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Working Party on General Safety Provisions (GRSG)

REPORT OF THE WORKING PARTY ON GENERAL SAFETY PROVISIONS (GRSG)
ON ITS SEVENTY-NINTH SESSION

(16 to 20 October 2000)

1. GRSG held its seventy-ninth session 1/ from 16 October (afternoon) 2000 to 20 October (morning) 2000, under the chairmanship of Mr. J. Martin (Luxembourg). Experts from the following countries participated in the work, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Belgium; Canada; Czech Republic; Finland; France; Germany; Hungary; Italy; Japan; Luxembourg; Netherlands; Norway; Poland; Portugal; Russian Federation; Spain; Sweden; United Kingdom; United States of America. A representative of the European Commission (EC) participated. Experts from the following non-governmental organizations took part in the session: International Road Transport Union (IRU); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); European Association of Automobile Suppliers (CLEPA); International Union of Public Transport (UITP).

1/ Following the decision taken by WP.29 a separate informal meeting with interpretation services was held prior to the seventy-ninth GRSG session proper (TRANS/WP.29/735, para. 40.).

2. The informal meeting on "Common Tasks" was held on 16 October (afternoon only) and 17 October (morning only), under the Chairmanship of Mr. T. Onoda (Japan). Experts from the following countries participated in the work: Belgium; Canada; Czech Republic; France; Germany; Hungary; Italy; Japan; Luxembourg; Netherlands; Poland; Portugal; Russian Federation; Spain; Sweden; United Kingdom; United States of America. Experts from the following non-governmental organizations took part in the meeting: International Road Transport Union (IRU); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA). A summary of the proceedings of this informal meeting is given below in paras. 96. to 102.

3. The documents without a symbol distributed during the session are listed in annex 1 to this report.

4. GRSG experts expressed their disappointment about the non-distribution by mail of a considerable amount of official documents mentioned in the draft agenda. The secretariat informed GRSG that those documents had been transmitted to the translation and publication services in time, at least ten weeks before the meeting.

DEVELOPMENT OF REGULATION No. 36 (Large capacity passenger vehicles)

Documentation: TRANS/WP.29/GRSG/1998/13; TRANS/WP.29/GRSG/1999/1; TRANS/WP.29/GRSG/1999/2; TRANS/WP.29/GRSG/1999/20; TRANS/WP.29/GRSG/1999/20/Add.1; TRANS/WP.29/GRSG/2000/2; TRANS/WP.29/GRSG/2000/3; TRANS/WP.29/GRSG/2000/11; TRANS/WP.29/GRSG/2000/16; TRANS/WP.29/GRSG/2000/17; TRANS/WP.29/GRSG/2000/21; TRANS/WP.29/GRSG/2000/25; informal documents Nos. 1, 5, 6, 14 and 20 of annex 1 to this report.

5. As agreed at the seventy-eighth session (TRANS/WP.29/GRSG/57, para. 5.), the expert from the United Kingdom presented a proposal (TRANS/WP.29/GRSG/1999/20/Add.1) on accessibility, based on the "Common Position" concerning the European Community draft Directive on buses and coaches.

6. The experts from Belgium and from OICA, withdrew their proposals concerning accessibility (TRANS/WP.29/GRSG/2000/2; TRANS/WP.29/GRSG/2000/3 and TRANS/WP.29/GRSG/2000/21) because they were included in document TRANS/WP.29/GRSG/1999/20/Add.1.

7. GRSG agreed to defer a more detailed consideration of the proposal (TRANS/WP.29/GRSG/1999/20 and Add.1), awaiting the opinion of the European Parliament on the draft European Community Directive, in its second reading. Nevertheless, the following amendments to document TRANS/WP.29/GRSG/1999/20/Add.1 were adopted by GRSG.

Throughout all the document, delete the reference to Classes A and B.

Paragraph 3.8.1.2., amend to read:

".....

(b) the forces shall

(c) by hand after removal of traction force."

Paragraph 3.8.2.2., amend to read:

".... of a safety- belt conforming to Regulation No. 16"

Paragraph 3.8.2.6.6., amend to read:

"3.8.2.6.6. The forces shall be maintained"

Paragraph 3.8.3., amend to read:

"3.8.3. As an alternative"

8. As concerns the duration of the deceleration time pulse to the wheelchair test trolley (paras. 3.8.2.8.1.1. to 3.8.2.8.2.2.), GRSG requested the experts to verify the values indicated in the proposal.

9. The expert from the Russian Federation introduced documents TRANS/WP.29/GRSG/2000/11 and TRANS/WP.29/GRSG/2000/25, which contained the provisions for incorporating prescriptions for trolleybuses in the text of Regulation No. 36. He explained to GRSG that both documents superseded documents TRANS/WP.29/GRSG/1998/13; TRANS/WP.29/GRSG/1999/1 and TRANS/WP.29/GRSG/1999/2.

10. For document TRANS/WP.29/GRSG/2000/25, GRSG adopted, in principle, the following amendments:

Paragraph 2.1.4.(former), renumber as paragraph 2.1.5., and amend to read:

"2.1.5. "Articulated vehicle", means"

Paragraph 5.5.9., amend to read:

"..... permitted within 10 cm of any exhaust system, any high voltage electrical equipment or any other significant source of heat of a vehicle unless the material is effectively shielded. For the purposes of this paragraph, a flammable material is considered to be one which is not designed to withstand the temperature likely to be encountered in that location. Where necessary, shielding shall be provided to prevent grease or other flammable materials coming into contact with any exhaust system, any high voltage electrical equipment or any other significant source of heat."

Paragraph 5.6.1.9., amend to read:

"..... in the case of Class I vehicles. There should not be any escape hatches fitted on the roof of any trolleybus. The minimum number of hatches shall be:"

11. For the same proposal (TRANS/WP.29/2000/25), the expert from the United Kingdom suggested a new drafting for paragraph 2.1., as indicated below, and to maintain the current definitions of Classes I, II, and III (paragraphs 2.1.1. to 2.1.3. of the Regulation). GRSG agreed to resume consideration of the proposal at the next session.

"2.1. "Vehicle", means a vehicle designed and equipped for the transport of more than 22 passengers. There are three Classes of vehicles. A vehicle may be regarded as belonging in more than one Class. In such a case it may be approved for each Class to which it corresponds;"

12. In compliance with the adopted paragraph 5.6.1.9. (see para. 10. above), GRSG did not accept the alternative proposal concerning escape hatches suggested by the expert from the Netherlands in document TRANS/WP.29/GRSG/2000/16.

13. Regarding the proposed annex 8 containing the specific prescriptions for trolleybuses (TRANS/WP.29/GRSG/2000/11), the experts from the Netherlands and from OICA introduced informal documents Nos. 1 and 14 respectively, stating their positions and alternative proposals.

14. The expert from the Russian Federation offered to transmit to GRSG an updated proposal for annex 8, taking into account the proposals included in both informal documents Nos. 1 and 14, for consideration at the next session.

15. The expert from the Russian Federation introduced informal document No. 20, in which he raised the issue that, in his opinion, both Regulations Nos. 36 and 52 applied to public transport of passengers, and asked the other experts if they applied the above-mentioned Regulations to the private transport of passengers as well.

16. After clarification that Regulation No. 36 did not include any longer in its scope the mention to apply it to public transport only, and that Regulation No. 52 had only, by mistake, a reference to public transport in its title, GRSG confirmed that both Regulations should apply to both public and private transport.

17. GRSG considered and adopted informal document No. 5, transmitted by the expert from Germany and reproduced in annex 2 to this report. It was also agreed not to transmit it to WP.29/AC.1, until new amendments would be adopted by GRSG.

18. GRSG considered and adopted informal document No. 6, transmitted by the expert from Germany, as reproduced below. GRSG agreed to transmit it to WP.29 and AC.1 for consideration at the March 2001 session as Corrigendum 1 to Supplement 3 to the 03 series of amendments to Regulation No. 36.

Paragraph 5.6.4.9., correct to read:

".... of required access to any mandatory exit."

19. The expert from the Netherlands presented a proposal (TRANS/WP.29/GRSG/2000/17) aimed at introducing into Regulation No. 36 the possibility of escape hatches in the floor of a vehicle, as it had been proposed in the draft European Community Directive. GRSG agreed to resume its consideration of this subject at the April 2001 session.

20. The expert from Japan informed GRSG that his country would introduce a barrier-free standard for buses into its legislation. A copy of the draft was distributed to the experts.

DEVELOPMENT OF REGULATION No. 52 (Small capacity passenger vehicles)

Documentation: TRANS/WP.29/GRSG/1999/15; TRANS/WP.29/GRSG/1999/21; TRANS/WP.29/GRSG/1999/21/Add.1; TRANS/WP.29/GRSG/2000/22.

21. GRSG agreed to defer the pending issues of document TRANS/WP.29/GRSG/1999/15 to the next session (TRANS/WP.29/GRSG/57, para. 25.).

22. Concerning accessibility, the expert from Belgium withdrew his proposal (TRANS/WP.29/GRSG/2000/22) given that it had been included in the proposal transmitted by the expert from the United Kingdom (TRANS/WP.29/GRSG/1999/21/Add.1).

23. As decided for Regulation No. 36 (see para. 7. above), GRSG agreed to postpone the consideration of the proposal concerning accessibility to vehicles for passengers with reduced mobility (TRANS/WP.29/GRSG/1999/21 and Add.1).

DEVELOPMENT OF REGULATION No. 107 (Double-deck large passenger vehicles)

Documentation: TRANS/WP.29/2000/23/Rev.1; TRANS/WP.29/GRSG/1999/22 and Add.1; TRANS/WP.29/GRSG/2000/21; informal document No. 13 of the seventy-eighth session; informal document No. 7 of annex 1 to this report.

24. GRSG agreed to postpone any consideration about accessibility to vehicles for passengers with reduced mobility (TRANS/WP.29/GRSG/1999/22 and Add.1), as it was decided for Regulations Nos. 36 and 52 (see paras. 7 and 23 above). Besides, the expert from Belgium withdrew his proposal (TRANS/WP.29/GRSG/2000/21), explaining that it was included in the above-mentioned documents.

25. GRSG considered the proposal of informal document No. 13 of the seventy-eighth session concerning the distance of fuel filler-holes from any service door or emergency door aperture. GRSG agreed to continue consideration of this issue at the next session, and requested the secretariat to distribute the proposal, for both Regulations Nos. 36 and 107, with an official symbol.

26. Concerning the manoeuvrability, GRSG noted that WP.29 had not recommended to AC.1 the adoption of the proposal (TRANS/WP.29/200/23/Rev.1) due to some concerns at the European Community level. GRSG agreed that the paragraphs concerning manoeuvrability (TRANS/WP.29/2000/23, paras. 6.10.2. and 5.10.3., and annex 4 figures A and B) should be reinserted in document TRANS/WP.29/2000/23/Rev.1 and be transmitted to WP.29 and AC.1 for consideration once the concerns at the European Community were resolved. The Chairman said that he would report to WP.29 on this issue.

27. GRSG considered and adopted informal document No. 7, as reproduced in annex 3 to this report. It was also agreed to wait for its transmission to WP.29 and AC.1 until new amendments to Regulation No. 107 were agreed.

DEVELOPMENT OF REGULATION No. 66 (Strength of superstructure)

Documentation: TRANS/WP.29/GRSG/2000/14 and Add.1; informal documents Nos. 10, 11 and 12 of annex 1 to this report.

28. The expert from Hungary who chaired the informal group, which had been set out to develop the Regulation, reported to GRSG about the progress made during the meeting, which had been held in Madrid on 14 and 15 September 2000 (informal document No. 10).

29. As a result of the meeting, he introduced informal documents Nos. 11 and 12, which contained the method for determination of the position of the vehicles' centre of gravity, and a draft proposal for amendments to Regulation No. 66.

30. In order to allow a more detailed consideration of the proposals, the secretariat was requested to distribute informal documents Nos. 11 and 12 with official symbols for the next session.

31. As concerns the proposals of documents TRANS/WP.29/2000/14 and Add.1, the expert from the Czech Republic announced his intention to submit them to the informal group. He offered to organize the next meeting of the informal group in Prague by the end of the year 2000. The expert from OICA announced his intention to take part in the work of the informal group.

DRAFT REGULATION ON FIRE SAFETY

Documentation: TRANS/WP.29/GRSG/1999/23 and Add.1.

32. The experts from Norway and Belgium introduced the amendments to the proposal (TRANS/WP.29/GRSG/1999/23/Add.1) as they had been revealed at the seventy-seventh session (TRANS/WP.29/GRSG/56, para. 24.). They said that the

proposal for gas toxicity and smoke emission requirements should continue to be developed.

33. The experts from France, Germany, Italy, Poland, Spain, and the United Kingdom supported OICA's suggestion for a two-step work phase. In the first one, the new Regulation should only include the prescriptions of the European Community Directive 95/28/EEC, and in a second step it could incorporate prescriptions for gas toxicity and smoke emission requirements.

34. The experts from Italy and Germany insisted that the scope of the new Regulation should be the same as that of the European Community Directive, and were not in favour of the scope referring to M2 and M3 vehicles of Classes B, II and III, as agreed at the seventy-eighth session (TRANS/WP.29/GRSG/57, para. 41.).

35. The expert from OICA explained to GRSG that prescriptions for safety cables (paragraphs 2.14., 2.5.4.1. to 2.5.4.6.) had been formulated for buildings and not for vehicles, and that prescriptions for fire extinguishers (para. 6.5.6.) should be incorporated into Regulation No. 36. He finally offered to transmit a written proposal for the next session.

36. The expert from Belgium clarified that the prescriptions for safety cables had been taken from railway safety standards. He also insisted on improving the safety standards of the materials used in the construction of the vehicles, because the materials used were in conformity with the prescriptions of the European Community Directive concerning the burning rate, but they produce excessive smoke.

37. GRSG agreed to continue its consideration of the proposal at the next session.

DEVELOPMENT OF REGULATION No. 43 (Safety glazing)

Documentation: TRANS/WP.29/GRSG/1999/4; TRANS/WP.29/GRSG/1999/12/Rev.1; TRANS/WP.29/GRSG/1999/29; TRANS/WP.29/GRSG/1999/30; TRANS/WP.29/GRSG/2000/4; TRANS/WP.29/GRSG/2000/13; TRANS/WP.29/GRSG/2000/20; TRANS/WP.29/GRSG/2000/24; informal documents 4, 8, 9, 13 and 15 of annex 1 to this report.

38. The expert from Belgium pointed out that in para. 47. of the report of the seventy-eighth session (TRANS/WP.29/GRSG/57), some words had been omitted. He suggested, and GRSG agreed, to correct the paragraph as reproduced below:

".... of impact of the headform against flat samples in the type approval procedures of windscreen panes. Consideration of the fragmentation"

39. The expert from Belgium introduced document TRANS/WP.29/GRSG/2000/20, which contained a corrigendum to the proposal for amendments to the Regulation, which had been adopted at the seventy-eighth session. He also introduced informal document No. 8, which further modified document TRANS/WP.29/GRSG/2000/20.

40. At the request of the expert from Germany, who opposed the adoption of informal documents during the session where they were tabled, GRSG agreed to consider the proposal at the next session, and requested the secretariat to distribute informal document No. 8 with an official symbol.

41. Concerning the prescriptions for safety glazing installation, the expert from Belgium withdrew the proposal of document TRANS/WP.29/GRSG/2000/4 because it was included in the proposal of document TRANS/WP.29/GRSG/1999/12/Rev.1, transmitted jointly by himself and the expert from the United Kingdom.

42. He also introduced informal document No. 9, which contained a complete explanation of the proposals of document TRANS/WP.29/GRSG/1999/12/Rev.1. He insisted that the regular light transmittance of the safety glazing behind pillar B should be established in the Regulation and proposed a minimum value of 30 per cent. He said that when elaborating the proposal he had considered a part of the abstract of a German study dated 1994.

43. The expert from Germany clarified that the study mentioned by the expert from Belgium had not concluded that the safety glazing behind the B pillar should have a minimum value of the regular light transmittance. He also insisted that the minimum value depended on the installation angle of the safety glazing. He offered to give a more detailed explanation at the next meeting.

44. The expert from CLEPA presented informal document No. 13, which contained comments to the proposal of document TRANS/WP.29/GRSG/1999/12/Rev.1. He informed GRSG that his organization had transmitted document TRANS/WP.29/GRSG/2000/24, as an amendment to TRANS/WP.29/GRSG/1999/12. He proposed not to introduce limits for the light transmittance coefficient for safety glazing behind the B pillar, justifying that no such limits existed in the European Community Directive 92/22/EEC.

45. The experts from France, Poland, Sweden and the United States of America supported the principle of the proposal for having a minimum value for the regular light transmittance of safety glazing installed behind the B pillar. The expert from Canada also shared this view but suggested to amend paragraph 2.18.1. of the proposal as follows:

"..... of a plane passing [10/15] cm behind the driver's "R" point
....."

46. The experts from Italy and Japan were against the proposal of introducing a minimum value of the light transmittance coefficient for safety glazing behind B pillar, but both experts explained that, in the case of acceptance of such a principle, the value should be considered separately for each vehicle category.

47. The expert from Japan said that his country only had such prescriptions for M1 category of vehicles and insisted on the necessity of acquiring accident data before introducing the above-mentioned prescription. He also introduced informal document No. 4 proposing an amendment to document TRANS/WP.29/GRSG/1999/12/Rev.1.

48. The expert from OICA introduced informal document No. 15 with his comments to the proposals of document TRANS/WP.29/GRSG/1999/12/Rev.1.

49. The Chairman reminded GRSG that the question of safety glazing installation should be considered directly by GRSG and not by the informal group on Regulation No. 43. GRSG agreed to continue the work on this issue at the next session and requested the secretariat to distribute informal documents Nos. 4, 13 and 15 with official symbols.

50. The expert from IRU raised the question of injuries caused by glazing in roll-over accidents of coaches and requested the help of the industry in order to minimize such a risk.

51. The expert from CLEPA recognized that this issue was a very complicated question, and said that laminated glazing was a benefit for roll over, but reminded that such glazing material did not allow the evacuation through it in case of an accident.

52. The Chairman suggested that this issue should also be considered by the informal group charged with developing Regulation No. 66.

53. Document TRANS/WP.29/GRSG/2000/13, containing a proposal to ban the installation of films on safety glazing panes was presented by the expert from Spain.

54. GRSG agreed that the question of films bonded to safety glazing windows was more an after market issue and not a type approval one, and rejected the proposal. Nevertheless, the expert from Germany announced his intention to transmit a proposal for the installation of plastic films onto glazing materials in a future session.

55. With regard to the alternative headform use (TRANS/WP.29/GRSG/1999/4), the expert from the United States of America informed GRSG that he had obtained the samples needed to perform the comparison tests. The expert from Germany reminded GRSG that the comparison tests for the alternative headform were expected to be performed in his country, and said that when completed he would report to GRSG.

56. As concerns the proposal for a global technical regulation (gtr) on safety glazing (TRANS/WP.29/GRSG/1999/29) and the corresponding amendments to Regulation No. 43 (TRANS/WP.29/GRSG/1999/30), GRSG deferred consideration of this matter to a further session.

57. The expert from OICA expressed his disappointment for not considering the proposal for a gtr. The expert from Canada suggested revising the proposal in order to eliminate controversial issues, not acceptable for countries applying self-certification.

58. Following the suggestion by the expert from CLEPA, the secretariat was requested to distribute as an informal document the text of the proposed global technical regulation (TRANS/WP.29/GRSG/2000/29), with the differences from Regulation No. 43 visibly marked, and put it on the web page of the UN/ECE. The expert from Belgium suggested to incorporate in such an informal document also the proposals prepared by the informal group charged with developing the proposal for a global technical regulation.

DEVELOPMENT OF REGULATION No. 39 (Speedometer equipment)

Documentation: TRANS/WP.29/GRSG/2000/5; TRANS/WP.29/GRSG/2000/6; informal document No. 17 of the seventy-eighth session; informal document No. 16 of annex 1 to this report.

59. GRSG continued its consideration of the proposals by Sweden (TRANS/WP.29/GRSG/2000/6 and informal document No. 17 of the seventy-eighth session) and by the United Kingdom (TRANS/WP.29/GRSG/2000/5). After a detailed consideration of the tolerance for both type-approval and conformity of production, GRSG adopted the tolerances as proposed in document TRANS/WP.29/GRSG/2000/5, however, as a first step only, with the aim of continuing to improve the accuracy of the speedometers.

60. Finally, GRSG adopted the proposal of document TRANS/WP.29/GRSG/2000/6 as amended by paragraph 60 of the report of the seventy-eighth session (TRANS/WP.29/GRSG/57), with the amendments reproduced below. It also agreed to transmit them to WP.29 and AC.1 for consideration at their March 2001 sessions.

Paragraph 5.1., amend to read:

"5.1. The display of the stated by the manufacturer."

Paragraph 5.2.5., the table, second column, do not insert in the second column, rows two to five, the value of "25"

Annex 3, paragraph 2., amend the formulas to read:

".....

In the case of vehicles of categories M and N

$$0 \leq (V_1 - V_2) \leq 0.1 V_2 + 6 \text{ km/h}$$

In the case of vehicles of categories L

$$0 \leq (V_1 - V_2) \leq 0.1 V_2 + 8 \text{ km/h}"$$

61. The expert from OICA presented informal document No. 16, which contained a proposal to reduce the minimum diameter of the roller dynamometer drum from 2.0 m to 0.4 m.

62. The expert from the United States of America advised GRSG about the possible deformation of the tyre if such a roller drum dynamometer reduction should be accepted and its influence on the measurement accuracy.

63. GRSG agreed to continue consideration of the proposal at the next session, and requested the expert from OICA to complete his proposal. GRSG also requested the expert from IMMA to present data which could help GRSG in taking a decision on the improvement of the accuracy of speedometers.

DRAFT REGULATION ON THE PROTECTION OF M1 AND M2 CATEGORIES OF VEHICLES AGAINST UNAUTHORIZED USE (Development)

Documentation: TRANS/WP.29/GRSG/2000/12; TRANS/WP.29/GRSG/2000/15; informal document No. 2 of annex 1 to this report.

64. GRSG adopted the proposal of document TRANS/WP.29/GRSG/2000/12 and agreed to transmit it to WP.29 and to AC.1 for consideration at their March 2001 sessions.

65. GRSG also adopted informal document No. 2 as reproduced in annex 4 to this report and also agreed to transmit it to WP.29 and AC.1 for consideration at their March 2001 sessions together with the above agreed document.

66. As concerns the electromagnetic compatibility, the expert from France introduced document TRANS/WP.29/GRSG/2000/15, proposing draft amendments to the annex concerning electromagnetic compatibility.

67. Discussing the dilemma of incorporating prescriptions for electromagnetic compatibility into this draft Regulation or making only a reference to Regulation No. 10, GRSG accepted to insert the prescriptions into the draft Regulation in a first step. It agreed that, once all relevant prescriptions were incorporated into Regulation No. 10, the present draft Regulation should be amended by means of a reference to Regulation No. 10.

68. The expert from Belgium suggested to keep the deleted text in the paragraph dealing with electrical disturbances from electrostatic discharges (TRANS/WP.29/GRSG/2000/15, paragraph 2.).

69. GRSG agreed to continue consideration of this matter at the April 2001 session and agreed to invite GRE to begin the work needed to amend Regulation No. 10.

DEVELOPMENT OF REGULATION No. 18 (Protection against unauthorized use)

Documentation: TRANS/WP.29/2000/18.

70. The Chairman informed GRSG that WP.29 had not yet adopted the proposal of amendment of the Regulation (TRANS/WP.29/2000/18) because it had been considered necessary that its adoption should be at the same time as the adoption of the draft Regulation on the protection of M1 and N1 categories of vehicles against unauthorized use.

DEVELOPMENT OF REGULATION No. 97

Documentation: TRANS/WP.29/GRSG/2000/12; TRANS/WP.29/GRSG/2000/15; informal document No. 3 of annex 1 to this report.

71. GRSG noted that documents TRANS/WP.29/GRSG/2000/12 and TRANS/WP.29/GRSG/2000/15 had been considered previously (see paras. 64. and 66. to 69.)

72. It considered and adopted informal document No. 3, as reproduced in annex 5 of this report and agreed to transmit it to WP.29 and AC.1 for consideration at their March 2001 sessions.

73. The expert from the United Kingdom requested the secretariat to align the text of paragraph 31.6. of Regulation No. 97 with the text of paragraph 8.2.6. of the draft Regulation on the protection of M1 and N1 categories of vehicles against unauthorized use (TRANS/WP.29/2000/3). GRSG accepted this request and also agreed to transmit it to WP.29 and AC.1 with the above-mentioned adopted proposals.

OTHER BUSINESS

(a) Development of Regulation No. 34 (Prevention of fire risks)

Documentation: TRANS/WP.29/GRSG/1999/8/Rev.1; informal document No. 21 of annex 1 to this report.

74. Presenting document TRANS/WP.29/GRSG/1999/8/Rev.1, the expert from the Czech Republic explained to GRSG that the aim of his proposal was to update the original text in order to improve the fire safety of the vehicles incorporating tests for fuel tanks made of plastic material.

75. The expert from France suggested to maintain annexes 3 and 4 of the current Regulation No. 34. He was supported by a majority of the experts.

76. After consideration of the text proposed for paragraphs 2.2. to 2.2.2., the expert from the Czech Republic tabled informal document No. 21, amending his proposal as reproduced below:

Paragraphs 2.2. to 2.2.2., amend to read (footnote 1/ not modified):

"2.2. "vehicle type" means vehicles which do not differ in such essential respect as:

2.2.1. the structure, shape, dimension and material (metal/plastic) of the tank(s),

2.2.2. in vehicles of category M1 1/ the position of tank(s) in the vehicle in so far as it has a negative effect on requirements of paragraph 5.1.14."

Paragraphs 2.2.3. to 2.2.8., should be deleted.

Paragraph 5.1.13.1.1., amend to read:

"5.1.13.1.1. The requirements of paragraph 5.1.13.1. will be deemed"

77. The expert from the United Kingdom suggested for paragraph 5.1.13.1.1. to add at the end the text reading "Subject to the provision that the example listed in the third indent of that section does not apply to vehicles other than M1 and N1."

78. GRSG agreed to continue consideration of the proposal at the next session and requested the experts to study it and decide on their positions concerning the scope of the Regulation.

(b) Regulation No. 105 (ADR vehicles)

Documentation: TRANS/WP.29/GRSG/2000/18; informal documents Nos. 17 and 22 of annex 1 to this report.

79. GRSG considered the amendments proposed to the Regulation (TRANS/WP.29/GRSG/2000/18), necessary to adapt it to the proposed amendments of the ADR.

80. The expert from OICA introduced informal document No. 17, containing his comments to the proposal. Concerning the transitional provisions, he proposed to make reference to a concrete date of application and tabled informal document No. 22 on that issue.

81. GRSG adopted document TRANS/WP.29/GRSG/2000/18 amended by informal documents Nos. 17 and 22, as reproduced in annex 6 to this report. GRSG agreed to transmit the proposal to WP.29 and AC.1 for consideration at their March 2001 sessions.

(c) Draft Regulation on identification of controls, tell-tales and indicators

Documentation: TRANS/WP.29/GRSG/1999/19/Rev.2; TRANS/WP.29/GRSG/2000/8/Rev.1; informal documents Nos. 18 and 19 of annex 1 to this report.

82. GRSG suggested to consider first the draft Regulation considered under the 1958 Agreement (TRANS/WP.29/GRSG/1999/19/Rev.2) and to apply afterwards to the draft global technical regulation (TRANS/WP.29/GRSG/2000/8/Rev.1) the amendments adopted for the draft Regulation.

83. The expert from Canada introduced document TRANS/WP.29/GRSG/1999/19/Rev.2 together with informal document No. 19 in which

he had introduced in the tables the suggestions which had been made at the previous meeting (TRANS/WP.29/GRSG/57, para. 82.).

84. The expert from OICA introduced informal document No. 18, insisting on the deletion of the requirement of an abbreviated name in the symbol, and on the inclusion of symbols which were identified on other Regulations. The document also contained amendments proposed to the text of the draft Regulation.

85. The key question of having the Regulation annexed to the 1958 Agreement, equivalent to the corresponding European Community Directive 78/316/EEC, as amended, was considered. The expert from Italy stated that the draft Regulation should parallel the European Community Directive and should not introduce any new prescriptions or symbols. The expert from Canada insisted that the future Regulation under the 1958 Agreement and the future global technical regulation under the 1998 Agreement should be parallel, and explained to GRSG that the differences between them and the European Community Directive were not significant.

86. The experts from Belgium, France, Spain, Sweden and the United Kingdom, were in principle in favour of the proposal made by the expert from Canada (see para. 85. above) and suggested that, once the Regulation was adopted, the European Community Directive would be adapted to it.

87. GRSG agreed in principle the following amendments to document TRANS/WP.29/GRSG/1999/19/Rev.2.

Paragraph 1., amend to read (footnote 1/ is maintained):

"1. This Regulation applies to identification of manual controls, tell-tales and indicators in vehicles of categories M1 and N1 1/."

Paragraph 3.3., amend to read:

"3.3. A vehicle or relevant parts of vehicle fitted with a"

Paragraph 5.2.2., delete the last sentence "Such identification ... this Regulation."

88. As concerns the deletion of paragraphs 5.1.1., 5.2.3., and 5.2.8. to 5.2.12., suggested by the expert from OICA, GRSG decided to consider this matter again at the next session, as well as the suggestion to substitute paragraph 5.2.13. by a footnote to be inserted in tables 1 and 2. The expert from Canada preferred to keep paragraphs 5.1.1. and 5.2.8. to 5.2.12. because, in his opinion, these paragraphs were very important for countries applying a self-certification system.

89. The expert from Belgium suggested to re-draft paragraph 5.6.2. and the expert from the United Kingdom suggested for this paragraph to amend the words "the crash" by "any".

90. As concerns the prescriptions of brightness of interior illumination of the driver's compartment, the expert from OICA suggested to amend the title of the Regulation in order to include such concept into it.

91. The Chairman congratulated the experts from Canada and OICA for the compromise reached on drafting the proposal and underlined that it indicated that the Regulation would basically parallel the European Community Directive as concerns general prescriptions. He envisaged that, at the same time, the proposal could be made more complete, and followed closely by the global technical regulation. He also suggested that the expert from Canada should be invited to submit an updated version of the proposal introducing the agreements reached.

(d) Draft global technical regulation on windshield wiping/washing and defrosting/defogging

Documentation: TRANS/WP.29/GRSG/1999/28.

92. The expert from the United States of America informed GRSG that he had not been able to complete the work in time but he said that a complementary document should be ready and transmitted to GRSG in time for consideration at the next session. The expert from OICA offered to assist the expert from the United States of America in the elaboration of the document.

93. As concerns the scope of the proposed Regulation, the expert from France asked for the reason why certain M1 vehicles were excluded. No immediate explanation was offered, although the expert from the United Kingdom suggested that this issue should be considered by the informal group on "Common Tasks".

94. The expert from Belgium raised the issue of the determination of the vision areas A and B (TRANS/WP.29/GRSG/1999/28, annex 2, paras. 2.2. and 2.3.) using the angles of 4° and 8°. He informed GRSG that these angles were different from those of Regulation No. 43 and invited the experts to study this matter.

95. GRSG, to provide more time for reflection, agreed to continue its consideration of the proposal at the next session.

(e) Informal meeting on "Common Tasks"

Documentation: Informal documents Nos. 1, 2, 3, 4 and 5 of annex 1, part 2 to this report.

96. The expert from Japan, chairing the informal group on "Common Tasks", reported on the meeting held prior to GRSG proper (see para. 2. above).

97. He recalled that, following the request of WP.29 (TRANS/WP.29/735 paras. 39 and 40), the informal group should resolve the questions of harmonization of vehicle category and the masses and dimensions definitions, and that this task should be finished in 2003.

98. He informed GRSG that the informal group had decided to deal with M and N categories of vehicles first, and to consider technical matters necessary for defining global technical regulations only. He also said that the approach adopted had been to set general principles and to avoid setting limits, wherever possible.

99. As concerns the outcome of work, he said that three approaches were considered: to elaborate an annex to the 1998 Agreement; to annex a new Regulation to the 1998 Agreement (Regulation "0" concept); or to amend the current Consolidated Resolution R.E.3 and/or to develop under the 1998 Agreement a new Resolution on the Construction of Vehicles. He said that no immediate solution had been agreed and that this issue should be submitted to WP.29 and WP.29/AC.2 for guidance.

100. The Chairman of the group informed GRSG that, in addition to the agenda of the informal meeting, four informal documents had been submitted to the informal group, and would continue to be considered at the next session.

101. He also said that the GRSG Chairman was expected to report to WP.29 and WP.29/AC.2 on the progress of the work, when reporting on the GRSG session.

102. Finally, he informed GRSG that the informal meeting would meet again prior to the next GRSG session, on 2 April (afternoon) and 3 April (morning) 2001.

Note by the secretariat: The complete report and the informal documents of the informal group on "Common Tasks" are available in the WP.29 website under WP.29/GRSG.

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

Documentation: TRANS/WP.29/1998/67.

103. As concerns the definition of Low Volume Manufacturers (TRANS/WP.29/1998/67), the expert from OICA insisted on the need to introduce it in R.E.3. The subject was discussed again, but still no agreement was reached.

104. The expert from OICA agreed to reconsider his position and inform GRSG about his position at the next session.

(g) Draft Regulation on driver's field of vision

Documentation: TRANS/WP.29/GRSG/2000/19.

105. The expert from Belgium presented the document expressing regrets that it had not yet been translated in English. He explained that the prescriptions were based on those of the European Community Directive 77/649/EEC, as amended. GRSG noted the information and agreed to continue consideration of this item at the next session.

(h) Regulation No. 46 (rear-view mirrors)

106. The expert from the Netherlands made a presentation of a research about the field of vision of commercial vehicles through their rear-view mirrors. He said that the aim of the research was to improve the field of vision by adding new rear-view mirrors and cameras, in order to avoid accidents involving mopeds and motorcycles. He offered to send a copy of the presentation to the experts upon request.

(i) Chairmanship of GRSG

107. Recognizing that the Chairman had already revealed his retirement plans, GRSG welcomed the possibility and unanimously requested Mr. J. Martin to chair its next session in April 2001. The Chairman accepted the invitation, however, subject to the approval of his Government.

108. For the election of the new Chairman, GRSG took advantage of the offer by WP.29 (TRANS/WP.29/735, para. 17.) and agreed to elect its Chairman and Vice-Chairman in its session of April 2001.

(j) AGENDA FOR THE NEXT SESSION

109. For its eightieth session (April 2001), GRSG agreed to continue with the scheme of a separate informal meeting, prior to GRSG proper, incorporated in the agenda.

(a) Informal meeting on "Common Tasks"

To be held at Geneva from Monday 2 April (14.30h) to Tuesday 3 April (12.30h), with interpretation, with the discussion focused on:

1. Categories definition (M1 and N1 vehicles).
2. Masses and dimensions (M1 and N1 vehicles).

(b) Eightieth session of GRSG proper

To be held in Geneva from 3 April (14.30h) to 6 April (12.30h) 2001 1/ 2/. The following provisional agenda was agreed.

1. Regulation No. 36 (Large passenger vehicles), development
2. Regulation No. 52 (Small capacity passenger vehicles), development
3. Regulation No. 107 (Double-deck large passenger vehicles), development

4. Regulation No. 66 (Strength of superstructure), development
5. Draft Regulation on fire safety
6. Regulation No. 43 (Safety glazing), development
7. Regulation No. 39 (Speedometer equipment),
8. New draft Regulation on the protection of M1 and N1 category vehicles against unauthorized use, development
9. Regulation No. 18 (Protection against unauthorized use), development
10. Regulation No. 97 (Vehicle alarm systems), development
11. Other business
 - 11.1. Regulation No. 34 (Prevention of fire risk), development
 - 11.2. Regulation No. 105 (ADR vehicles), development
 - 11.3. New draft Regulation on identification of controls, tell-tales and indicators
 - 11.4. New draft global regulation on windshield wiping and washing, defrosting and defogging
 - 11.5. R.E.3, definition of a Low Volume Manufacturer

1/ As part of the secretariat's efforts to reduce expenditure, all the official documents distributed prior to the session by mail will not be available in the conference room for distribution to session participants. Delegates are kindly requested to bring their copies of documents to the meeting.

2/ In order to avoid discontinuity on the participation of experts the numerical order of the agenda should be followed.

Annex 1LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT
A SYMBOL DURING THE SEVENTY-NINTH SESSION

| <u>No</u> | <u>Transmitted by</u> | <u>Agenda item</u> | <u>Language</u> | <u>Title</u> |
|-----------|---------------------------|------------------------|-----------------|--|
| 1. | Netherlands | 1. | E | Position of the Netherlands on the report of the ad-hoc group on trolleybuses (TRANS/WP.29/GRSG/2000/11) |
| 2. | United Kingdom | 8. | E | Addendum to amendments for the Draft Regulation on the uniform technical prescriptions concerning the protection of motor vehicles against unauthorized use |
| 3. | United Kingdom | 10. | E | Addendum to amendments to Regulation No. 97: Uniform Provisions Concerning the Approval of Vehicle Alarm Systems (VAS) and of motor vehicles with regard to their alarm systems (AS) |
| 4. | Japan | 6. | E | Comments for the draft amendment to ECE Regulation No. 43 (TRANS/WP.29/GRSG/1999/12/Rev.1) |
| 5. | Germany | 1. | E | Proposal for draft amendments to ECE Regulation No. 36 |
| 6. | Germany | 1. | E | Corrigendum to ECE Regulation No. 36 |
| 7. | Germany | 3. | E | Proposal for draft amendments to ECE Regulation No. 107 |
| 8. | Belgium | 6. | E/F | Proposal for draft amendments (Corrigendum) to Regulation No. 43 |
| 9. | Belgium | 6. | E/F | Explanatory note (Regulation No. 43) |
| 10. | Hungary | 4. | E | Report of the informal expert group |
| 11. | Hungary | 4. | E | Determination of vehicles' c g position |
| 12. | Hungary | 4. | E | Draft modification of Regulation No. 66 |
| 13. | CLEPA | 6. | E | CLEPA comments on TRANS/WP.29/GRSG/1999/12/Rev.1 |
| 14. | OICA | 1. | E | OICA proposals for amendments to ECE Regulation No. 36 with regard to trolley buses safety (Annex 8) |

| <u>No</u> | <u>Transmitted by</u> | <u>Agenda item</u> | <u>Language</u> | <u>Title</u> |
|-----------|---------------------------|------------------------|-----------------|--|
| 15. | OICA | 6. | E | ECE Regulation No. 43: Safety glazing materials and their installation |
| 16. | OICA | 7. | E | Regulation No. 39: Speedometer equipment |
| 17. | OICA | 11.2. | E | Development of ECE Regulation No. 105 (ADR vehicles) |
| 18. | OICA | 11.3. | E | Identification of controls, tell-tales and indicators and colours |
| 19. | Canada | 11.3. | E | Tables, symbols, their illumination and colours |
| 20. | Russian Federation | 1. | E | Several items of ECE Regulations Nos. 36 and 52 required to be specified |
| 21. | Czech Republic | 11.1. | E | Corrigendum to document TRANS/WP.29/GRSG/1999/8/Rev.1 |
| 22. | OICA | 11.2. | E | Transitional provisions for Regulation No. 105 |
| - | Japan | 1. | E | Draft Regulation on "Barrier-Free Standard for Buses" |
| - | United Kingdom | 8. and 10. | E | Information regarding frequencies and effective radiated powers |
| - | Netherlands | 11.7. | E | Presentation of rear-view mirrors study |

LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT
A SYMBOL DURING THE INFORMAL MEETING ON "COMMON TASKS"

| <u>No</u> | <u>Transmitted by</u> | <u>Agenda item</u> | <u>Language</u> | <u>Title</u> |
|-----------|---------------------------|------------------------|-----------------|--|
| 1. | Japan | - | E | Provisional agenda for the first session of the Informal Group on "Common Tasks" |
| 2. | Japan | 2. | E | Provisional working schedule and procedure for Common Tasks |
| 3. | Japan | 3. | E | Proposal for the documentation of the outcome of "Common Tasks" |
| 4. | Japan | 4. | E | Summary of differences in definition of categories, masses and dimensions |
| 5. | OICA | - | E | OICA's position on Common Tasks |

Annex 2

AMENDMENTS TO REGULATION No. 36 ADOPTED BY GRSG
AT ITS SEVENTY-NINTH SESSION

Paragraph 5.6.1.6., amend to read:

"5.6.1.6. Each rigid section of an articulated **vehicle** shall be treated
.... the minimum number exits. A number of passengers ..."

Paragraph 5.6.2.2., amend to read:

"5.6.2.2. Two of the doors shall be separated such that the distance
between transverse vertical planes through their centres of
area is not less than 40 per cent of the overall length of the
passenger compartment measured parallel to the longitudinal
axis of the vehicle.

**In the case of an articulated vehicle, this requirement shall
be fulfilled if two doors of the different sections are
separated such, that the distance between the doors is not less
than 40 per cent of the overall length of the combined
passenger compartment (all sections). In either case, if one
of these doors forms part of a double door this distance shall
be measured between the doors which are furthest apart."**

Annex 3

AMENDMENTS TO REGULATION No. 107 ADOPTED BY GRSG
AT ITS SEVENTY-NINTH SESSION

Paragraph 5.6.1.6., amend to read:

"5.6.1.6. Each rigid section of an articulated **vehicle** shall be ... the minimum number of exits. A number of passengers ..."

Paragraph 5.6.2.2., amend to read:

"5.6.2.2. between the doors which are furthest apart.
In the case of an articulated vehicle, this requirement shall be fulfilled if two doors of the different sections are separated such, that the distance between the doors is not less than either 25 per cent of the overall length of the vehicle or 40 per cent of the overall length of the combined passenger compartment (all sections).
In either case, if one of these doors forms part of a double door this distance shall be measured between the doors which are furthest apart."

Annex 4

AMENDMENTS TO THE DRAFT REGULATION ON THE UNIFORM TECHNICAL PRESCRIPTIONS
CONCERNING THE PROTECTION OF MOTOR VEHICLES AGAINST UNAUTHORIZED USE
ADOPTED BY GRSG AT ITS SEVENTY-NINTH SESSION

Paragraph 6.2.3. (including its footnote 6/), amend to read:

" ETSI Standards 5/, e.g. EN 300 220-1 VI.3.1. (2000-09), EN 300 220-2 VI.3.1. (2000-09), EN 300 220-3 VI.1.1. (2000-09), and EN 301 220-1 VI.2.1. (2000-08) (including any advisory requirements). The frequency and maximum radiated power of radio transmissions for the setting and unsetting of the alarm must comply with the CEPT/ERC 6/ Recommendation 70-03 (17 February 2000) relating to the use of short range devices 7/.

5/ (not amended)

6/ CEPT: Confederation of European post and Communications
ECR: European Radiocommunications Committee

7/ (not amended)"

Paragraph 7.2.3. and 8.2.2., amend to read:

".....ETSII Standards (see footnote 5/ pertinent to paragraph 6.2.3.) e.g. EN 300 200-1 VI.3.1. (2000-09), EN 300 220-2 VI.3.1. (2000-09), EN 300 220-3 VI.1.1. (2000-09), and EN 301 220-1 VI.2.1. (2000-08) (including any advisory requirements). The frequency and maximum radiated power of radio transmissions for the setting and unsetting of the alarm must comply with the CEPT/ERC (see footnote 6/ pertinent to paragraph 6.2.3.) Recommendation 70-03 (17 February 2000) relating to the use of short range devices (see footnote 7/ pertinent to paragraph 6.2.3.)."

Annex 5AMENDMENTS TO REGULATION No. 97 ADOPTED BY GRSG
AT ITS SEVENTY-NINTH SESSION

Paragraph 5.3., amend to read (including its footnote 3/):

"..... ETSI Standards 2/, e.g. EN 300 220-1 VI.3.1. (2000-09), EN 300 220-2 VI.3.1. (2000-09), EN 300 220-3 VI.1.1. (2000-09), and EN 301 220-1 VI.2.1. (2000-08) (including any advisory requirements). The frequency and maximum radiated power of radio transmissions for the setting and unsetting of the alarm must comply with the CEPT/ERC 3/ Recommendation 70-03 (17 February 2000) relating to the use of short range devices 4/.

3/ (not amended)

4/ CEPT: Confederation of European post and Communications
ECR: European Radiocommunications Committee

6/ (not amended)"

Paragraph 17.3. and 31.2., amend to read:

".....ETSII Standards (see footnote 2/ pertinent to paragraph 6.2.3.) e.g. EN 300 200-1 VI.3.1. (2000-09), EN 300 220-2 VI.3.1. (2000-09), EN 300 220-3 VI.1.1. (2000-09), and EN 301 220-1 VI.2.1. (2000-08) (including any advisory requirements). The frequency and maximum radiated power of radio transmissions for the setting and unsetting of the alarm must comply with the CEPT/ERC (see footnote 3/ pertinent to paragraph 6.2.3.) Recommendation 70-03 (17 February 2000) relating to the use of short range devices (see footnote 4/ pertinent to paragraph 6.2.3.)."

Footnote 7/, pertinent to paragraph 31.2., should be deleted

Annex 6

AMENDMENTS TO DOCUMENT TRANS/WP.29/GRSG/2000/18
ADOPTED BY GRSG AT ITS SEVENTY-NINTH SESSION

Paragraph 1., amend to read (footnote 1/ is maintained)

"..... are subject to section 9.1.2. of annex B of the European
Goods by Road."

Paragraph 3.2.2., amend the reference to "marginal 22.301" to read
"paragraph 9.1.1.2."

Paragraph 4.2., amend the words "(at present 01 for the regulation in its 01
series of amendments)" to read "(at present 02 for the regulation in its 02
series of amendments)".

Paragraph 4.4.3., amend the reference to "marginal 22.301" to read
"paragraph 9.1.1.2."

Paragraph 5.1., the table, amend to read:

"VEHICLE DESIGNATION (According to Chapter 9.1. of Annex B of ADR".

Paragraph 5.1., the table, under the line 5.1.3. "braking equipment" a
cross "x" should appear in every column.

Paragraph 5.1.1.5.1., footnote 4/, correct the reference to "IEC 60079n" to
read "IEC 60079"

Paragraph 5.1.3., amend to read:

".....
Vehicles subject to the ADR Agreement shall"

Insert a new paragraph 10., to read:

10. TRANSITIONAL PROVISIONS

- 10.1. As from the official date of entry into force of the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by the 02 series of amendments.
- 10.2. Contracting Parties applying this Regulation shall continue to grant approvals and extensions to such approvals to types of vehicles which comply with the requirements of this Regulation as amended by the preceding series of amendments until 31 December 2002.
- 10.3. As from 1 January 2003 Contracting Parties applying this Regulation shall grant ECE approvals and extensions of such approvals only if

the vehicle type to be approved meets the requirements of this Regulation as amended by the 02 series of amendments.

- 10.4. No Contracting Party applying this Regulation shall refuse national type approval of a vehicle type approved to the 02 series of amendments to this Regulation.
- 10.5. Until 31 December 2002 no Contracting Party applying this Regulation shall refuse national type approval of a vehicle type approved to the preceding series of amendments to this Regulation.
- 10.6. As from 1 January 2003 Contracting Parties applying this Regulation may refuse first national registration (first entry into service) of a vehicle which does not meet the requirements of the 02 series of amendments to this Regulation.

Annex 2,

Model A of the approval mark, in the figure and in the caption below amend the number "012492" to read "022492" (twice). In addition, in the caption below the figure amend the words "Regulation No. 105, as amended by the 01 series of amendments" to read "Regulation No. 105, as amended by the 02 series of amendments".

Model B of the approval mark, in the figure amend the number "012492" to read "022492" and in the caption below the figure amend the words "Regulation No. 105, included the 01 series of amendments" to read "Regulation No. 105, included the 02 series of amendments."
