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Working Party on General Safety Provisions

**REPORT OF THE WORKING PARTY ON GENERAL SAFETY PROVISIONS
ON ITS NINETY-FIRST SESSION
(Geneva, 17 to 20 October 2006)**

ATTENDANCE

1. The Working Party on General Safety Provisions (GRSG) held its ninety-first session from 17 (afternoon) to 20 (morning only) October 2006 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): Belgium; Canada; Czech Republic; Finland; France; Germany; Hungary; India; Italy; Japan; Luxembourg; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; South Africa; Spain; Sweden; Switzerland; United Kingdom; 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 of Motor Vehicle Manufacturers (OICA) and International Road Transport Union (IRU). Upon the special invitation of the Chairman, an expert from the Comité de Liaison des Constructeurs de Carrosseries et Remorques (CLCCR) participated.
2. The informal documents distributed during the session are listed in Annex 1 to this report.

1. BUSES AND COACHES

1.1. Regulation No. 66 (Strength of superstructure)

Documentation: ECE/TRANS/WP.29/GRSG/2006/22; informal documents Nos. GRSG-91-8, GRSG-91-9, GRSG-91-11 and GRSG-91-23 of Annex 1 to this report.

3. GRSG recalled the discussion at the previous session (ECE/TRANS/WP.29/GRSG/69, para. 6), and considered ECE/TRANS/WP.29/GRSG/2006/22 proposing to reinsert in the Regulation the footnote to its scope allowing the Contracting Parties to restrict the scope to certain categories of vehicles. The expert from Spain introduced (GRSG-91-11) proposing that the Regulation applies to Class II and III vehicles, allowing vehicles of Classes I, A and B to be approved at the request of the manufacturer. Several experts supported GRSG-91-11, however, some of them preferred to exclude Class A and B vehicles from the proposal. GRSG requested the secretariat to distribute GRSG-91-11 with an official symbol for its consideration, as an alternative to ECE/TRANS/WP.29/GRSG/2006/22, at its next session.

4. Mr. M. Matolcsy, Chairman of the informal group, reported on the informal group's results of its second meeting held in Warsaw on 27 and 28 June 2006 (GRSG-91-8). He informed GRSG that the next meeting of the informal group would be held in Budapest on 18 and 19 January 2007. The expert from the EC was of the opinion that some presentations on the collected road accident data had provided useful information to the informal group about passenger behaviour and injuries in the case of rollover accidents and informed GRSG that all the Member states of the European Community applied, through the Directive on buses and coaches, Regulation No. 66 on a mandatory basis.

5. With regard to the installation of Electronic Vehicle Stability Control (EVSC) systems on Class II and III vehicles, GRSG noted that the Working Party on Brakes and Running Gear (GRRF) was still working on its requirements (ECE/TRANS/WP.29/GRRF/60, paras. 38 and 40) and that the mandatory fitting of EVSC was still under consideration.

6. The Chairman of the informal group sought GRSG's consent for a possible cooperation, without legal and financial implications, between the informal group and a team formed by the Florida State University, the Warsaw Technical University, the Motor Transport Institute (Poland), the Automotive Industry Institute (PIMOT) and the Solaris Bus and Coach Company (GRSG-91-9). He informed that this cooperation would start in January 2007 and would focus on the strength of the superstructure of small buses and coaches in relation to the extension of the scope of the Regulation to Class A and B vehicles. GRSG gave its consent.

7. GRSG considered and adopted GRSG-91-23, as reproduced below, and requested the secretariat to submit the proposal to WP.29 and Administrative Committee of the 1958 Agreement (AC.1), for consideration at their March 2007 sessions, as draft Corrigendum 2 to the 01 series of amendments to Regulation No. 66.

Annex 3, paragraph 2.1., correct to read:

For rigidly held 200 mm above read rigidly held 100 mm above

1.2. Regulation No. 107 (M₂ and M₃ vehicles)

Documentation: Informal document No. GRSG-91-36 of Annex 1 to this report.

8. GRSG noted the concerns by OICA (GRSG-91-36) about the non-adoption of the 02 series of amendments to Regulation No. 107 (ECE/TRANS/WP.29/2006/26) by AC.1 at least until its March 2007 session and the possible adoption of the amendments phasing out Regulations Nos. 36 (ECE/TRANS/WP.29/2006/98) and 52 (ECE/TRANS/WP.29/2006/102) at the November 2006 session. GRSG agreed that the three proposals should only be adopted at the same time in a package with the same application dates. GRSG experts were invited to inform their representatives in WP.29 in order to clarify their position on the adoption of the above-mentioned documents.

1.2.1. Proposals for further amendments

Documentation: TRANS/WP.29/GRSG/2005/7; ECE/TRANS/WP.29/GRSG/2006/23; ECE/TRANS/WP.29/GRSG/2006/24; ECE/TRANS/WP.29/GRSG/2006/31; informal document No. GRSG-91-26 of Annex 1 to this report.

9. The expert from Germany withdrew TRANS/WP.29/GRSG/2005/7. The expert from OICA introduced ECE/TRANS/WP.29/GRSG/2006/31 containing a proposal modifying the current marking of vehicles to avoid their overload. The expert from France suggested that in paragraphs 7.2.3.3.1. and 7.2.3.3.2. it should be made clear that neither the maximum mass of the vehicle nor the maximum mass of the axle or of the group of axles could be exceeded. The experts from Switzerland and the United Kingdom raised concerns about the proposal to delete paragraph 12., currently allowing Contracting Parties to prohibit the registration in their territory of M₂ and M₃ category vehicles exceeding legally allowed masses or axle loads. GRSG agreed to resume consideration on this subject at its next session.

10. The expert from Germany introduced GRSG-91-26 clarifying the location of escape hatches. GRSG noted some comments on this proposal and invited the expert from Germany to prepare an updated proposal for consideration at its next session.

11. Recalling the discussion at the previous session (ECE/TRANS/WP.29/GRSG/69, para. 9), the expert from the EC introduced ECE/TRANS/WP.29/GRSG/2006/23 explaining the position of the EC concerning the pictograms to identify emergency exits in Regulation No. 107. GRSG noted his concerns but preferred to keep the pictograms of the Regulation as agreed at the previous session. GRSG agreed not to continue consideration of this proposal.

12. The EC proposal ECE/TRANS/WP.29/GRSG/2006/24 on alternative requirements for "open-top" buses did not reach the support of GRSG. The expert from France announced a new proposal for the next session concerning the fitting of safety-belts in the upper floor of vehicles without roof.

1.2.2. Sleeper coaches

Documentation: ECE/TRANS/WP.29/GRSG/2006/25; informal documents Nos. GRSG-91-6 and GRSG-91-13 of Annex 1 to this report.

13. The expert from Hungary introduced ECE/TRANS/WP.29/GRSG/2006/25 and the alternative proposal GRSG-91-6 both aiming at the exclusion of sleeper coaches from the scope of Regulation No. 107. GRSG proceeded with a general discussion on the issues related to sleeper coaches. The expert from Germany informed GRSG that transportation of non-restrained passengers is prohibited in his country. He added that Germany had addressed an official request to the EC to tackle the issues related to these vehicles. The expert from the EC stated that the major safety concern was the protection of the sleeping passengers in the case of rollover accidents and suggested to mandate the installation of two-point safety belts and laminated side windows on those vehicles. Finally, GRSG were of the opinion that the exclusion of sleeper coaches from the scope of the Regulation would not solve the current safety and passenger transport issues and agreed to remove ECE/TRANS/WP.29/GRSG/2006/25 and GRSG-91-6 from the agenda.

14. With the aim of providing equivalent safety level for passengers in sleeping position or in berths to that of conventional coaches, GRSG welcomed GRSG-91-13, tabled by Denmark, suggesting possible ways to improve safety of sleeper coaches in the case of fire, frontal collision or rollover accidents. The Chairman invited GRSG experts to prepare concrete proposals for vehicles equipped with berths for their consideration at the next session. The secretariat was requested to distribute GRSG-91-13 with an official symbol for consideration at the next session and to keep GRSG-89-9 and GRSG-90-2 as reference documents.

1.2.3. Safety of wheelchair users in vehicles

Documentation: ECE/TRANS/WP.29/GRSG/69, Annex 3; ECE/TRANS/WP.29/GRSG/2006/7; informal documents Nos. GRSG-91-22, GRSG-91-24 and GRSG-91-27 of Annex 1 to this report.

15. GRSG considered in detail ECE/TRANS/WP.29/GRSG/2006/7, taking also into account the comments and remarks noted at the previous session (ECE/TRANS/WP.29/GRSG/69, Annex 3) as well as GRSG-91-22, GRSG-91-24 and GRSG-91-27. GRSG requested the secretariat to prepare ECE/TRANS/WP.29/GRSG/2006/7/Add.1, with the amendments adopted, and to distribute GRSG-91-27 with an official symbol for consideration at its next session.

1.2.4. Lighting to assist boarding and alighting of passengers

Documentation: ECE/TRANS/WP.29/GRSG/2006/32; informal document No. GRSG-91-28 of Annex 1 to this report.

16. The expert from Sweden presented ECE/TRANS/WP.29/GRSG/2006/32, a joint proposal by Sweden and OICA, suggesting provisions for service-door lighting. The expert from the United Kingdom reserved his position and offered to prepare an alternative proposal. The expert from Germany introduced GRSG-91-28 proposing to allow the activation of service-door

lighting at a speed less than 5 km/h in order to allow its use when approaching a bus stop. GRSG requested the secretariat to distribute GRSG-91-28 with an official symbol for consideration at its next session.

1.2.5. Laminated safety glazing

Documentation: Informal documents Nos. GRSG-91-7 and GRSG-91-20 of Annex 1 to this report.

17. The expert from Hungary presented a detailed analysis of a particular bus rollover accident in winter conditions (GRSG-91-7). The expert from Sweden gave a presentation GRSG-91-20 on seven single-deck bus and coach rollover accidents that occurred in his country between 1998 and 2005. Some experts claimed that, before considering the use of laminated safety glazing to avoid ejections, the installation and use of safety belts should be made mandatory. GRSG noted that the Working Party on Passive Safety (GRSP) was considering proposals for mandatory installation of safety belts on Class II vehicles (ECE/TRANS/WP.29/GRSP/39, paras. 18, 23, 39 and 41).

18. GRSG also noted that the use of laminated glazing to avoid passengers' ejections could make evacuation difficult through emergency windows. Therefore, alternative technical solutions, like hinged windows, should be considered, although some experts insisted on the difficulty to use such windows as emergency exits. The expert from the United Kingdom announced a presentation on this subject at the next session. The expert from the United States of America informed GRSG that he would provide information on requirements for hinged windows in his country. The Chairman invited GRSG experts to reflect on technical proposals on this subject for consideration at the next session. GRSG agreed to keep GRSG-89-10, GRSG-89-24, GRSG-89-32, GRSG-91-7 and GRSG-91-20 on its agenda as reference documents.

1.2.6. Fire safety in buses

Documentation: ECE/TRANS/WP.29/GRSG/2006/9; informal documents Nos. GRSG-91-10 and GRSG-91-29 of Annex 1 to this report.

19. The expert from Germany introduced GRSG-91-29, superseding ECE/TRANS/WP.29/GRSG/2006/9, for the installation of a fire alarm device in the engine compartment. The expert from France informed GRSG about the ongoing studies in his country concerning automatic extinguishing systems in the engine compartment. He stated his intention to report on the results of these studies at a further GRSG session. The expert from the Russian Federation gave a summary about the elaboration of a national standard on this subject and volunteered to prepare a document for the next session. The expert from the United States of America was kindly requested to make a presentation on the rulemaking process in his country on fire safety requirements. The Chairman invited GRSG experts to provide further information on this subject. GRSG requested the secretariat to distribute GRSG-91-29 with an official symbol.

20. The expert from Hungary gave a presentation (GRSG-91-10) on three fire tests carried out in his country in 1983 and 1988. He concluded that the average evacuation time through the emergency windows was about two times longer than through service or emergency doors because the breaking of windows required additional effort and time. GRSG agreed to resume consideration on this subject at its next session and keep GRSG-89-23, GRSG-90-5, GRSG-90-32 and GRSG-91-10 as reference documents.

1.2.7. Frontal collision of buses

21. GRSG noted that, following WP.29 recommendation, the European Enhanced Vehicle Safety Committee (EEVC) had been invited to participate to the current GRSG session for consideration of this issue. GRSG expected such a participation at its next session. It was recalled that GRSP should be informed on this work (ECE/TRANS/WP.29/GRSG/69, para. 19). The expert from Hungary volunteered to provide for the next GRSG session accident data on this subject as well as a proposal for further steps to be taken before proposing amendments to the existing Regulations. GRSG agreed to resume consideration of this subject at its next session.

1.2.8. Requirements for service doors, windows and emergency exits

Documentation: ECE/TRANS/WP.29/GRSG/2006/9; informal documents Nos. GRSG-91-30 and GRSG-91-32 of Annex 1 to this report.

22. The expert from Germany introduced GRSG-91-30, superseding ECE/TRANS/WP.29/GRSG/2006/9, on requirements for the service doors and emergency exits. The expert from the EC did not support paragraph 7.6.11.1. GRSG noted some comments on this proposal and requested the secretariat to distribute GRSG-91-30 with an official symbol for consideration at its next session, including a proposal by OICA for paragraph 7.6.8.2.2.

23. GRSG considered GRSG-91-32, tabled by the expert from the Netherlands, on requirements for activation of service doors in emergencies. Several GRSG experts welcomed the proposal. Following the consideration of the proposal, the expert from the Netherlands agreed to update his proposal for consideration at the next session with an official symbol.

1.2.9. Provisions for driver's workplace

Documentation: ECE/TRANS/WP.29/GRSG/2006/10; informal documents Nos. GRSG-91-3 and GRSG-91-31 of Annex 1 to this report.

24. Referring to the research study (GRSG-91-3) carried out in his country, the expert from Germany reintroduced ECE/TRANS/WP.29/GRSG/2006/10 on the provisions for driver's workplace. The expert from France introduced GRSG-91-31 on the same subject. The experts from the United Kingdom, the EC and OICA were of the opinion that some of the proposed requirements were rather related with driver's occupational health and ergonomic requirements than with safety issues. The expert from Hungary pointed out that driver's health and comfort is directly linked to the safety of passengers. The Chairman invited GRSG experts to prepare concrete proposals on this subject for consideration at the next session. The secretariat was

requested to distribute GRSG-91-31 with an official symbol for consideration at the next GRSG session and to keep GRSG-91-3 as a reference document.

1.3. Regulation No. 118 (Burning behaviour of materials)

Documentation: Informal document No. GRSG-91-19 of Annex 1 to this report.

25. GRSG agreed to postpone consideration of GRSG-91-19 to its next session. The expert from Sweden volunteered to prepare a proposal for amendments to Regulation No. 118. GRSG also agreed to keep GRSG-90-16 as a reference document.

2. AMENDMENTS TO OTHER REGULATIONS UNDER THE 1958 AGREEMENT

2.1. Regulation No. 18 (Protection of vehicles against unauthorized use)

Documentation: TRANS/WP.29/GRSG/68, Annex 3; ECE/TRANS/WP.29/GRSG/2006/26; ECE/TRANS/WP.29/GRSG/2006/33.

26. GRSG considered and adopted ECE/TRANS/WP.29/GRSG/2006/33, as reproduced below, and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their March 2007 sessions, as draft Supplement 1 to the 03 series of amendments to Regulation No. 18.

Paragraph 1., amend to read (including renumbering of the existing text of the paragraph as paragraph 1.1. and the insertion of a new paragraph 1.2.):

"1. SCOPE

1.1. This Regulation applies against unauthorized use.

1.2. Vehicles approved in accordance with the provisions of Part I of Regulation No. 116 are deemed to comply with this Regulation."

27. Having in mind the adopted amendments to Regulation No. 18 (see para. 26 above), GRSG agreed on the need to correct the corresponding proposal for Supplement 5 to the 01 series of amendments to Regulation No. 97 (ECE/TRANS/WP.29/2006/105) that would be considered by WP.29 and AC.1 at their November 2006 sessions. For that purpose, GRSG invited the expert from the EC to propose at WP.29 November 2006 session a similar amendment to the above-mentioned document.

28. The expert from France introduced ECE/TRANS/WP.29/GRSG/2006/26, superseding TRANS/WP.29/GRSG/68, Annex 3, proposing the requirements for electrical parking brakes to be also used as devices to prevent unauthorized use. The experts from Canada and the United States of America informed GRSG that the use of the parking brake systems for other purposes than braking was not allowed in their countries. GRSG noted that GRRF had accepted the use of the electrical parking brake systems as devices to prevent unauthorized use of vehicles. Following the discussion, the expert from France volunteered to prepare, with the assistance of

the expert from OICA, a revised proposal for amendments to Regulation No. 18 as well as an equivalent proposal for amendments to Regulation No. 116 for consideration at the next session.

2.2. Regulation No. 34 (Fire risks)

29. GRSG noted the invitation by WP.29 (ECE/TRANS/WP.29/1052, para. 35) to consider the possible limitation of vehicle fuel tank capacity. GRSG noted that the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) establishes in its paragraph 1.1.3.3. of Part 1 that the provisions laid down in ADR do not apply to the carriage of the fuel contained in tanks when the total capacity of the fixed tanks does not exceed 1,500 litres per transport unit and the capacity of a tank fitted to a trailer does not exceed 500 litres. A maximum of 60 litres per transport unit may be carried in portable fuel containers. The expert from OICA announced his intention to transmit, for consideration at the next session, a new proposal for provisions for fuel tanks to be approved as separate technical units.

2.3. Regulation No. 43 (Safety glazing)

Documentation: ECE/TRANS/WP.29/GRSG/2006/27; informal documents Nos. GRSG-91-18, GRSG-91-33 and GRSG-91-35 of Annex 1 to this report.

30. The expert from OICA withdrew GRSG-91-35.

31. GRSG considered GRSG-91-18, superseding ECE/TRANS/WP.29/GRSG/2006/27, and adopted the proposal as reproduced in Annex 2 to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their March 2007 sessions, as draft Supplement 10 to Regulation No. 43.

32. The expert from France introduced GRSG-91-33 allowing testing the windshields of N₁ category vehicles according to the same provisions as the windshields of M₁ category vehicles. The secretariat was requested to distribute GRSG-91-33 with an official symbol for consideration at the next session.

2.4. Regulation No. 46 (Devices for indirect vision)

Documentation: ECE/TRANS/WP.29/GRSG/2006/12; ECE/TRANS/WP.29/GRSG/2006/28; ECE/TRANS/WP.29/GRSG/2006/30; informal documents Nos. GRSG-89-26, GRSG-90-34, GRSG-91-5, GRSG-91-25, GRSG-91-38, GRSG-91-39, GRSG-91-40 of Annex 1 to this report.

33. GRSG considered GRSG-91-39, superseding ECE/TRANS/WP.29/GRSG/2006/30, and adopted the proposal as reproduced in Annex 3 to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their March 2007 sessions, as draft Supplement 2 to the 02 series of amendments to Regulation No. 46. GRSG noted that the proposal of ECE/TRANS/WP.29/GRSG/2006/12 was covered by GRSG-91-39.

34. The expert from Germany introduced GRSG-91-40, superseding ECE/TRANS/WP.29/GRSG/2006/28, regarding the clarification of the scope of the Regulation and conditions for displaying the fields of vision by a camera/monitor device. Following the

discussion, GRSG requested the expert from Germany to update the proposal and transmit it to the secretariat for its distribution with an official symbol for consideration at the next session.

35. GRSG considered GRSG-91-25 and GRSG-91-38, both tabled by the Netherlands, clarifying the determination of the required field of vision provided by a Class VI mirror on special purpose vehicles. GRSG requested the secretariat to distribute both proposals with an official symbol for consideration at its next session.

36. The expert from the Netherlands presented GRSG-91-5 suggesting corrections to ECE/TRANS/WP.29/2006/101, concerning the determination of ocular points, which would be considered by WP.29 and AC.1 at their November 2006 sessions. GRSG agreed on the need to examine in detail GRSG-91-5 and requested the secretariat to distribute it with an official symbol for consideration at the next GRSG session. GRSG also agreed to remove GRSG-90-34 from the agenda.

37. The expert from Japan announced that he would provide information about the further evolution of the Regulation. For this purpose, GRSG agreed to keep GRSG-89-26 as a reference document.

2.5. Regulation No. 58 (Rear underrun protection)

Documentation: ECE/TRANS/WP.29/GRSG/2006/20; informal documents Nos. GRSG-91-15, GRSG-91-17 and GRSG-91-21 of Annex 1 to this report.

38. The expert from Germany presented a study (GRSG-91-15) on the effectiveness of the current rear underrun protection systems (RUPS). He informed GRSG that the study contained not only recommendations for minimum legal requirements but also recommendations for manufacturers of trucks, trailers and semi-trailers.

39. The expert from the EC introduced GRSG-91-17, superseding ECE/TRANS/WP.29/GRSG/2006/20, proposing to align the provisions of the Regulation with those of the corresponding EU Directive 2006/20/EC. GRSG considered the proposal together with GRSG-91-21. GRSG invited the expert from the EC to provide for the next session the cost-benefit analysis elaborated on the occasion of the adoption of the above-mentioned Directive. The secretariat was requested to distribute GRSG-91-17 and GRSG-91-21, taking into account OICA's comments on paragraph 3.2. of Annex 5, with an official symbol for consideration at the next GRSG session. GRSG agreed to keep GRSG-91-15 as a reference document.

2.6. Regulation No. 105 (ADR vehicles)

Documentation: ECE/TRANS/WP.29/2006/106.

40. GRSG noted and supported the proposal to amend Regulation No. 105 that the Chairman had submitted to WP.29 and AC.1 for consideration at their November 2006 sessions.

2.7. Regulation No. 116 (Protection of motor vehicles against unauthorized use)

41. GRSG noted that no proposal was submitted for consideration at the current session. GRSG agreed to keep this item on its agenda, awaiting a concrete proposal by France (see para. 28 above).

2.8. Regulation No. 121 (Hand controls, tell-tales and indicators)

Documentation: ECE/TRANS/WP.29/GRSG/2006/29.

42. The expert from OICA presented ECE/TRANS/WP.29/GRSG/2006/29 on additional provisions for tell-tale colours and clarifying the tyre pressure monitoring item. He withdrew the proposal for amending paragraph 5.4.1. and announced a new proposal for this paragraph. GRSG adopted ECE/TRANS/WP.29/GRSG/2006/29, amended as reproduced below, and requested the secretariat to submit the amended document to WP.29 and AC.1, for consideration at their March 2007 sessions, as draft Supplement 1 to Regulation No. 121. The Chairman invited the expert from OICA to transmit to the expert from Canada a proposal for incorporation of the adopted requirements into the draft global technical regulation (gtr) on identification of controls, tell-tales and indicators.

Paragraph 5.2.1., amend the proposal to read:

"5.2.1. , listed under the heading Column 3 of table 1, "

The proposal to amend paragraph 5.4.1., should be deleted.

In the reference to the amendments to table 1, replace "amend" by "replace row 42 by rows 42a and 42b".

3. DRAFT REGULATIONS UNDER THE 1958 AGREEMENT

3.1. Amendments to the draft Regulation on the forward field of vision of drivers

43. The expert from India confirmed his intention to prepare a proposal to extend the scope of the draft Regulation for consideration at the next session. The expert from Japan announced his intention to submit for the next session a revised proposal to insert provisions for the visibility of obstructions at the ground level into the draft Regulation. The expert from the United Kingdom announced for the next session a new proposal on the same subject. The expert from the EC brought to the attention of the GRSG experts that the possible redefinition of the technical prescriptions of this draft Regulation could have consequences on Regulation No. 43 and on the draft gtr on safety glazing. GRSG agreed to resume the consideration of this subject at its next session and to keep TRANS/WP.29/GRSG/2005/18 and TRANS/WP.29/GRSG/2002/9 as reference documents.

3.2. Horizontal Regulation (Country codes, vehicle categories and definitions)

Documentation: ECE/TRANS/WP.29/GRSG/2006/34; informal documents Nos. GRSG-91-1, GRSG-91-4 and GRSG-91-16 of Annex 1 to this report.

44. GRSG proceeded with the consideration of ECE/TRANS/WP.29/GRSG/2006/34, taking into account GRSG-91-1 and GRSG-91-16. The expert from IMMA presented GRSG-91-4 suggesting to exclude L₆ and L₇ category vehicles from the draft Horizontal Regulation, the Consolidated Resolution on the Construction of Vehicles (R.E.3) and not to include them in the scope of any Regulation. The experts from Germany, Japan and the Netherlands supported IMMA's approach and suggested to legislate L₆ and L₇ category vehicles at a national or regional level. However, the experts from the EC and the Russian Federation were of the opinion that those vehicles should be defined internationally in order to give a possibility for the Working Parties to develop harmonized requirements for these vehicles in a consistent way. The Chairman invited all GRSG experts to clarify their position on this issue for the next session.

45. GRSG agreed on the need to establish an informal group, to be chaired by the expert from the EC (Mr. M. Kohler), for the development of the Horizontal Regulation. The expert from OICA volunteered to provide the secretariat assistance to this informal group. The Chairman announced his intention to seek WP.29's consent, at the November 2006 session, for setting such an informal group. Subject to the WP.29 consent, Mr. Kohler announced his intention to hold a preparatory meeting of this informal group on 24 and 25 January 2007 in Brussels and its first meeting on 16 April 2007 in Geneva, prior to the ninety-second GRSG session. GRSG invited experts to send him (manfred.kohler@ec.europa.eu) their proposals and comments on the subject. The Chairman invited Mr. Kohler to prepare the terms of reference and the rules of procedure for this informal group for consideration at the next GRSG session.

46. The experts from the Czech Republic; Germany; Japan; the Netherlands; the Russian Federation; the EC; CLEPA; IMMA and OICA expressed their wish to participate in the work of the new informal group. GRSG agreed to resume consideration of this subject at its next session and referred GRSG-91-1, GRSG-91-4 and GRSG-91-16 to the new informal group (see para. 56 (a) below).

4. 1998 AGREEMENT

4.1. Draft gtr on safety glazing

47. The expert from Germany, Mr. K. Preusser, chairing the informal group on the gtr on safety glazing, informed GRSG about the group's progress of work. He reported on the results of the last meeting held in Geneva, on 16 and 17 October 2006. He informed that further consideration was needed on the reduction of light transmittance, the headform test on windscreen, optical vision area, toughened glazing, and equipment and test procedure for the abrasion test. He said that marking was another of the pending issues. He informed GRSG that the informal group had scheduled a meeting on 23 and 24 January 2007 in Brussels in order to finalize the discussion and provide a final proposal for consideration by GRSG at its next session.

4.2. Draft gtr on identification of controls, tell-tales and indicators

Documentation: Informal documents Nos. GRSG-91-34 and GRSG-91-37 of Annex 1 to this report.

48. The expert from Canada informed that the second phase of research on the symbol recognition, conducted by the Alliance of Automobile Manufacturers (AAM), has been concluded at the end of August. The different parties were reviewing the research in order to agree on a common position. He announced that Canada would transmit the final draft gtr when this common position would be achieved.

49. GRSG followed with interest the presentation by the expert from Japan (GRSG-91-37), complementing GRSG-91-34, on a Japanese study on available range for hand controls. The study led to the conclusion that the use of dummies was not feasible for the determination of the available range for operating hand controls. GRSG agreed to add GRSG-91-34 and GRSG-91-37 to the reference documents for this agenda item.

5. OTHER BUSINESS

5.1. Events Data Recorder (EDR)

Documentation: Informal document No. GRSG-91-12 of Annex 1 to this report.

50. The expert from France informed GRSG that the informal group on EDR did not convene any meeting since 10 April 2005, however, he reported on ongoing work in his country on this subject. With regard to the VERONICA (Vehicle Event Recording based on Intelligent Crash Assessment) project, he informed that a presentation of this project was given at the thirteenth ITS (Intelligent Transport Systems) World Congress, held in London from 8 to 12 October 2006.

51. The expert from the United States of America introduced GRSG-91-12 concerning the rulemaking process for EDR systems in his country. He informed GRSG about the intention of his country to propose the listing of the new Federal Motor Vehicle Safety Standard (FMVSS) in the Compendium of Candidate Global Technical Regulations. The expert from Japan announced his intention to provide information about Japanese studies in this field.

5.2. Clarification of the scope of Regulations covered by GRSG

Documentation: ECE/TRANS/WP.29/GRSG/2006/16 and Corr.1; informal document No. GRSG-91-14 of Annex 1 to this report.

52. GRSG considered GRSG-91-14, superseding ECE/TRANS/WP.29/GRSG/2006/16 and its Corr.1, proposing to clarify the scope of Regulation No. 73. GRSG adopted the proposal as reproduced in Annex 4 to this report and requested the secretariat to submit the proposal to WP.29 and AC.1, for consideration at their March 2007 sessions, as draft Supplement 1 to Regulation No. 73.

5.3. Increasing fire risk on heavy-duty vehicles

Documentation: Informal document No. GRSG-90-22 of Annex 1 to this report.

53. The secretariat reminded the Working Party on the Transport of Dangerous Goods' (WP.15) request to WP.29 and the WP.29 mandate to consider this issue (GRSG-90-22). The Chairman reminded that GRRF was considering the Tyre Pressure Monitoring Systems in the tyres' Regulations.

5.4. Election of officers

54. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690), GRSG called the election of officers on 18 October 2006. The representatives of the Contracting Parties unanimously re-elected Mr. A. Erario (Italy) as Chairman and Mr. M. Matolcsy (Hungary) as Vice-Chairman for the GRSG sessions scheduled for the year 2007.

5.5. Transport and security related to vehicles

55. The expert from the United Kingdom requested some clarification on the involvement of GRSG in the work of ITC related to transport and security. The Chairman of the informal group on Advanced Vehicle Security Systems (AVSS) informed GRSG that new information from Japan on Vehicle Degradation Systems (VDS) had been received. He informed that the work of the informal group is currently suspended but confirmed the informal group's commitment to continue its work as soon as more inputs are received from its participants. The Chairman invited GRSG experts to reflect on vehicle security issues and consider them at the next session.

AGENDA FOR THE NINETY-SECOND SESSION

56. GRSG agreed on the following provisional agenda for the ninety-second session to be held in Geneva from 16 (starting at 14.30h) to 20 (concluding at 12.30h) April 2007: 1/ 2/

(a) Meeting of the GRSG informal group on the draft Horizontal Regulation

To be held on Monday morning, 16 April 2007, from 9.30h till 12.30h. The agenda of the meeting will be prepared by the secretariat of the informal group and distributed to the members prior to the meeting. Note by the secretariat: this meeting will be held without interpretation.

(b) Ninety-second session of the GRSG proper

1. BUSES AND COACHES

1.1. Regulation No. 66 (Strength of superstructure)

1.2. Regulation No. 107 (M₂ and M₃ vehicles):

1.2.1. Proposals for Supplement 1 to the 02 series of amendments and further amendments;

1.2.2. Sleeper coaches;

1.2.3. Safety of wheelchair users in vehicles;

1.2.4. Lighting to assist boarding and alighting of passengers;

- 1.2.5. Laminated safety glazing;
- 1.2.6. Fire safety in buses;
- 1.2.7. Frontal collision of buses;
- 1.2.8. Requirements for service doors, windows and emergency exits;
- 1.2.9. Provisions for driver's workplace.
- 1.3. Regulation No. 118 (Burning behaviour of materials)

2. AMENDMENTS TO OTHER REGULATIONS UNDER THE 1958 AGREEMENT
 - 2.1. Regulation No. 18 (Protection of vehicles against unauthorized use)
 - 2.2. Regulation No. 34 (Fire risks)
 - 2.3. Regulation No. 43 (Safety glazing)
 - 2.4. Regulation No. 46 (Devices for indirect vision)
 - 2.5. Regulation No. 58 (Rear underrun protection)
 - 2.6. Regulation No. 116 (Protection of motor vehicles against unauthorized use)
 - 2.7. Regulation No. 121 (Hand controls, tell-tales and indicators)

3. DRAFT REGULATIONS UNDER 1958 AGREEMENT
 - 3.1. Regulation on the forward field of vision of drivers
 - 3.2. Horizontal Regulation (Country codes, vehicle categories and definitions)

4. 1998 AGREEMENT
 - 4.1. Draft gtr on safety glazing
 - 4.2. Draft gtr on identification of controls, tell-tales and indicators

5. OTHER BUSINESS
 - 5.1. Events Data Recorder (EDR)
 - 5.2. Increasing fire risk on heavy-duty vehicles
 - 5.3. Transport and security related to vehicles

1/ As part of the secretariat's efforts to reduce expenditure, all the official documents as well as the informal documents distributed prior to the session, by mail or placed on the UNECE WP.29 website, would 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. (The WP.29 website address is: <http://www.unece.org/trans/main/welcwp29.htm> select GRSG and find "Working Documents" as well as "Informal Documents"). For the translation of the above-mentioned official documents, delegates can now access the new public Official Document System (ODS) at the website address: <http://documents.un.org>

2/ To help delegates make arrangements for travel and accommodation, the Chairman advises delegates that bus and coach items will be discussed at the beginning of the session.

Annex 1

LIST OF INFORMAL DOCUMENTS (GRSG-91-...)
DISTRIBUTED WITHOUT AN OFFICIAL SYMBOL DURING THE SESSION

No.	Transmitted by	Agenda item	Language	Title	Follow-up
1.	European Commission	3.2.	E	Comments and editing notes regarding ECE/TRANS/WP.29/GRSG/2006/34	(f)
2.	Chairman	-	E	Provisional agenda item running order	(c)
3.	Germany	1.2.9.	E	Driver's workplace in motor coaches: recommendations for ergonomic design	(e)
4.	IMMA	3.2.	E	The inclusion of L ₆ and L ₇ vehicles in the ECE Regulations	(f)
5.	Netherlands	2.4.	E	Proposal for a draft Corrigendum to Regulation No. 46 (Corrections to ECE/TRANS/WP.29/2006/101)	(b)
6.	Hungary	1.2.2.	E	Proposal for draft amendments to Regulation No. 107 ("Sleeping coaches")	(c)
7.	Hungary	1.2.5.	E	Rollover accident with ejection of occupants	(e)
8.	Chairman of inf. group	1.1.	E	Report of the informal group IG/R.66 on its second meeting (Held in Warsaw, 27-28 of June, 2006)	(c)
9.	Chairman of inf. group	1.1.	E	Possible cooperation between IG/R.66 and a team formed by FSU, PW and ITS Poland	(c)
10.	Hungary	1.2.6.	E	Bus fire and evacuation tests	(e)
11.	Spain	1.1.	E	Proposal for draft amendments to Regulation No. 66 (Strength of superstructure)	(b)
12.	United States of America	5.1.	E	NHTSA press release: new DOT rule requires automakers to tell consumers if new vehicles are equipped with event data recorders	(c)
13.	Denmark	1.2.2.	E	Sleeping coaches – general views on the subject from Denmark and rough ideas on how to proceed	(b)
14.	Sweden	5.2.	E	Proposal for amendments to ECE/TRANS/WP.29/GRSG/2006/16 (Clarification of the scope of Regulations covered by GRSG)	(d)
15.	Germany	2.5.	E	Rear underrun protection system in commercial vehicles	(e)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
16.	Hungary	3.2.	E	Comments on the new draft Horizontal Regulation (ECE/TRANS/WP.29/GRSG/2006/34)	(f)
17.	European Commission/ France	2.5.	E	Proposal for draft 02 series of amendments to Regulation No. 58 (Rear underrun protection)	(b)**
18.	Belgium	2.3.	E	Proposal for draft amendments to Regulation No. 43 (Safety glazing materials)	(d)
19.	Norway/ Sweden	1.3.	E	Fire safety in buses (Burning behaviour of materials)	(a)
20.	Sweden	1.2.5.	E	Rollover accidents in Sweden	(e)
21.	Secretariat	2.5.	E	Amendments to informal document No. GRSG-91-17 (Rear underrun protection)	(b)**
22.	Russian Federation	1.2.3.	E	Proposal for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(c)
23.	OICA	1.1.	E	Proposal for draft amendments to Regulation No. 66 (Strength of superstructure)	(d)
24.	France	1.2.3.	E/F	Proposal for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(c)
25.	Netherlands	2.4.	E	Proposal for draft amendments to Regulation No. 46 (Devices for indirect vision)	(b)*
26.	Germany	1.2.1.	E	Proposal for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(c)
27.	Germany	1.2.3.	E	Proposal for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(b)
28.	Germany	1.2.4.	E	Proposal for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(b)
29.	Germany	1.2.6.	E	Proposal for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(b)
30.	Germany	1.2.8.	E	Proposal for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(b)
31.	France	1.2.9.	E/F	Proposal for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(b)
32.	Netherlands	1.2.8.	E	Proposal for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(c)
33.	France	2.3.	E	Proposal for draft amendments to Regulation No. 43 (Safety glazing materials)	(b)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
34.	Japan	4.2.	E	Draft report of investigation on available range for hand controls summary version (National Traffic Safety and Environment Laboratory)	(e)
35.	OICA	2.3.	E	Proposal for draft amendments to Regulation No. 43 (Comments to document ECE/TRANS/WP.29/GRSG/2006/27)	(c)
36.	OICA	1.2.	E	OICA's concerns over the delays in the adoption of the 02 series of amendments to Regulation No. 107 and its consequences on proposed amendments to Regulations Nos. 36 and 52	(c)
37.	Japan	4.2.	E	Investigation of available range for operating hand controls	(e)
38.	Netherlands	2.4.	E	Proposal for draft amendments to Regulation No. 46 (Devices for indirect vision)	(b)*
39.	France	2.4.	E	Proposal for draft amendments to Regulation No. 46 (Devices for indirect vision)	(d)
40.	Germany	2.4.	E	Proposal for draft amendments to Regulation No. 46 (Devices for indirect vision)	(c)

Reconsideration of informal documents from the previous GRSG sessions
(referring to agenda item and follow-up decision of the current session)

89th GRSG session

89-26	Japan	2.4.	E	Proposal for Step-2 revision of Regulation No. 46 (Rear view mirrors)	(e)
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90th GRSG session

90-34	United Kingdom	2.4.	E	UK Comments on the various documents under agenda item 2.4. – (Regulation No. 46: devices for indirect vision)	(c)
90-22	Secretariat	5.3.	E	Increasing fire risk on heavy-duty vehicles	(a)

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.
- (f) Referred to the informal group on Horizontal Regulation.
- * To be merged with the other corresponding document.
- ** To be merged with the other corresponding document.

Annex 2

AMENDMENTS TO REGULATION No. 43 ADOPTED ON THE BASIS OF GRSG-91-18
AT THE NINETY-FIRST SESSION OF GRSG
(See para. 31 of this report)

Annex 3,

Paragraph 9.1.2.2., amend to read (including footnote 8/):

"9.1.2.2. For windcreens of M₁ vehicles and N₁ 8/ vehicles derived from a M₁ vehicle, having the same:

- (a) driver's seat reference point
- (b) windscreen dimensional characteristics
- (c) windscreen inclination angle

the test shall be carried out in test area B defined in Annex 18, paragraph 2.3., excluding any opaque obscuration impinging on it.

For windcreens of other categories

8/ 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)."

Paragraph 9.2.2.1., amend to read:

"9.2.2.1. For windcreens of M₁ vehicles and N₁ vehicles restricted as described under paragraph 9.1.2.2., in test area A, extended to the median plane of the vehicle, and in the corresponding part of the windscreen symmetrical to it about the longitudinal median plane of the vehicle, and also in the reduced test area B according to paragraph 2.4. of Annex 18."

Paragraph 9.2.2.2., amend to read:

"9.2.2.2. For windcreens of other categories of vehicles, in zone I as defined in paragraph 9.2.5.2. of this annex."

Paragraph 9.2.5.1., amend to read:

"9.2.5.1. Zones A and B of windcreens for vehicle category M₁ and N₁ restricted as described under paragraph 9.1.2.2. are defined in Annex 18 to this Regulation."

Paragraph 9.2.5.2., amend to read:

"9.2.5.2. Zones of windcreens for other categories of vehicles are defined on the basis of:"

Paragraph 9.2.6., the table, the text in the second row of the first column, amend to read:

"M₁ and N₁ restricted as described under paragraph 9.1.2.2."

Paragraph 9.2.6., the table, the text in the third row of the first column, amend to read:

"Other categories of vehicles"

Paragraph 9.3.5., the table, the text in the second row of the first column, amend to read:

"M₁ and N₁ restricted as described under paragraph 9.1.2.2."

Paragraph 9.3.5., the table, the third row of the first column, amend to read:

"Other categories of vehicles"

Annex 3

AMENDMENTS TO REGULATION No. 46 ADOPTED ON THE BASIS OF GRSG-91-39
AT THE NINETY-FIRST SESSION OF GRSG
(See para. 34 of the report)

Paragraph 15.2.1.1.1., the table, the second column "Interior mirror Class I", the cells corresponding to the vehicles of categories M₁ and N₁, amend to read:

"Compulsory

Unless the vehicle is fitted with anything other than safety glazing material in the field of vision prescribed in paragraph 15.2.4.1."

Paragraph 15.2.2.2., amend to read:

"15.2.2.2. Exterior mirrors shall be visible shall not apply to:

- (a) exterior mirrors on the passenger side and optional exterior mirrors on the driver side of vehicles of categories M₂ and M₃;
- (b) Class VI mirrors."

Paragraph 15.2.4.8.1., amend to read:

"15.2.4.8.1. Interior rear-view mirror (Class I)

The field of vision may be reduced by the presence of devices such as sun visors, windscreen wipers, heating elements and stop lamp of category S3, provided that all these devices together do not obscure more than 15 per cent of the prescribed field of vision. Headrests or framework or bodywork such as window columns of rear split doors, rear window frame shall be excluded from the calculation. This requirement shall be tested by projection on to a vertical plane at right angles to the longitudinal centreplane of the vehicle. The degree of obstruction shall be measured with the sun visors folded back."

Annex 4

AMENDMENTS TO REGULATION No. 73 ADOPTED ON THE BASIS OF GRSG-91-14
AT THE NINETY-FIRST SESSION OF GRSG
(See para. 52 of the report)

The list of contents, the annexes, the reference to Annex 3 should be deleted.

Paragraph 1. and the corresponding footnote 1/, amend to read:

"1. SCOPE

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

- (a) tractors for semi-trailers;
- (b) vehicles designed and constructed for special purposes where it is not possible, for practical reasons, to fit such lateral protection.

1/ 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)."

Paragraph 5.4.1., footnote 3/, amend to read:

"3/ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Serbia, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa, 48 for New Zealand, 49 for Cyprus, 50 for Malta, 51 for the Republic of Korea, 52 for Malaysia and 53 for Thailand. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement."

Paragraphs 10. to 10.2., amend to read:

"10. CONFORMITY OF PRODUCTION

The conformity of production procedures shall comply with those set out in the Agreement, Appendix 2 (E/ECE/324-E/ECE/TRANS/505/Rev.2), with the following requirements:

10.1. Every vehicle approved under this Regulation shall be so manufactured as to conform to the type approved by meeting the requirements set out in paragraph 6. above.

10.2. The authority that has granted type approval may at any time verify the conformity control methods applied in each production facility. The normal frequency of these verifications shall be one every two years."

Paragraphs 10.3. to 10.5., should be deleted.

Annex 3, should be deleted.

Annex 5

INFORMAL GROUPS OF GRSG

<u>Informal group</u>	<u>Chairman</u>	<u>Secretary</u>
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