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Working Party on the Construction of Vehicles

Meeting of Experts on General Safety Provisions

REPORT OF THE MEETING OF EXPERTS ON GENERAL SAFETY PROVISIONS
ON ITS SEVENTY-FOURTH SESSION

(20 to 23 April 1998)

1. The Meeting of Experts on General Safety Provisions held its seventy-fourth session from 20 April (afternoon) to 23 April 1998, under the chairmanship of Mr. J. Martin (Luxembourg). Experts from the following countries participated in the work: Belgium, Czech Republic; Denmark; Finland; Germany; Hungary; Italy; Luxembourg; Netherlands; Norway; Poland; Romania; Russian Federation; Spain; Sweden; United Kingdom. Representatives of Japan took part in the session under paragraph 11 of the Commission's Terms of Reference. Experts from the following non-governmental organizations took part in the session: International Organization for Standardization (ISO); International Road Transport Union (IRU); International Organization of Motor Vehicle Manufacturers (OICA); Liaison Committee for the Manufacture of Automobile Equipment and Spare Parts (CLEPA); European Insurance Committee (CEA).

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

3. Concerning the accession by the European Union to the 1958 Agreement, effective 24 March 1998, the Group was advised of the procedures that needed

to be completed in the EC in order to authorize the vote by the EC in the Administrative Committee of the 1958 Agreement (AC.1) on behalf of its Member States. The procedures are only applied for the Regulations signed by the EC.

DEVELOPMENT OF REGULATION No. 36 (Public service vehicles)

Documentation: TRANS/WP.29/GRSG/R.280; TRANS/WP.29/GRSG/R.292;
TRANS/WP.29/GRSG/R.298; TRANS/WP.29/GRSG/R.299; TRANS/WP.29/GRSG/1997/1;
TRANS/WP.29/GRSG/1998/1; TRANS/WP.29/GRSG/1998/2; TRANS/WP.29/GRSG/1998/3;
TRANS/WP.29/GRSG/1998/4; TRANS/WP.29/GRSG/1998/7; informal documents
Nos. 1, 3, 8 and 9 of annex 1 to this report.

4. Consideration of this item was initiated by a review of the situation of the proposed EC Directive on buses and coaches, based on Regulations Nos. 36, 52, 66 and the draft Regulation for double-deck large passenger vehicles. Informal document No. 8 showed the main prescriptions of the proposed Directive. The Meeting of Experts was called to give its opinion at the next session (27-30 October 1998).

5. With respect to documents TRANS/WP.29/GRSG/R.292 and TRANS/WP.29/GRSG/R.298, the question of accounting for the elastic door trim in measuring the door aperture was solved by modifying the remark related to service door width in paragraph 5.6.3.1:

Paragraph 5.6.3.1., the table, service door width, remarks, add at the end the following text:

"... The requirement width of free access shall be ensured in the height of 70 to 160 cm related to the level of the first steep (see annex 3, figure 12)."

6. The proposal by Germany to modify the allowance for the intrusion of a conduit into the space for passengers (TRANS/WP.29/GRSG/1998/1) was adopted by adding "maximum" to the 10 cm dimension indicated at the bottom of the figure. The expert from the United Kingdom introduced a scrutiny reservation to consider "15 cm maximum" instead of "10 cm maximum".

7. The question of the height of steps raised by the expert from Hungary was also considered. The Meeting of Experts adopted document TRANS/WP.29/GRSG/1998/2 with the following modification:

Annex 3, figure 4, the table, header "D (cm) 1/" amend to read "D (cm) 1/3/" and for Class I delete the reference to footnote 3/ ("36 3/" to read "36").

8. There was also an exchange of views on the question of accessibility for reduced mobility passengers (TRANS/WP.29/GRSG/R.280; TRANS/WP.29/GRSG/1998/3 and informal document No. 8). After an exchange of views, the opinion prevailed that specifications proposed to wheelchair users might be considered as optional (and contained in a separate annex), whilst provisions based on document TRANS/WP.29/GRSG/R.280 should be mandatory. Nevertheless, the Meeting of Experts was of the opinion that it would be necessary to wait for the solution adopted by the EC when the Directive was being discussed.

9. For document TRANS/WP.29/GRSG/R.280, it was suggested:

Paragraph 5.13.1.: to be put into definitions, taking into consideration the definitions Nos. 2.21. and 2.22. of informal document No. 8 (Note: however, the expert from Italy made a reservation on that proposal).

Paragraph 5.13.7.1.1.: Elimination of the square brackets to permit that a wheelchair may be unrestrained has to be considered for the next session, taking into account the opinion given by the expert from the United Kingdom that a wheelchair may be unrestrained if there are standing people or places without safety belts in the vehicle. The expert from Italy expressed a reservation to that opinion, and requested that for a vehicle of Class II anchorages for wheelchairs shall be mandatory.

Paragraph 5.13.7.1.5.: The definition of the partition should be examined at the next session, taking into account informal document No. 8, paragraph 1.6. and figures 25 and 26.

The Meeting of Experts will also consider if the wheelchair anchorages should be in conformity with prescriptions of Regulation No. 80.

Paragraph 5.13.7.1.7.: to be put into square brackets, also with respect to the value of deceleration of [5 m/sec²].

Paragraph 5.13.9.1.: The Meeting of Experts decided that the height of the opening door controls should be between 70-130 cm inside and between 85-130 cm outside of the vehicle.

10. Informal document No. 8 was presented by the expert from the United Kingdom who informed GRSG that this document should supersede document TRANS/WP.29/GRSG/1998/3. The document had been prepared by the British EC presidency, but during its consideration by the EC Member States it had not been clear if it would be acceptable as a working document. It proposed to establish five classes of vehicles: Class I, II, and III as in Regulation No. 36 and Classes IV and V which corresponded to classes A and B of Regulation No. 52.

The expert from the United Kingdom pointed out that, in article 2 of this informal document, it was established that EC Member States should identify the combination of the alternative technical provisions of the Directive to be applied in their territories. These alternatives were related with the Approval A or B existing in the draft Regulation on double-deck passenger vehicles, accessibility for people with reduced mobility, wheelchair accommodation, kneeling suspension and boarding devices. He explained that all these questions would be examined by the EC Member States and that, for this purpose, the opinion of the Meeting of Experts was sought.

The expert from Spain completed the information by pointing out that the majority of Member States did not consider permitting in the Directive the philosophy of A and B approvals for all categories of vehicles.

The discussion was closed by the Chairman who indicated that informal document No. 8 might be subject to further changes, following the discussions in the EC.

11. Following the suggestion given by the experts from the United Kingdom and Italy that extinguishers themselves should not be regulated and their selection should be left to the national authorities (TRANS/WP.29/GRSG/52, para. 12), the Meeting of Experts decided to foresee only the emplacement for extinguishers for vehicles conforming to Regulations Nos. 36, 52 and the draft Regulation on double-deck large passenger vehicles. In consequence, document TRANS/WP.29/GRSG/1997/1 was rejected.

12. The expert from Spain presented a report, informal document No. 1, of an actual high-speed frontal accident of a coach with a passenger car that had

resulted in a fire and had cost the lives of 28 people, while leaving another 25 injured. He showed the results of the accident study that concluded that in coaches:

- (a) Low driver's position could have a negative effect, because the driver is not protected and cannot assist passengers in the evacuation of the vehicle;
- (b) The underrun protection should be used to prevent the penetration of a car under the coach in such type of an accident;
- (c) There shall be special consideration regarding placing of the fuel tanks, particularly if they were made of plastic material;
- (d) The devices for opening the doors of the vehicle in an emergency should be more visible and easy to control.
- (e) The fire properties of materials used in coaches may need to be improved. (The materials used in the equipment of the vehicle concerned were in principle in accordance with EU Directive 95/28/EC, but the propagation of fire was extremely fast.)

13. In the exchange of views which followed, various aspects of the above-reported accident were discussed together with the results of the evacuation research and tests of window glass breaking.

14. One of the aspects taken into consideration in the analysis (see para. 12. above), was considered in informal document No. 3 transmitted by the expert from the Czech Republic. It proposed prescriptions that fuel tanks made of a plastic material should fulfil in order to be installed in vehicles conforming to Regulation No. 36.

15. The Meeting of Experts considered if the proposal should form part of this Regulation or become part of Regulation No. 34 (prevention of the fire risks), but, no conclusion was reached. It was recalled that Regulation No. 34 was amongst the Regulations signed by the European Community. To allow for consideration of this item at the next session, the secretariat was requested to distribute informal document No. 3 with an official symbol.

16. The proposal by Norway for improving fire protection (TRANS/WP.29/GRSG/1998/4) was considered (TRANS/WP.29/GRSG/52, para. 13). After discussions it was noted that the first paragraph of the proposal was included in paras. 5.5.1. and 5.5.6. of Regulation No. 36 and the second paragraph was a part of Directive 95/28/EC.

17. The Meeting of Experts decided to verify the text of the proposal with that of the Directive, and to consider for the next session an eventual creation of a new Regulation based on Directive 95/28/EC.

18. For document TRANS/WP.29/GRSG/R.299, the amendments included in the report (TRANS/WP.29/GRSG/52, para. 11) were considered sufficient for the clarification of paras. 5.7.5.2.1 and 5.7.5.4.1., and the Meeting of Experts decided to keep the document as it had been modified during the last session.

19. The expert from Denmark presented document TRANS/WP.29/GRSG/1998/7, correcting an error in para. 5.2.2.1.7. of the Regulation. The proposal was considered and adopted by GRSG. It was agreed to transmit it to WP.29 and to AC.1 for consideration in November 1998.

20. The proposal by the Russian Federation to introduce in the Regulation the technical prescriptions for trolleybuses (informal document No. 9) was examined. To allow for its study, the Meeting of Experts requested the distribution of the proposal with an official symbol for detailed consideration at the next session.

DEVELOPMENT OF REGULATION No. 52 (Small capacity public service vehicles)

Documentation: TRANS/WP.29/GRSG/R.281; TRANS/WP.29/GRSG/1997/1.

21. Considering the documents tabled and the decisions taken with respect to Regulation No. 36 during the current session (see paras. 3. to 20 above), the Meeting of Experts agreed that Regulation No. 52 should be developed in parallel with Regulation No. 36; detailed consideration of the amendments to Regulation No. 52 was therefore deferred, awaiting the termination of amendments considered for Regulation No. 36.

DRAFT REGULATION ON DOUBLE-DECK PASSENGER VEHICLES

Documentation: TRANS/WP.29/GRSG/R.282; TRANS/WP.29/GRSG/1997/1;
TRANS/WP.29/GRSG/1998/5; TRANS/WP.29/GRSG/1998/8; TRANS/WP.29/597.

22. Consideration of documents TRANS/WP.29/GRSG/R.282 and TRANS/WP.29/GRSG/1997/1 was deferred for reasons similar to those in para. 21 above.

23. The expert from Germany introduced document TRANS/WP.29/GRSG/1998/5 based on an informal document which had been presented at the previous session (TRANS/WP.29/GRSG/52, para. 16). The Meeting of Experts considered and approved the proposal in principle. However, the expert from the Netherlands announced a new document concerning the overall height specifications for discussion at the next session.

24. The expert from Denmark presented document TRANS/WP.29/GRSG/1998/8 correcting an error in para. 5.2.2.7. of the Regulation, similar to that detected in Regulation No. 36 (see para. 19 above). The proposal was considered and adopted and GRSG agreed to transmit it to WP.29 and AC.1 for consideration in November 1998.

DEVELOPMENT OF REGULATION No. 66 (Strength of superstructure)

Documentation: TRANS/WP.29/GRSG/R.305; informal document No. 6 of annex 1 to this report.

25. The expert from Hungary, in his function as Chairman of the informal group, formally endorsed by the Working Party on the Construction of Vehicles at its one-hundred-and-thirteenth session (TRANS/WP.29/GRSG/52, para. 20), presented the report of the informal group compiling the results of the meetings held in Budapest (19 and 20 January 1998) and Cranfield (23 and 24 March 1998) (informal document No. 6).

Based on the decision which had been made by GRSG (TRANS/WP.29/52, para. 17), the informal group addressed sixteen main priorities and identified also other aspects that should be discussed. Different points of view of the participants were reported and the conclusions drawn, where applicable.

26. The expert from the United Kingdom voiced the opinion that Regulation No. 66 contained very important safety requirements and before changing it, the cost implications should be known and the accident analysis carried out.

27. The expert from Germany suggested that test modifications proposed in annexes 2, 3 and 4 of informal document No. 6 should not be discussed at the next session. He justified that by his opposition to the increase of energy consumption, as a consequence of increasing vehicle mass after reinforcing the superstructure.

28. The Meeting of Experts decided to study the report of the informal group at the next session in order to give it its instructions for the future work. The secretariat was requested to distribute informal document No. 6 with an official symbol.

DEVELOPMENT OF REGULATION No. 43 (Safety glazing)

Documentation: TRANS/WP.29/GRSG/1997/2 and Add.1 and 2; informal documents Nos. 5 and 5a of annex 1 to this report.

29. The expert from ISO informed the Meeting of Experts that the draft standard ISO/DIS 15082 concerning plastic glazing had not yet been approved. A vote concerning the technical prescriptions was expected in June. The final publication was expected by December 1998.

30. The Meeting of Experts was interested in having a completed technical document as soon as possible in order to discuss it during its next session.

31. Proposals of documents TRANS/WP.29/GRSG/1997/2 and Add.1 and 2, complemented by informal documents Nos. 5 and 5a, were explained by the expert from CLEPA. He indicated that the additional documents contained corrections of editorial errors and included the last specifications of the draft standard ISO/DIS 15082 concerning the cross-cut test and the test with the instrumented headform. He offered to prepare a consolidated document for the next session.

32. There were diverging views on the cross-cut test and the test with the instrumented headform. The expert from Japan did not agree with the variation of the height of drop for the different thicknesses of glass and with the value of the burning rate (less than 250 mm/min). He informed the Group that, in his country, the burning rate must be less than 90 mm/min. In the following discussion it was concluded that variation of the height of drop was a normal practice in this kind of test and that it was under consideration to define the burning rate at less than 110 mm/min.

33. All delegations were invited to examine the documents and to send their proposals to CLEPA in order to take them into consideration when drafting the consolidated document for examination at the next session.

DEVELOPMENT OF REGULATION No. 97 (Vehicle alarm systems)

Documentation: TRANS/WP.29/GRSG/R.304; TRANS/WP.29/GRSG/1998/6; TRANS/WP.29/GRSG/1998/11.

34. Before entering into the discussion of relevant documents, the expert from OICA informed GRSG that, according to published figures, the number of vehicles stolen had diminished by 35%. In his opinion, this had been the result of Regulation No. 97 and he therefore proposed not to modify it.

35. Concerning document TRANS/WP.29/GRSG/1998/11, superseding document TRANS/WP.29/GRSG/R.304, the expert from CEA informed GRSG that a total agreement amongst CEA, CLEPA and OICA had not yet been reached.

36. Following the examination of document TRANS/WP.29/GRSG/1998/11; the proposals for amending:

(a) paragraphs 31.5.; 32.5.1.1.; 32.5.1.2.; 32.5.1.3. have been approved.

(b) Paragraphs 32.1.1.1. and 32.5.1. were modified:

"32.1.1.1. disable, in the case of after-market fitting or vehicle equipped with diesel engine, at least two separate vehicle circuits that are needed for vehicle operation under its own power (e.g. starter motor, ignition, fuel supply, etc.);"

"32.5.1. Unsetting shall be achieved by using one or a combination of the following devices. Other devices with an equivalent performance are permitted."

(c) Paragraph 32.6.1. should be deleted.

(d) No agreement was reached on proposals for amending paragraphs 31.7; 32.4.1.; 32.5.1.; and 32.5.1.3.

37. The representative of CEA offered to prepare a document consolidating the points of agreement for distribution at the next session.

38. The representatives of CEA, CLEPA and OICA agreed to continue the search for an agreement for the paragraphs under discussion.

39. The proposal for a new draft Regulation transmitted by the expert from OICA with a view to joining the existing Regulation No. 18, 02 series of amendments and Regulation No. 97 (original version and Supplement 1) was also discussed (TRANS/WP.29/GRSG/1998/6).

40. The expert from OICA announced that a new complete document containing the new draft Regulation will be sent to the secretariat to be distributed at the seventy-fifth session of the Meeting of Experts.

41. A discussion about the scope of the intended new Regulation showed that it will apply only to vehicles of categories M and N as indicated in Regulation No. 18 part I and part II, para. 14.2. Vehicles of category L were not to be covered as they were excluded also from Regulation No. 18.

42. The expert from the Czech Republic reminded GRSG that Regulation No. 62 applied to power-driven vehicles with handlebars. The Meeting of Experts noted that Regulation No. 62 was not fully aligned with the equivalent Directive, although the European Community had recognized this Regulation when acceding to the 1958 Agreement.

43. It was also considered to introduce in the draft Regulation the same structure that Directive 95/56/EC had in the communication document. The Meeting of Experts agreed that the improved communication document should simplify the elaboration of documents needed to obtain type-approvals.

44. The Meeting of Experts requested the Chairman to present the question of harmonization of documents to WP.29 in order to obtain the authorization to apply this system not only in this draft Regulation but in all ECE Regulations.

45. The Meeting of Experts agreed to endeavour to for conclude the work at the next session in order to submit the Regulation to the Working Party and to the Administrative Committee AC.1 during its session in March 1999.

DRAFT REGULATION ON VEHICLES INTENDED FOR THE CARRIAGE OF DANGEROUS GOODS

Documentation: TRANS/WP.29/GRSG/1998/9; TRANS/WP.29/592; informal document No. 2 of annex 1 to this report.

46. After examination of document TRANS/WP.29/GRSG/1998/9, it was decided that proposed amendments to paras. 5.1.2.4. and 5.1.2.5. could not be

accepted, because the draft Regulation applied only to chassis vehicles and it was not possible to refer to the load compartment of a complete vehicle.

47. Concerning para. 5.1.2.7.1., the reference to Directive 78/548/EEC in its last amended form was not acceptable because this Directive had not been amended and in principle the Meeting of Experts expressed doubts regarding a reference to a Directive in an ECE Regulation.

48. In conclusion, it was decided to inform the Working Party on the Transport of Dangerous Goods (WP.15) about the two above decisions. The Meeting of Experts excluded the possibility to transmit the proposal by WP.15 to the Working Party WP.29 and to the Administrative Committee AC.1 until the above problems would be solved.

Note by the secretariat: The Working Party WP.15 was informed about both decisions of GRSG by the secretariat during the sixty-fourth session (4-8 May 1998).

OTHER BUSINESS

- (a) Consolidated Resolution on the Construction of Vehicles (R.E.3) - Annex 7 - Classification of Vehicles

Documentation: Informal documents Nos. 7 and 10 of annex 1 to this report.

49. The expert from OICA presented informal document No. 7 (TRANS/WP.29/GRSG/52, para. 31), with the definitions of vehicles of categories M1 and N1 proposed to be parallel to those used in the Directive 70/156/EEC. To allow for further discussion, the secretariat was requested to distribute informal document No. 7 with an official symbol. It was proposed that the official document should also include a definition of mass of a vehicle in running order, to read as follows:

"Mass of a vehicle in running order" means the mass of an unladen vehicle with bodywork, and with coupling device in the case of a towing vehicle, or the mass of the chassis with cab if the manufacturer does not fit the bodywork and/or coupling device, including coolant, oils, spare wheel and driver (75 kg), and, for buses and coaches, the mass of the crew member (75 kg) if there is a crew set in the vehicle."

50. Informal document No. 10 was presented by the expert from the Russian Federation. Its aim was to modify the definitions of the vehicles of categories M2 and M3 of R.E.3 in order to align them with those of Regulations Nos. 36 and 52. To allow for further discussion, the secretariat was requested to distribute informal document No. 10 with an official symbol taking into consideration the last definitions approved and correcting consequently the document.

- (b) Computerized system of ECE Regulations

51. No new information was given by the secretariat on this particular item.

- (c) Regulation No. 26 (External projections)

Documentation: Informal document No. 4 of annex 1 to this report.

52. The expert from the Czech Republic presented informal document No. 4.

It defined the minimum radii of curvature of bumpers. To allow for further discussion, the secretariat was requested to distribute informal document No. 4 with an official symbol.

(d) The expert from Poland recalled that the next session of GRSG will carry the number 75 and suggested that a special event might be appropriate. His proposal was supported and the secretariat agreed to consider organizing a social event for the participants.

(e) Tribute to Mr. John Phelps

Learning that the Technical Manager of OICA, Mr. J. Phelps, was taking his retirement, the Meeting of Experts thanked him for the many valuable contributions he had made to its work and wished him all the best for his retirement.

AGENDA FOR THE NEXT SESSION

53. The following agenda was agreed for the seventy-fifth session to be held in Geneva from 27 October (14.30 h) to 30 October (12.30 h) 1998 1/:

1. Regulation No. 36 (Public service vehicles), development

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. Regulation No. 52 (Small capacity public service vehicles), development

3. Regulation No. 107 (Double-deck large passenger vehicles), development

4. Regulation No. 66 (Strength of superstructure), development

5. Regulation No. 43 (Safety glazing), development

6. Regulation No. 97 (Vehicle alarm systems), development

7. Regulation No. 26 (External protections)

8. New draft Regulation on the protection of M1 and N1 category vehicles against unauthorized use

9. Other business

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

Annex 7 - Classification of vehicles

9.2. Regulation No. 105 (ADR vehicles) - development

9.3. Computerized system for ECE Regulations

Annex

LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL DURING THE SESSION

No.	Transmitted by	Agenda item	Language	Title
1.	Spain	1.	E	In-depth analysis of an accident with fire "Collision between a bus and a car" (INSIA)
2.	Secretariat	7.	E	TRANS/WP.29/1998/39 (proposal for draft 01 series of amendments to Regulation No. 105)
3.	Czech Rep. Republic	1.	E	Draft proposal of amendment to Regulation No. 36.
4.	Czech Republic	8.3.	E	Draft proposal of amendment to Regulation No. 26.
5.	CLEPA	5.	E	Editorial corrections, to document TRANS/WP.29/GRSG/1997/2 tabled at 73rd GRSG session
5a.	CLEPA	5.	E	Further considerations on performances required for plastic glazings.
6.	Hungary	4.	E	Report of the informal group of GRSG about the meetings dealing with the development of Regulation No. 66.
7.	OICA	8.1.	E/F	Consolidated Resolution on the Construction of Vehicles (R.E.3) - Annex 7: Classification of vehicles.
8.	United Kingdom	1.	E	Proposal for a European Parliament and Council Directive
9.	Russian Federation	1.	E	Proposal for draft amendments to Regulation No. 36
10.	Russian Federation	8.1.	E	Consolidated Resolution on the Construction of Vehicles (R.E.3)
-	OICA	6.	E	Draft Regulation No. XXX - Uniform technical prescriptions concerning the protection of motor vehicles against unauthorized use (not distributed, see para. 40 of the report).
