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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

Working Party on General Safety Provisions (GRSG)

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

(19 to 23 April 1999)

1. GRSG held its seventy-sixth session from 19 April (afternoon) to 23 April (morning) 1999, under the chairmanship of Mr. J. Martin (Luxembourg). Experts from the following countries participated in the work: Belgium, Canada; Czech Republic; Finland; France; Germany; Italy; Luxembourg; Netherlands; Norway; Poland; Romania; Russian Federation; Spain; Sweden; United Kingdom; United States of America. A representative of the European Commission (EC) also participated. 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 Union of Public Transport (UITP); International Organization of Motor Vehicle Manufacturers (OICA); Liaison Committee for the Manufacture of Automobile Equipment and Spare Parts (CLEPA); European Insurance Committee (CEA).

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

DEVELOPMENT OF REGULATION No. 36 (Public service vehicles)

Documentation: TRANS/WP.29/GRSG/R.280; TRANS/WP.29/GRSG/1998/4; TRANS/WP.29/GRSG/1998/12; TRANS/WP.29/GRSG/1998/13; TRANS/WP.29/GRSG/1999/1; TRANS/WP.29/GRSG/1999/2; TRANS/WP.29/GRSG/1999/3; TRANS/WP.29/GRSG/1999/5; informal documents Nos. 7, 8, 9, 13 and 17 of annex 1 to this report.

3. Concerning the prescriptions for accessibility of vehicles, the Chairman recalled that GRSG had decided that the specifications proposed for the transport of handicapped passengers should be considered as optional and contained in a separate annex to the Regulation. He also reminded the experts that GRSG had decided to resume consideration of this matter at the present session (TRANS/WP.29/GRSG/54, para. 6).

4. On this issue, the expert from the United Kingdom presented document TRANS/WP.29/GRSG/1999/5 which contained a proposal aimed at allowing the Contracting Parties to introduce national prescriptions for accessibility of vehicles by passengers with reduced mobility. He also explained that the proposal had been made because his country could not wait until the European Community found a solution for this issue.

5. In his comments to the proposal, the expert from IRU introduced informal document No. 9 which contained operating experience with low floor vehicles. The expert informed GRSG that very few wheelchair passengers had used the facilities, such as ramps and lifts, incorporated in vehicles. Finally, he requested that a harmonized solution be found to solve the problem of accessibility.

6. The majority of experts expressed their preferences for a harmonized solution instead of establishing prescriptions on a national basis, and confirmed that these prescriptions should be incorporated in an optional annex to Regulation No. 36.

7. The expert from the European Community informed GRSG about the situation in the European Community concerning the development of the draft proposal for a Directive on buses and coaches. He reminded GRSG that the draft proposal contained harmonized prescriptions and that those prescriptions had been established as mandatory for Class I vehicles.

8. GRSG agreed to search for a harmonized solution to accessibility of vehicles by disabled passengers and requested the expert from the United Kingdom to elaborate a proposal, based on informal document No. 8 of the seventy-fourth session taking also into consideration the agreements reached in the European Community in this area.

9. The expert from the United Kingdom accepted to elaborate such a document and announced his intention to prepare also similar proposals for Regulations Nos. 52 and 107, for consideration at the next session.

10. Referring to document TRANS/WP.29/GRSG/1998/4, dealing with fire safety, GRSG considered the basis for a proposal for a new draft Regulation, transmitted by the expert from Norway, as contained in informal document No. 8.

11. Detailed consideration was given to the scope of this new draft Regulation. Some experts suggested that the scope should be restricted to M3 vehicles, as it was in the European Directive 95/28/EC. No agreement was reached, and GRSG requested the expert from Norway to prepare a detailed proposal for consideration at the next session.
12. Document TRANS/WP.29/GRSG/1998/12 was considered obsolete because, as agreed at the last session (TRANS/WP.29/GRSG/54, para. 10), the expert from the Czech Republic had prepared a proposal to be considered under the agenda item concerned with development of Regulation No. 34 (see para. 69 below).
13. Concerning the proposal to include trolleybuses into the scope of Regulation No. 36 (TRANS/WP.29/GRSG/1998/13), the Chairman recalled that Regulation No. 100 had been suggested for prescriptions concerning the electrical aspects of the proposal.
14. The expert from the Russian Federation informed GRSG that comments to his proposal (TRANS/WP.29/GRSG/1998/13) had been received from the experts from Belgium (TRANS/WP.29/GRSG/1999/1), IRU (TRANS/WP.29/GRSG/1999/2) and the Netherlands (informal document No. 13).
15. He suggested dividing the prescription for trolleybuses into two main parts. One related to general specifications, to be inserted in the text of Regulation No. 36 and the other, related to electrical prescriptions, to become a new annex of Regulation No. 36. He rejected the idea of having the latter incorporated into Regulation No. 100.
16. GRSG noted the justification outlined by the Russian expert and agreed that the electrical part of the proposal should be a new annex to Regulation No. 36.
17. GRSG also agreed that an informal group should be created to elaborate this new annex and agreed that this informal group should be chaired by the expert from the Russian Federation. It was suggested to hold the first meeting either in the Russian Federation or in Brussels and the experts interested to participate in that meeting were asked to inform the Chairman in order to prepare in due time for the meeting.
18. The Chairman of GRSG said that he would inform WP.29 about the decisions taken (see paras. 16. and 17. above) and request the authorization for the constitution of such an informal group.
19. The expert from the United Kingdom made a reservation concerning the extension of the scope of Regulation No. 36 to trolleybuses, but he agreed to review his position at the next session.
20. Documents TRANS/WP.29/GRSG/1999/1, TRANS/WP.29/GRSG/1999/2 and informal document No. 13 were considered by GRSG at the request of the expert from the Russian Federation, in order to facilitate him in the development of the proposal for discussion at the next session.
21. For document TRANS/WP.29/GRSG/1998/13, the amendments noted below were suggested, in order to be incorporated in the revised proposal.

Paragraph 2.1.14, amend to read:

"... driven by energy from external wires."

Paragraph 5.5.4.5., amend to read:

"... to the road surface, but never on any exhaust system or any electrical high voltage electrical equipment of a trolleybus."

Paragraph 5.5.3.4., amend to read:

"5.5.3.4. Retrieving of a trolley poles."

Paragraph 5.5.9., amend to read:

"... permitted within 10 cm of any exhaust system or any high voltage electrical equipment..."

22. GRSG also considered document TRANS/WP.29/GRSG/1999/3, transmitted by the secretariat, containing all the amendments which had been agreed in principle by GRSG (TRANS/WP.29/GRSG/54, para. 17).

23. The expert from OICA presented informal document No. 17 concerning corrections to paragraphs 5.7.5.2.1. and 5.7.5.4.1. He explained that the new wording was part of a proposal which had been transmitted by the expert from Germany and adopted by GRSG (TRANS/WP.29/GRSG/52, para. 11 and TRANS/WP.29/GRSG/53, para. 18), and that it had been omitted in document TRANS/WP.29/GRSG/1999/3.

24. The experts from Spain and Italy objected to the inclusion of the new wording proposed in informal document No. 17. In order not to delay the presentation of document TRANS/WP.29/GRSG/1999/3 to WP.29, GRSG agreed to exclude this amendment, but agreed to reconsider this matter at the next session and requested the secretariat to distribute informal document No. 17 with an official symbol.

25. The expert from OICA requested that paragraph 5.6.1.7. be redrafted to correspond to the respective paragraph of Regulation No. 107. For the same reason, as in the preceding paragraph, GRSG decided to consider this matter at the next session.

26. The expert from Spain proposed to amend the maximum height in annex 3, figure 4, footnote 3/, from 70 cm to 90 cm, in order to allow the actual configuration of some types of vehicles to be kept. The expert from IRU explained to GRSG that, for some actual configurations, this height should be even more than the 90 cm requested. Also, in this case, GRSG agreed not to amend the figure of 70 cm, but to consider this issue at the next session.

27. Concerning the United Kingdom's reservation on annex 3, figure 11, for the maximum width of the intrusion of a conduit, GRSG noted that, in the amendment proposed, this maximum width was not amended but left in conformity with the current version of Regulation No. 36. GRSG agreed to keep the maximum width of 10 cm, and noted that the reservation by the United Kingdom remained pending.

28. GRSG agreed to transmit document TRANS/WP.29/GRSG/1999/3 to WP.29 and to Administrative Committee AC.1 for consideration, at their November session, with the amendments noted below:

Paragraph 5.6.3.1., delete the words "of free access".

Paragraph 5.6.4.9., amend to read:

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

Annex 3, figure 12, amend the title to read:

"SERVICE DOOR DIMENSIONS (see paragraph 5.6.3.1.)"

29. The expert from IRU presented informal document No. 7, which contained the IRU classification system, defining the level of comfort and facilities which coaches were required to meet, in order to obtain one of the four levels of star-rating. The expert explained that the part of the classification based on the seat spacing requirement did not have the same values as in Regulation No. 36 for Classes I, II and III.

30. The expert from Spain requested that informal document No. 7 should be considered attentively and made a suggestion to reduce the minimum seat spacing for Class III vehicles to 68 cm. Others experts questioned the utility of Class III vehicles if this reduction would be agreed.

31. GRSG agreed to resume consideration of informal document No. 7 at the next session. Experts were kindly requested to keep their copies of informal document No. 7 and to bring them to the next session. The expert from IRU was requested to consider if Class II vehicles should be included in a one- or two-star rating category of the IRU classification.

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

Documentation: TRANS/WP.29/GRSG/R.281; TRANS/WP.29/GRSG/1999/6.

32. Considering the decision taken regarding accessibility for passengers with reduced mobility for Regulation No. 36 (see para. 9 above), documents TRANS/WP.29/GRSG/R.281 and TRANS/WP.29/GRSG/1999/6 were considered obsolete. It was also noted that consideration of this issue would continue at the next

session on the basis of a proposal that the expert from the United Kingdom agreed to elaborate.

33. GRSG requested the secretariat to prepare a consolidated document, containing all the amendments which had been approved for Regulation No. 52 in a way similar to Regulation No. 36 (document TRANS/WP.29/GRSG/1999/3).

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

Documentation: TRANS/WP.29/GRSG/R.282; TRANS/WP.29/GRSG/1998/5; TRANS/WP.29/GRSG/1998/14; TRANS/WP.29/GRSG/1999/7; informal documents Nos. 14 and 18 of annex 1 to this report.

34. Concerning documents TRANS/WP.29/GRSG/R.282 and TRANS/WP.29/GRSG/1999/7, GRSG agreed the same procedure as for Regulations Nos. 36 and 52 (see paragraphs 9 and 32 above).

35. The secretariat was also requested to prepare a consolidated document, containing all the amendments adopted for Regulation No. 107 in a form similar to Regulation No. 36 (document TRANS/WP.29/GRSG/1999/3).

36. The expert from the Netherlands introduced informal document No. 14 which consolidated all the proposals contained in documents TRANS/WP.29/GRSG/1998/5 and TRANS/WP.29/GRSG/1998/14.

37. During the consideration of informal document No. 14, it was noted that at the seventy-fifth session the matter had been addressed more clearly (TRANS/WP.29/GRSG/54, paras. 20-23). As a result of discussion, the expert from the Netherlands tabled informal document No. 18, based on the previous session.

38. The expert from Spain said that he could support this proposal, but he suggested that the reduction of the overall height should not be applicable in the part of the gangway between the staircase and the service door. At the request of GRSG, the expert from the United Kingdom explained that the staircase was always situated in the middle of the vehicle in coaches, behind the driver in buses with only one staircase and in the front and in the rear part of vehicles in buses with two staircases.

39. GRSG adopted in principle informal document No. 18 as reproduced in annex 2 to this report, but agreed to continue the consideration of the Spanish proposal (see para. 38 above) at the next session.

DEVELOPMENT OF REGULATION No. 66 (Strength of superstructure)

Documentation: TRANS/WP.29/GRSG/1998/15 and Add.1.

40. The expert from Spain made a presentation showing the evolution of the number of accidents in which buses and coaches were implied, in comparison with the evolution of the total traffic. The figures presented showed a tendency to diminution of the number of accidents involving buses and coaches, with an important reduction of the number of fatalities during the period from 1966 to 1994.

41. In his opinion, the entry into force of Regulations Nos. 36 and 66 was one of the reasons for this reduction, both in accidents and in people

killed in them.

42. A special analysis was made of two recent accidents in which all the passengers were killed or injured.

43. In conclusion, the expert from Spain appreciated the beneficial influence of Regulations Nos. 36 and 66 for the safety of passengers, but considered that improvements should be made, especially in:

- (a) the lateral stability of double-deck large passenger vehicles;
- (b) extending the scope of Regulation No. 66 to small and double-deck large passenger vehicles or by elaborating a new Regulation for those vehicles;
- (c) the elaboration of the calculation method for the strength of the superstructure;
- (d) the protection of occupants in the case of both front and rear collisions;
- (e) improving of the strength of the anchorages of seats in order to consider the effect on belted passengers.

He suggested that WP.29 should establish priorities in the research towards improved safety of coaches.

44. GRSG acknowledged the presentation by the expert from Spain and expressed its satisfaction with the improvement in passengers' safety due to the Regulations that GRSG had elaborated.

45. Several experts asked for clarifications concerning the presentation and the expert from Spain offered to make the English text available through the secretariat.

46. GRSG noted that, since its seventy-fifth session, no meeting of the informal group, which had been set up to update Regulation No. 66, had taken place. It was also noted that for this informal group the increased kinetic energy due to the effect of belted passengers and the increase of the mass of the superstructure were the most important developments to be taken into consideration.

DEVELOPMENT OF REGULATION No. 43 (Safety glazing)

Documentation: TRANS/WP.29/GRSG/1999/4; informal documents Nos. 2, 5, 6, and 10 of annex 1 to this report.

47. The expert from OICA presented document TRANS/WP.29/GRSG/1999/4, which contained a proposal for an alternative headform to be used by technical services conducting a test. The proposal was slightly amended by informal document No. 2.

48. GRSG agreed in principle that an alternative headform might be allowed, but a majority of the experts insisted that equivalent test results should be guaranteed when using such an alternative headform.

49. The description of the headform was also considered. The proposal made reference to specifications and drawings instead of making a detailed description as was the case for the current headform of the Regulation. The majority of experts considered it necessary that the alternative headform should be described in detail, in an annex to Regulation No. 43.

50. GRSG requested the experts from OICA and ISO to make available test results demonstrating the equivalency of both test devices and including a detailed description of the alternative headform.

51. The experts from OICA and ISO announced that some tests would be made in the technical services and in the manufacturers' laboratories and the results should be presented to GRSG at the next meeting, if available by that time.

52. Informal document No. 6 was presented by the expert from Belgium. It contained a proposal for a new method, other than the contact paper for the fragmentation test evaluation. The proposal was considered and adopted by GRSG (see annex 3 to this report).

53. GRSG also considered and adopted informal document No. 10 tabled by the expert from Belgium.

54. GRSG agreed to transmit the adopted informal documents (see paragraphs 52 and 53) as reproduced in annex 3 to this report for consideration to WP.29 and AC.1 at their sessions of November 1999.

55. Concerning the calibration of the phantom head for the tests of glazing (paras. 3.2.2.3. of the Regulation), the expert from Belgium explained that his proposal announced at the seventy-fifth session (TRANS/WP.29/GRSG/54, para. 36) was not yet completed, because the test was still in progress.

56. Concerning the drop height and the burning rate values, the expert from Japan informed GRSG that his proposal, which had been announced at the seventy-fifth session (TRANS/WP.29/GRSG/54, para. 37) was not ready for submission.

57. Presenting informal document No. 5, the expert from the United Kingdom explained that the aim of the proposal was to align Regulation No. 43 with the corresponding European Directive 92/22/EEC, and to include installation prescriptions for glazing made of plastic.

58. GRSG agreed to continue consideration of this item at the next session and requested the secretariat to distribute informal document No. 5 with an official symbol. The expert from Belgium announced his intention to present some complementary information also for consideration.

DEVELOPMENT OF REGULATION No. 97 (Vehicle alarm systems)

Documentation: TRANS/WP.29/GRSG/1998/11.

59. GRSG noted that, with the draft 01 series of amendments to Regulation No. 97 adopted by the Administrative Committee (AC.1) during its eleventh session (TRANS/WP.29/673), the matter had been addressed adequately and, therefore, should not be considered at the next session.

DEVELOPMENT OF REGULATION No. 26 (External projections)

Documentation: TRANS/WP.29/GRSG/1998/18.

60. GRSG considered and adopted document TRANS/WP.29/GRSG/1998/18 with the

following amendment:

Paragraph 6.5.2., the words reading "On vehicles on which the bumpers are recessed or integrated within the bodywork" should be deleted.

61. GRSG agreed to transmit document TRANS/WP.29/GRSG/1998/18, with the amendment noted in the precedent paragraph, for consideration to WP.29 and to AC.1 at their next sessions in November 1999.

DRAFT REGULATION ON THE PROTECTION OF M1 AND N1 CATEGORIES OF VEHICLES
AGAINST UNAUTHORISED USE

Documentation: TRANS/WP.29/GRSG/1998/19; TRANS/WP.29/GRSG/1999/10; informal documents Nos. 3, 4 and 16 of annex 1 to this report.

62. Opening the discussion on this item, the Chairman reminded the experts that, as decided during the seventy-fifth session (TRANS/WP.29/GRSG/54, para. 46), the elimination of Part II of the draft Regulation should be decided.

63. GRSG agreed to delete Part II of the draft Regulation and to maintain Regulation No. 18 in existence, without, however, its Part I.

64. The expert from the United Kingdom presented document TRANS/WP.29/GRSG/1999/10 and informal document No. 16. Both documents contained provisions to minimise the risk of lockouts caused by competing signals and broad receivers. Document TRANS/WP.29/GRSG/1999/10 also contained prescriptions for fitting immobilisers on vehicles of categories N2 and N3.

65. Document TRANS/WP.29/GRSG/1999/10, as adopted in principle by GRSG is reproduced in annex 4 to this report.

66. Informal document No. 4 was presented by the expert from OICA with the aim of standardizing the use of the frequency of 433.92 MHz and a radiated power of 25mw for radio transmission systems in automotive use. GRSG agreed that WP.29 should be asked to request the International Telecommunication

Union (ITU) to harmonize and keep this frequency and specifications for the automotive use.

67. With the agreements reached (see paras. 63 to 66 above), GRSG requested the expert from OICA to modify the proposal for the new draft Regulation and to prepare a proposal for amending Regulation No. 18.

OTHER BUSINESS

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

Documentation: TRANS/WP.29/GRSG/1999/8.

68. The expert from the Czech Republic presented document TRANS/WP.29/GRSG/1999/8. He explained that the proposal contained prescriptions for fuel tanks made of plastic material, taking into consideration the prescriptions of the European Directive 70/221/EEC.

69. The expert from the United Kingdom reminded GRSG that, in the last session, several experts had pointed out that prescriptions for fuel tanks made of a plastic material should be only applied to M2 and M3 vehicles (TRANS/WP.29/GRSG/54, para. 10). He also suggested that, before amending Regulation No. 34, it would be convenient to wait until the adaptation to technical progress of European Directive 70/221/EEC was concluded.

70. GRSG adopted in principle the following amendments to document TRANS/WP.29/GRSG/1999/8:

Paragraph 1., amend to read (footnote 1/ not amended):

"... and of vehicles of categories M2, M3, N1, N2 and N3 1/ with regard to their fuel tank when made of a plastic material"

Paragraph 4., amend to read:

"4. APPLICATION FOR APPROVAL OF VEHICLES OF CATEGORIES M2, M3, N1, N2 and N3"

Paragraph 7., amend to read:

" ... VEHICLES OF CATEGORIES M2, M3, N1, N2 and N3 WITH FUEL TANK(S)"

Annex 5, paragraph 5.7., amend the value of "0.5 m/s" to read "2.5 km/h".

71. The expert from the Netherlands pointed out that due to the renumbering of several paragraphs of Regulation No. 34, some amendments should be made to correct the references to the paragraphs of the Regulation. He gave to the secretariat a list of amendments to be introduced in the proposal tabled by the Czech Republic.

72. GRSG agreed to resume consideration of this proposal at the next session.

73. With respect to informal document No. 8, GRSG noted that this issue had been considered during the discussion of Regulation No. 36, (see paras. 10 to

13 above).

(b) Development of Regulation No. 105 (ADR vehicles)

Documentation: Informal document No. 15 of annex 1 to this report.

74. The Chairman recalled that in its 01 series of amendments, adopted by AC.1 at its eleventh session (document TRANS/WP.29/675), Regulation No. 105 was at the same level of prescriptions as the ADR, Appendix B.2.

75. GRSG considered the need to extend the scope of Regulation No. 105 to complete vehicles and vehicles produced in stages, in a way similar to European Directive 98/81/CE. The discussion was not concluded, but GRSG agreed to resume the consideration of the scope of the Regulation at the next session.

76. The expert from Italy introduced informal document No. 15. He said that the adaptation of Regulation No. 105 to the last amendments of the ADR had not been made in due time and, to avoid the same situation in the future, proposed that all construction requirements regarding vehicles should be handled by WP.29.

77. In the discussion, two other possibilities were suggested in order to ensure a quick alignment of Regulation No. 105 with the ADR prescriptions. One consisted of modifying Regulation No. 105 by making only a reference to the prescriptions of Appendix B.2 of the ADR; the second was to improve the collaboration with WP.15, in order to incorporate quickly the amendments related to the construction of vehicles.

78. GRSG agreed to resume the consideration of the correspondence of the Regulation to the ADR with one of the suggestions mentioned in paragraphs 76 and 77 above at the next session. To allow for further discussion, the secretariat was requested to distribute informal document No. 15 with an official symbol. It was also agreed that the Chairman would ask the guidance of WP.29 at its one-hundred-and-eighteenth session.

(c) Development of Regulation No. 100 (Safety of electric vehicles)

79. Recalling the decisions taken concerning the electrical provisions for trolleybuses (see paras. 15 to 19 above), GRSG considered that this item should not be in the agenda for the next session.

- (d) Proposal for a new Draft Regulation on identification of controls, tell-tales and indicators.

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

80. Informal document No. 1, transmitted by the experts from Canada and the United States of America, was presented by the expert from Canada. He explained that the proposal, which included prescriptions of the European Directive 78/316/EEC and of standard ISO 2575:1998 would be, in a first step, a new Regulation to be annexed to the 1958 Agreement and, in a second step, a global technical regulation under the 1998 Global Agreement.

81. GRSG experts were invited to send their comments on the proposal to the expert from Canada, in order to include them in a new proposal, expected to be distributed with an official symbol at the next session.

- (e) Safety standards on windshield wiping/washing and defrosting/defogging

Documentation: Informal document No. 11 of annex 1 to this report.

82. Presenting informal document No. 11, the expert from the United States of America explained that, before the presentation by OICA of a draft for a new global technical regulation, joining the two European Directives (78/316/EEC and 78/317/EEC), a study was conducted on the two European Directives and the corresponding FMVSS having the same field of application.

83. He explained that the study concluded that the Directives and the FMVSS rule were not functionally equivalent, because the US rule required larger fields of vision.

84. The expert from OICA confirmed the intention to present a global technical regulation on this subject and announced an OICA meeting in the following months to consider the information given by the expert from the United States of America, and to prepare a proposal possibly for consideration at the next session.

85. GRSG agreed to keep this item in the agenda for the next session, awaiting the proposal from OICA.

- (f) Consolidated Resolution on the Construction of Vehicles (R.E.3) Definition of low volume manufacturer

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

86. The Chairman informed GRSG that in the one-hundred-and-sixteenth session of WP.29, OICA had presented a proposal for an amendment to the Consolidated Resolution on the Construction of Vehicles (R.E.3) introducing a definition of a low volume manufacturer. He also explained that WP.29 had agreed that GRSG should consider this proposal (TRANS/WP.29/638, paras. 99 and 100).

87. The expert from OICA explained the aim of the proposal and, after an exchange of views, GRSG agreed to continue consideration of this proposal at the next session.

- (g) Development of Regulation No. 39 (Speedometer equipment)

Documentation: Informal document No. 12 of annex 1 to this report.

88. The expert from Sweden presented informal document No. 12 containing a proposal to amend the scope of Regulation No. 39 in order to include vehicles which have a maximum design speed of 25 km/h, and to amend the provisions concerning the conformity of production.

89. GRSG agreed to consider this issue at the next session and requested the secretariat to distribute informal document No. 12 with an official symbol.

(h) Tribute to Mr. M. Behaghel

90. Learning that Mr. M. Behaghel, Technical Director of the CCFA, and for many years head of the OICA delegation, had taken his retirement, the Chairman asked the expert from OICA to convey to Mr. Behaghel the sincere thanks of GRSG for the valuable contributions he had made to its work and their wishes for a happy and long retirement.

AGENDA FOR THE NEXT SESSION

91. The following agenda was agreed for the seventy-seventh session, to be held in Geneva from 25 October (14.30 h) to 28 October (12.30 h) 1999 1/:

1. Regulation No. 36 (Public service vehicles), development
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. 39 (Speedometer equipment), development
7. New draft Regulation on the protection of M1 and N1 category vehicles against unauthorized use

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.

8. Regulation No. 18 (protection against unauthorized use), development.
9. Other business
 - 9.1. Regulation No. 34 (Prevention of fire risk), development
 - 9.2. Regulation No. 105 (ADR vehicles), development
 - 9.3. New draft Regulation on identification of controls, tell-tales and indicators

- 9.4. New draft Regulation on windshield wiping and washing and defrosting and defogging
 - 9.5. R.E.3 Definition of a Low Volume Manufacturer
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Annex 1

LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL DURING THE SESSION

| No. | Transmitted by | Agenda item | Language | Title |
|-----|----------------|-------------|----------|--|
| 1. | Canada, USA | 9.4. | E | Proposal for a new draft Regulation: Uniform provisions concerning the approval of vehicles with regard to the specifications for controls, tell-tales and indicators |
| 2. | OICA | 5. | E | Proposal for draft amendment to Regulation No. 43 |
| 3. | OICA | 8. | E | Draft Regulation on the protection of M1 and N1 categories of vehicles against unauthorized use |
| 4. | OICA | 8. | E | Proposed worldwide telecommunications standard for anti-theft systems |
| 5. | United Kingdom | 5. | E | Proposal by the United Kingdom for amendments to Regulation No. 43 (Safety glazing) |
| 6. | Belgium | 5. | E | Proposal for draft amendments to Regulation No. 43 (Safety glazing materials) |
| 7. | IRU | 1. | E | ECE Regulation R.36 in relation to IRU's Classification System for Coaches |
| 8. | Norway | 1. | E | (Initial) proposal for a new Regulation: Uniform technical prescriptions concerning the burning behaviour of materials used in the interior construction of certain categories of motor vehicles |
| 9. | IRU and UITP | 1. | E | Operating experience with vehicles embodying Low Floor Construction |
| 10. | Belgium | 5. | E/F | Proposal for draft amendments to Regulation No. 43 (Safety glazing materials) |
| 11. | USA | 9.5. | E | Denial of petition for rulemaking: Concerning the "function equivalence" of EU Directives EEC 78/317 and EEC 78/318 and the corresponding US Motor Vehicle Standards on windshield wiping/washing and defrosting/defogging |

| No. | Transmitted by | Agenda item | Language | Title |
|-----|-------------------|----------------|----------|--|
| 12. | Sweden | 9. | E | Proposal for draft amendments to Regulation No. 39 |
| 13. | Netherlands | 1. | E | Remarks of the Netherlands to the proposal of the Russian Federation on trolley buses |
| 14. | Netherlands | 3. | E | Proposal for draft amendments to Regulation No. 107 |
| 15. | Italy | 9.2. | E | Considerations by the Italian delegation on the entire set of regulations governing the transport of dangerous goods (EU and ECE/UNO) |
| 16. | United Kingdom | 8. | E | Draft corrigendum to the proposal for draft amendments to the draft Regulation on uniform technical prescriptions concerning the protection of motor vehicles against unauthorised use |
| 17. | OICA | 1. | E | OICA proposed adjustment to document TRANS/WP.29/GRSG/1999/3 |
| 18. | Netherlands | 3. | E | Proposal for draft amendments to Regulation No. 107 |

Annex 2

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

Paragraph 5.7.5.1. the table, amend to read (including dimensions in brackets and explanatory notes 1/ and 2/):

"....."

| | | Class I | | Class II | | Class III | |
|----------------------------|------------|---------|---------------------|----------|---------------------|-----------|---------------------|
| | | UD | LD <u>1/</u> | UD | LD <u>1/</u> | UD | LD <u>1/</u> |
| Diameter of lower cylinder | | 45 | 45 | 35 | 35 | 30 | 30 |
| Height of lower cylinder | | 90 | 102 <u>2/</u> (90) | 90 | 102 <u>2/</u> (90) | 90 | 102 <u>2/</u> (90) |
| Diameter of upper cylinder | | 55 | 55 | 55 | 55 | 45 | 45 |
| Height of upper cylinder | | 50 | 50 | 50 | 50 | 50 | 50 |
| Overall height | Approval A | 168 | 180 <u>2/</u> (168) | 168 | 180 <u>2/</u> (168) | 168 | 180 <u>2/</u> (168) |
| | Approval B | 172 | 177 (172) | 168 | 180 (168) | 168 | 180 (168) |

1/ Dimensions in brackets apply for the rearmost part of the lower deck only (para. 5.7.5.3.)

2/ For alternative dimensions of the lower deck: see para. 5.7.5.3.2.
....."

Insert new paragraphs 5.7.5.3. to 5.7.5.3.2., to read:

"5.7.5.3. The overall height of the gauging device may be reduced:

5.7.5.3.1. from 180 cm to 168 cm (approval A) or from 177 cm to 172 cm (approval B) in any part of the gangway of the lower deck to the rear of a transverse vertical plane situated 1.5 m forward to the centre line of the rear axle (foremost rear axle in the case of vehicles with more than a rear axle); and

5.7.5.3.2. from 180 cm to 177 cm by reducing the height of the lower cylinder by 3 cm in case of a service door which is situated forward the front axle in any part of the gangway situated between two transverse vertical planes situated 80 cm forwards and behind the centre line of the front axle."

Paragraphs 5.7.5.3. to 5.7.5.7. (former), renumber as paragraphs 5.7.5.4. to 5.7.5.8.

Paragraph 5.6.1.9., amend the reference to "paragraph 5.7.5.3." to read

"paragraph 5.7.5.4."

Paragraph 5.6.1.12., amend the reference to "paragraph 5.7.5.3." to read "paragraph 5.7.5.4."

Annex 3, the table under figure 3, including the footnote, amend to read:

"

| | B(cm) | C(cm) | D(cm) | E(cm) <u>1/</u> <u>2/</u> | | F(cm) <u>1/</u> <u>2/</u> |
|-----------|-------|---|-------|---------------------------|------------|---------------------------|
| | | | | Approval A | Approval B | |
| Class I | 55 | 45 | 50 | 180 (168) | 177 (172) | 102 (90) |
| Class II | 55 | 35 | 50 | 180 (168) | | 102 (90) |
| Class III | 45 | 30 (22 in the case of laterally movable seats) | 50 | 180 (168) | | 102 (90) |

1/ Dimensions in brackets apply for upper deck and/or the rearmost part of the lower deck (para. 5.7.5.3.) only.

2/ For alternative dimensions of the lower deck: see para. 5.7.5.3.2."

Annex 3

DRAFT AMENDMENTS TO REGULATION No. 43
ADOPTED BY GRSG AT ITS SEVENTY-SIXTH SESSION

Annex 3,

Paragraph 1.4., amend to read:

"1.4. The examination of the fragments shall be made using any method validated on its accuracy of the counting itself and on its ability to find the correct location where the minimum and the maximum counting shall be done.

Permanent recording of the fragmentation pattern must start within 10 seconds and must end within 3 minutes after the impact. The technical service shall keep the permanent recordings of the fragmentation pattern."

Paragraph 13.4., insert at the end the following table to read:

"

| CUT VALUE GRADE | EXPOSED AREA OF THE GRID AREA |
|-----------------|-------------------------------|
| Gt 2 | between 5 and 15 % |
| Gt 3 | between 15 and 35 % |
| Gt 4 | between 35 and 65 % |
| Gt 5 | higher than 65% |

"

Annex 4, paragraph 2.6.3., amend to read:

"2.6.3. If the above-mentioned deviations are found, they shall be noted in the test report and permanent recording(s) of the fragmentation pattern of the relevant parts of the windscreen shall be attached to the report."

Annex 5, paragraph 2.6.3., amend to read:

"2.6.3. If the above-mentioned deviations are found, they shall be noted in the test report and permanent recording(s) of the fragmentation pattern of the relevant parts of the glass pane shall be attached to the report."

Annex 20,

Paragraph 3.1.1.1., amend to read:

"3.1.1.1. A first series of tests consisting of a break at each impact point specified by this Regulation shall be carried out at the beginning of the production of each new type of glass pane to determine the most severe break point. The result of the tests shall be recorded.

However, for toughened-glass windscreens, the first series of tests shall be carried out only if the annual production of this type of glass pane exceeds 200 units.

Paragraph 3.1.2., amend to read:

"3.1.2. All results shall be recorded, including the results without permanent recording of the fragmentation pattern.

In addition, a test with permanent recording of the fragmentation pattern shall be made once per shift, except for $Pr \leq 500$. In this last case only one test with permanent recording of the fragmentation pattern shall be made per production run."

Annex 4

DRAFT AMENDMENTS TO THE DRAFT REGULATION:
UNIFORM TECHNICAL PROVISIONS CONCERNING THE PROTECTION
OF MOTOR VEHICLES AGAINST UNAUTHORIZED USE
ADOPTED BY GRSG AT ITS SEVENTY-SIXTH SESSION

Paragraph 7.2.3., amend to read (including footnote 5/ and new footnotes 6/ and 7/):

"7.2.3. If the VAS includes the possibility of a radio transmission, e.g. for setting or unsetting of the alarm or for alarm transmission, it shall comply with the relevant ETSI 5/ standards, e.g. EN 300 220-1 */ and EN 300 220-2 */. 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 */ relating to the use of short range devices 7/."

Paragraph 7.4., footnote 6/ (former) and the corresponding reference to this footnote, renumber as footnote 8/.

Paragraph 8.2.3., amend to read (including footnote 5/ and new footnotes 6/ and 7/):

"8.2.3. If the AS includes the possibility of a radio transmission, e.g. for setting or unsetting of the alarm or for alarm transmission, it shall comply with the relevant ETSI 5/ standards, e.g. EN 300 220-1 */ and EN 300 220-2 */. 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 */ relating to the use of short range devices 7/."

Paragraph 9.2.2., amend to read (including footnote 5/):

"9.2.2. If the immobiliser includes the possibility of a radio transmission, e.g. for setting or unsetting, it shall comply with the relevant ETSI 5/ standards, e.g. EN 300 220-1 */ and EN 300 220-2 */."

5/ European Telecommunications Standard Institute

6/ CEPT = Conference of European Posts and Communications
ERC = European Radiocommunications Committee

7/ Contracting Parties may prohibit the use of this frequency and may permit the use of an alternative frequency.

*/ (to indicate the year of the standard)

Paragraph 9.2.4., amend to read:

"9.2.4. It shall not be possible for an immobiliser to enter the set state when the ignition key is in the engine running mode, except in the case of vehicles of category N₁, N₂ and N₃, where the authorised user has intentionally parked the vehicle, applied the parking brake and carried out a deliberate action to set the immobiliser."

Paragraph 9.2.6., amend to read:

"9.2.6. The immobiliser shall be designed and built such that, when installed, it shall not adversely affect the designed function and the safe operation of the vehicle, even in the case of malfunction."

Paragraph 9.2.10., amend to read:

"9.2.10. Immobilisers preventing the release of the brakes shall not be permitted, except in the case of vehicles of category N₂ and N₃ where such immobilisers prevent the release of pneumatically released spring brakes **/ and function in such a way that in normal operation, or in failure conditions, they are not in conflict with Regulation No. 13."

**/ As defined in Regulation No. 13, annex 8
