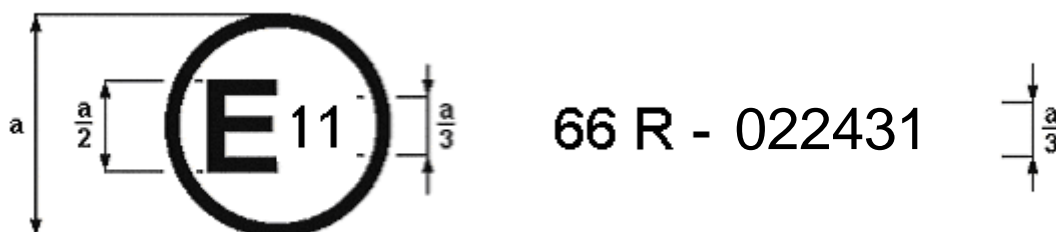
"3. Vehicle category/class 3/: ...

3/ As defined in Annex 7 to the Consolidated Resolution on the Construction of vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4)"

Annex 2, amend to read:

"Annex 2

ARRANGEMENT OF THE APPROVAL MARK
(See paragraph 4.4. of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the strength of the superstructure, been approved in the United Kingdom (E11) pursuant to Regulation No. 66 under approval number **022431**. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of the **02** series of amendments to Regulation No. 66."

Annex 3,

Insert a new paragraph 1.6.3., to read:

"1.6.3. in the case of a double deck vehicle, the mass of the passengers both on the lower and upper deck seats shall be taken into account."

Annex 5,

Paragraph 3.3., amend to read:

"3.3. For inside observation high-speed photography, video, deformable templates, electrical contact sensors or other suitable means shall be used to determine that the requirements of paragraph 5.1. of this Regulation have been met. This shall be verified at any places of the passenger, driver's and crew compartment where the residual space seems to be endangered, the exact positions being at the discretion of the technical service. At least two positions, nominally at the front and rear of the passenger compartment(s) shall be used."

Annex 6,

Paragraph 3.1.3., replace the reference to paragraph 2.27. by a reference to paragraph 2.28.

Paragraph 3.5.1., amend to read:

"3.5.1. the whole body section (bays, connecting structures, additional structural elements, supports) shall be considered when checking the validity of **the two** equations **given** in Annex 4, paragraph 4.2.1 and 4.2.2.;"

Paragraph 5.1., amend to read:

"5.1. The vehicle type shall be approved if all the body sections pass the rollover test and **the two** equations in paragraph 4.1.1. and 4.1.2. of Annex 4 are fulfilled."

Annex 7, Appendix 1,

Figure A7.A1.1, amend the title to read:

"Figure A7.A1.1 – **Initial height of the vehicle centre of gravity**"

Paragraph 4., amend to read:

"4. If more than one body sections **are** tested and each body section has a different **vertical movement (Δh)**, the vertical movement of centre of gravity ..."

Annex III

PROPOSAL TO REGULATION No. 107

GRSG-96-22 ADOPTED AS FOLLOWS

(Regulation No. 107, see para. 14 of this report)

The modifications to the current text of the Regulation are marked in bold characters.

Paragraph 4.2., amend to read:

"4.2. An approval number shall be assigned to each vehicle type approved. Its first two digits (at present **03**, corresponding to the **03** series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendment made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another vehicle or bodywork type within the meaning of paragraph 2.2."

Insert new paragraphs 10.9. to 10.12., amend to read:

"10.9. 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 ECE approval under this Regulation as amended by the 03 series of amendments.

10.10. 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.

10.11. As from 31 December 2012, Contracting Parties applying this Regulation shall grant ECE approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 03 series of amendments.

10.12. As from 31 December 2013, Contracting Parties applying this Regulation may refuse to grant national or regional approvals and 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. "

Annex 2, amend to read:

"Annex 2

ARRANGEMENTS OF APPROVAL MARKS

Model A

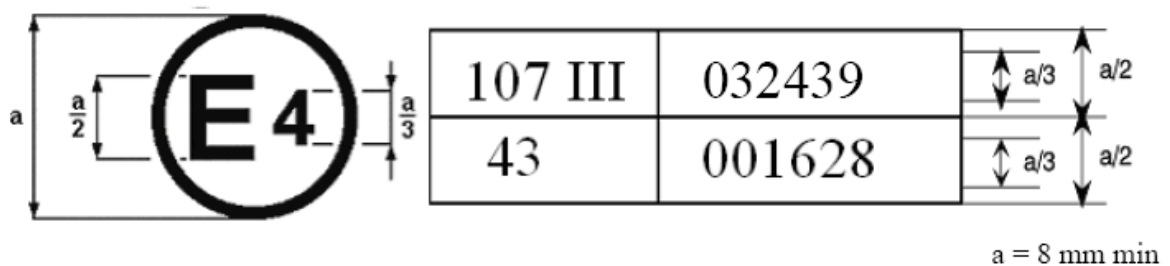
(See paragraph 4.4. of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to its constructional features, been approved in the Netherlands (E 4) for Class III, pursuant to Regulation No. 107 under approval number **032439**. The approval number indicates that the approval was granted according to the requirements of Regulation No. 107 as amended by the **03** series of amendments.

Model B

(See paragraph 4.5. of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to Regulations Nos. 107 and 43.* The first two digits of the approval numbers indicate that, on the dates on which these approvals were granted Regulation No. 107 included the **03** series of amendments and Regulation No. 43 was in its original form.

*/ This number is given merely as an example.

Model C

(See paragraph 4.4.3. of this Regulation)



The above approval mark affixed to a vehicle bodywork shows that the bodywork type concerned has, with regard to its constructional features, been approved separately in the Netherlands (E 4) for Class III as a separate bodywork (letter S), pursuant to Regulation No. 107 under approval number **032439**. The approval number indicates that the approval was granted according to the requirements of Regulation No. 107 as amended by the **03** series of amendments."

Annex 3,

Insert new paragraphs 7.5.1.5. to 7.5.1.5.3., to read:

- "7.5.1.5. In the case of vehicles having the engine located to the rear of the driver's compartment, the compartment shall be equipped with an alarm system providing the driver with both an acoustic and a visual signal in the event of excess temperature in the engine compartment and each compartment where a combustion heater is located.**
- 7.5.1.5.1. The alarm system shall be designed so as to detect a temperature in the engine compartment, and each compartment where a combustion heater is located in excess of the temperature occurring during normal operation.**
- 7.5.1.5.2. Paragraph 7.5.1.5.1. is considered to be satisfied if the following areas of the engine compartment, and each compartment where a combustion heater is located, are monitored regarding excess temperature:**
- 7.5.1.5.2.1. Areas in which, in case of leakage, flammable fluids (liquid or gas) may come into contact with exposed components, e.g. the supercharger or the exhaust-system, including engine mounted components, whose working temperature is equal to or greater than the ignition temperature of the flammable fluids (liquid or gas); and**
- 7.5.1.5.2.2. Areas in which, in case of leakage, flammable fluids (liquid or gas) may come into contact with shielded components, e.g. an independent heating device, whose working temperature is equal to or greater than the ignition temperature of the flammable fluids (liquid or gas); and**
- 7.5.1.5.2.3. Areas in which, in case of leakage, flammable fluids (liquid or gas) may come into contact with components, e.g. the alternator, whose temperature, in case of failure, may be equal to or greater than the ignition temperature of the flammable fluids (liquid or gas).**
- 7.5.1.5.3. The alarm system shall be operational whenever the engine start device is operated, until such time as the engine stop device is operated, regardless of the vehicle's attitude."**

Annex IV

TERMS OF REFERENCE OF THE INFORMAL GROUP ON CAMERA-MONITOR
SYSTEMS (REGULATION No. 46)
(see para. 26 of this report)

1. Antecedents

- GRSG at its 94th and 95th meetings (April and October, 2008) discussed the topic of the requirements of UNECE regulation 46 for the approval of Camera-monitor Systems (CMS) and the possible extension of the application of these CMS as alternative for all optional and mandatory mirrors, based on the documents ECE/TRANS/WP.29/GRSG/2008/3 and ECE/TRANS/WP.29/GRSG/2008/25).
- The delegates of Germany and the Netherlands asked the Chairman (Mr. A. Erario) to request the WP.29 consent for the establishment of an informal group, which has been given by the World Forum for Harmonization of Vehicle Regulations in its 143rd meeting.
- On request of the Chairman the representative of the Netherlands expressed his willingness to chair the informal group.
- Because of lack of time, GRSG did not draft the Terms of Reference (ToR) for the informal group.

2. ToR and chairmanship adopted by GRSG

- The primary task of the group is:
 - to investigate the possibilities to objectify and update the provisions for the type-approval of Camera-Monitor Systems if used as a replacement for a mirror class V and VI as required by the present regulation 46.
- The secondary task of the group is:
 - to investigate the possibilities for improvement and for extension of the application of CMS as alternative to the use of mandatory and optional mirrors of classes I to VI,
 - to investigate the differentiation of CMS to specific classes.
 - to develop proposals for GRSG for the necessary amendments to Regulation No. 46
 - to investigate if standardisation work is necessary on international level (like ISO).
- The informal group shall determine its preliminary timetable on its first meeting and shall report briefly about its major progress to every GRSG session.
- The informal group shall be chaired by Mr. H.A.J. Jongenelen (The Netherlands).
- The informal group shall report to GRSG and complete at least the primary task by December 2009 and shall submit a proposal to GRSG at its April 2010 session.

Annex V

INFORMAL GROUPS OF GRSG

<u>Informal group</u>	<u>Chairman</u>	<u>Secretary</u>
Strength of bus superstructures	Mr. M. Matolcsy (Hungary) Tel: +36 1 202 0656 Fax: +36 1 202 0252 E-mail: m-matolcsy@mail.datanet.hu	
Camera Monitor Systems (CMS) <u>1/</u>	Mr. Harry JONGENELEN Tel: +31-79 3458268 Fax : +31-793458041 Email : hjongenelen@rdw.nl	
Service Doors, Windows and Emergency Exits in Buses and coaches(SDWEE) <u>1/</u>	Mr. Jerzy W. KOWNACKI Tel:+48 22 8112510 Fax : +48 22 8114062 Email : jerzy.kownacki@its.waw.pl	(OICA)

1/ Subject to the consent of WP.29
