

DATE: May 15, 2002 (Revised 15 October 2002)
TO: All members of the small working group
FROM: The secretary of CTG

RE: Unresolved Issues

On the basis of discussions held at the 4th CT meeting, the chairman and the secretary with the support from Japan have summarized the unresolved issues that require further discussions, and have appended the chairman's suggestions and their justifications below. If you have anything to add to the unresolved issues, or if you have any queries or opinions regarding these matters, please send the secretary a written proposal of any kind by replying this e-mail. The deadline for comments is May 22 and bilateral as well as multilateral negotiations regarding items of concern will be conducted until May 31.

The chairman and the secretary have also prepared a provisional revised edition of the draft reflecting the suggestions below, which should serve as the basis of our discussion from now on.

(Annex 1, 1.3.1) Weight classifications of category 2 subcategories

(Suggestion)

For the time being, dividing the category only at 3.5t is suggested.

(Justification)

Dividing up the category will create too many subcategories causing confusion.

(Annex 1, 1.4) Minimum paymass value for category 2

(Suggestion)

A minimum paymass value of 200kg for category 2 and addition of the text like the one below are suggested.

(Justification)

In light of existing models, 200kg seems suitable.

If a vehicle meets all of the following conditions:

P- $(M+N \times 68) > N \times 68$

Where

P = Gross vehicle mass defined in paragraph 4 of Annex 3.

M = Mass in running order definition in paragraph 3 of Annex 3.

N = Number of seating positions excluding driver seating position And

The number of seating positions, excluding the driver seating position, is not more than six, And

Pay mass (specified in paragraph 6 Annex 3) exceeds 200kg,

The vehicle shall be deemed to be a category 2 vehicle.

(Annex 0, General Definition) Definition of seating position

(Suggestion)

The seating position based the number of seat belt anchorages is suggested.

(Justification)

Since they are determined at the vehicle planning stage while environmental, safety, and other technical requirements and market requirements are studied, and they are rather simple, the seating positions of vehicle passengers should be used as the criteria that determine the category. The seat width might not be suitable because it could spark a debate on numbers.

Cases that happened in the past in the United States are thought to have been caused by insufficient study of technical requirements by the manufacturer. And it seems that this won't happen when applying any GTRs.

(Annex 1, 1.5) Definition of special purpose vehicle

(Suggestion)

The text that this could be defined at the discretion of each country is suggested. If required in the future, however, we could discuss harmonizing a specific definition of special purpose vehicle as a GTR.

(Annex 1, 2) Definition of motorcycle

(Suggestion)

A motorcycle category was provisionally added to the text as category 3.