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World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on General Safety Provisions (GRSG)

REPORT OF THE WORKING PARTY ON GENERAL SAFETY PROVISIONS (GRSG)
ON ITS EIGHTY-FIRST SESSION

(8 to 11 October 2001)

1. GRSG held its eighty-first session 1/ from 8 October (afternoon) 2001 to 11 October 2001, under the chairmanship of Mr. J. Martin (Luxembourg). Experts from the following countries participated in the work, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Belgium; Canada; Czech Republic; Finland; France; Germany; Hungary; Italy; Japan; Luxembourg; Netherlands; Norway; People's Republic of China; Poland; Russian Federation; Spain; Sweden; United Kingdom; United States of America. A representative of the European Commission (EC) participated. Experts from the following non-governmental organizations took part in the session: International Organization for Standardization (ISO); International Road Transport Union (IRU); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); European Association of Automobile Suppliers (CLEPA); European Insurance Committee (CEA).

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

2. The informal meeting on "Common Tasks" was held on 8 October (afternoon only) and 9 October (morning only), under the Chairmanship of Mr. T. Onoda (Japan). Experts from the following countries participated in the work: Canada; Czech Republic; Finland; France; Germany; Hungary; Italy; Japan; Luxembourg; Netherlands; Norway; Poland; People's Republic of China; Russian Federation; Sweden; United Kingdom; United States of America. A representative of the European Commission (EC) participated. Experts from the following non-governmental organizations took part in the meeting: International Organization for Standardization (ISO); International Road Transport Union (IRU); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA). A summary of the proceedings of this informal meeting is given below (paras. 56 to 60).

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

DEVELOPMENT OF REGULATION No. 36 (Large passenger vehicles)

Documentation: TRANS/WP.29/GRSG/1999/20 and Add.1; informal documents Nos. 6 and 14 of annex 1 part A to this report.

4. The expert from the European Commission informed GRSG that the European Parliament had definitively adopted the European Community Directive on buses and coaches. The expert from OICA suggested, following the structure of the above-mentioned Directive, to join Regulations Nos. 36, 52, 66 and 107 into one Regulation, and offered to prepare a proposal. The Chairman recommended not to take any action before the formal endorsement by WP.29, and announced that he would request it at the WP.29 November 2001 session. Nevertheless, the expert from Canada requested that Regulation No. 66 should continue to be a separate Regulation.

5. With regard to the proposals of documents TRANS/WP.29/GRSG/1999/20 and TRANS/WP.29/GRSG/1999/20/Add.1, concerning the accessibility by passengers with reduced mobility, the expert from the United Kingdom suggested not to adopt it before checking that the text was aligned to the adopted European Community Directive. He offered to verify both texts, and transmit a revision of them to be considered at the April-May 2002 session. The expert from IRU insisted again that prescriptions facilitating the access to passengers with reduced mobility should not be mandatory for Class I vehicles and claimed for making such prescriptions only optional.

6. In order to facilitate the task of the expert from the United Kingdom, the expert from Sweden tabled informal document No. 14, which contained the amendments needed to the proposal to align it with the above-mentioned European Community Directive. GRSG agreed to definitively adopt the revised proposal at its next session.

7. GRSG considered and adopted the proposal to include prescriptions for trolleybuses into the Regulation (TRANS/WP.29/GRSG/59, annex 2) with the amendments reproduced below. It was agreed to transmit it to WP.29 and AC.1 for consideration at their March 2002 sessions as draft Supplement 7 to the 03 series of amendments to regulation No. 36

The reference to amend paragraph 5.1.1.3., should be deleted.

Paragraph 5.9.2., the word "vehicles" should read "vehicle"

Paragraph 5.10.3., the reference to figure "C" should read "B"

Annex 8,

Paragraph 1.3., the pressure unit "hPa" should read "kPa"

Paragraph 4.7., amend to read:

" ... 4.3. to 4.6. need not be applied."

8. The expert from OICA presented informal document No. 6. He explained to GRSG that the first part of the document was a request to clarify if electronic equipment was covered by the prescriptions for electric circuits. GRSG agreed on such an interpretation, but also agreed that in such a case, the manufacturer shall give all the technical information at the request of the technical service in charge of conducting the tests.

9. GRSG adopted the proposal contained in the second part of informal document No. 6, which related not only to Regulation No. 36, but also to Regulations Nos. 52 and 107 and is reproduced below. It was agreed to transmit the three corresponding proposals to WP.29 and AC.1 for consideration at their March 2002 sessions. For Regulation No. 36 it was agreed to join it to the amendments for trolleybuses (see para. 7 above).

Regulations Nos. 36, 52, and 107,

Paragraph 5.5.6.3., amend to read:

" does not exceed 16 A. In the case where electronics are incorporated, these circuits may be protected by protection devices integrated into the electronic components or systems."

DEVELOPMENT OF REGULATION No. 52 (Small passenger vehicles)

Documentation: TRANS/WP.29/GRSG/1999/15; TRANS/WP.29/GRSG/1999/21; TRANS/WP.29/GRSG/1999/21/Add.1; informal documents 2 and 6 of annex 1 part A to this report.

10. Concerning accessibility (TRANS/WP.29/GRSG/1999/21 and Add.1), GRSG agreed to postpone its final consideration to the April-May 2002 session, as it was decided for Regulation No. 36 (see para. 5 above).

11. With regard to the pending issues of document TRANS/WP.29/GRSG/1999/15, GRSG agreed not to consider them until the fusion of the Regulations related to buses and coaches (see para. 4 above) was considered.

12. Following the request of the expert from the Netherlands (informal document No. 2), GRSG clarified that the current text of paragraph 5.7.4.2.2. of Regulation No. 52 only considered the driver's door as an emergency door if passengers could use it without climbing the driver's seat. The expert from the Russian Federation suggested that an accurate method should be developed to eliminate any possible misinterpretation of the current text.

13. The expert from Spain explained the method used in his country, and, at the GRSG request, offered to transmit a written proposal for consideration at the next GRSG session.

14. GRSG noted that informal document No. 6 had been considered during the discussion of Regulation No. 36 (see para. 9 above), and realized that for Regulation No. 52, the proposal to transmit it to WP.29 and AC.1 would be draft Supplement 5 to 01 series of amendments to the Regulation.

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

Documentation: TRANS/WP.29/GRSG/1999/22 and Add.1; TRANS/WP.29/GRSG/2001/13; informal document No. 6 of annex 1 part A to this report.

15. As agreed for Regulations Nos. 36 and 52 (see paras. 5 and 10 of this report), GRSG agreed to resume consideration of the prescriptions on accessibility for passengers with reduced mobility (TRANS/WP.29/GRSG/1999/22 and Add.1) at the next session, once the revised proposal was available.

16. GRSG considered and adopted document TRANS/WP.29/GRSG/2001/13, and agreed to transmit it to WP.29 and AC.1 for consideration at their March 2002 sessions, jointly with the proposal of informal document No. 6 (see paras. 9 and 14 above) as draft Supplement 3 to the Regulation.

DEVELOPMENT OF REGULATION No. 66 (Strength of superstructure)

Documentation: TRANS/WP.29/GRSG/2001/5; TRANS/WP.29/GRSG/2001/6; TRANS/WP.29/GRSG/2001/14; TRANS/WP.29/GRSG/2001/18 informal documents Nos. 1, and 9 of annex 1 part A to this report.

17. The expert from Hungary, Chairman of the informal group on developing Regulation No. 66, reported to GRSG about the progress made during the meeting, which had been held in Brussels on 10 and 11 May 2001 (informal document No. 1). He said that although official documents TRANS/WP.29/GRSG/2001/5; TRANS/WP.29/GRSG/2001/6; TRANS/WP.29/GRSG/2001/14; and TRANS/WP.29/GRSG/2001/18 had been sent to GRSG, the informal group would need to re-consider them in order to incorporate new results of its work, which modified the proposals of the above-mentioned documents.

18. He said that, during the meeting, the informal group had considered the structural description of the bodywork, the rollover test of body sections, a quasi-static test of body sections, the effect of safety-belt using passengers on the strength of the superstructure, rollover test of articulated vehicles, the issue of the geometrically limited deformation in rollover test, the determination of the height of the centre of gravity in the case of free axle suspension, and the computer simulation of the rollover test on a full scale vehicle.

19. The Chairman of the informal group informed GRSG that a new meeting was scheduled for 21 and 22 November 2001 in Frankfurt, Germany. He also said that another meeting would be necessary to complete the work. GRSG acknowledged the work made by the informal group and agreed that its final output should be a document containing the complete set of amendments to Regulation No. 66, to be transmitted to GRSG for consideration. The expert from the United Kingdom offered his collaboration on the drafting of the consolidated document.

20. The expert from Spain presented a study about the influence of safety-belt wearing on vehicles covered by the Regulation. He said that the study showed that a considerable part of the added mass becomes an energy to be

absorbed by the superstructure. He said that, from the experimental study carried out, and assuming that 50 per cent of the passenger mass should be absorbed by the superstructure, the total energy was raised by 30 per cent in the case of a 55-seat coach. For a coach of 19 seats, the total increment of energy was 40 per cent. He concluded, stating that the test of the Regulation should be modified taking into account this energy increment.

21. GRSG experts expressed their concerns about this issue and requested additional information and time to consider it deeply. GRSG agreed that the informal group continue the consideration of the influence of belted passengers on the superstructure.

DRAFT REGULATION ON FIRE SAFETY

Documentation: TRANS/WP.29/GRSG/1999/23/Rev.1

22. As a first step, and in order to align the text of the Regulation with the European Community Directive 95/28/EC (TRANS/WP.29/GRSG/59, para. 31), GRSG considered and adopted the proposal of document TRANS/WP.29/GRSG/1999/23/Rev.1 amended as reproduced below. It was also agreed to transmit it to WP.29 and AC.1 for consideration at their March 2002 sessions.

Paragraph 1.1., amend to read (footnote not amended):

" ... of category M3 Classes II and III 1/"

Insert new paragraphs 2.4 to 2.6., to read:

- 2.4. "Seat" means a structure which may or may not be integral with the vehicle structure complete with trim, intended to seat one adult person. The term covers both an individual seat or part of a bench seat intended to seat one adult person.
- 2.5. "Group of seats" means either a bench-type seat, or seats which are separate but side by side (i.e. with the foremost anchorages of one seat in line with or forward of the rearmost anchorages and in line with or behind the foremost anchorages of another seat) and which accommodate one or more seated adult persons.
- 2.6. "Bench seat" means a structure complete with trim, intended to seat more than one adult person."

DEVELOPMENT OF REGULATION No. 34 (Prevention of fire risks)

Documentation: TRANS/WP.29/GRSG/2001/10/Rev.1; informal documents Nos. 4, 13, 16 and 17 of annex 1 part A to this report.

23. The expert from France introduced the revised text of the proposal (TRANS/WP.29/GRSG/2001/10/Rev.1), jointly with informal document No. 13, which contained corrections to the French version of the proposal.

24. In order to solve some issues, informal documents Nos. 4, 16 and 17 were tabled. Finally, GRSG adopted the proposal of document TRANS/WP.29/GRSG/2001/10/Rev.1 amended as reproduced in annex 2 to this report, and agreed to transmit it to WP.29 and AC.1 for consideration at

their March 2001 sessions. Given the extent of the amendments, the text was prepared as a draft Revision 1 of the Regulation incorporating the 02 series of amendments to the Regulation.

DEVELOPMENT OF REGULATION No. 39 (Speedometer equipment)

Documentation: TRANS/WP.29/GRSG/2001/15; informal document No. 15 of annex 1 part A to this report.

25. GRSG considered and adopted document TRANS/WP.29/GRSG/2001/15, after consideration of explanations to the amendments of informal document No. 15. GRSG agreed to incorporate this amendment to the Regulation in document TRANS/WP.29/2001/56, as Addendum 1 to it, and also agreed to transmit it to WP.29 and AC.1 for consideration at their November 2001 sessions.

REGULATION No. 43 (Safety glazing)

(a) Development

Documentation: TRANS/WP.29/GRSG/1999/4; TRANS/WP.29/GRSG/1999/12/Rev.1 and Add.1; TRANS/WP.29/GRSG/1999/30; TRANS/WP.29/GRSG/2001/4; TRANS/WP.29/GRSG/2001/7; TRANS/WP.29/GRSG/2001/8/Rev.1; TRANS/WP.29/GRSG/2001/12; informal document No. 8 of annex 1 part A to this report.

26. GRSG adopted the Corrigenda contained in documents TRANS/WP.29/GRSG/2001/4 and TRANS/WP.29/GRSG/2001/12, and agreed to transmit them to WP.29 and AC.1 for consideration at their March 2002 sessions, as draft Corrigendum 1 to the Revision 1 of the Regulation and Corrigendum 2 to Supplement 4 to the Regulation respectively.

27. Concerning the alternative headform use (TRANS/WP.29/GRSG/1999/4), the expert from the United States of America, declared that a series of 24 tests had been made in his country in order to verify the equivalence between the two headforms. He said that the test made in Germany showed higher values than the values of the tests made in his country. The expert from Germany confirmed the differences in the tests results. Both experts agreed to analyse and verify the results and report to GRSG.

28. GRSG agreed to continue consideration of this issue and expected that such collaboration would allow GRSG to take the best decision in accepting or rejecting the proposed alternative headform.

29. Before addressing the proposals for safety glazing installation, the Chairman reminded GRSG that, at the previous session, it had been decided not to consider the issue of the regular light transmission behind the pillar B awaiting that a proposal could be supported by the majority of the Contracting Parties applying Regulation No. 43.

30. As concerns the proposals (TRANS/WP.29/GRSG/1999/12/Rev.1 and Add.1; TRANS/WP.29/GRSG/2001/7, and TRANS/WP.29/GRSG/2001/8/Rev.1) the expert from Japan withdrew his proposal (TRANS/WP.29/GRSG/2001/7). The Chairman suggested that a consolidated proposal, excluding the paragraphs related to the regular light transmission behind the pillar B, should be prepared in order to facilitate consideration by GRSG.

31. The expert from CLEPA agreed to prepare the consolidated document but requested to have some clarifications of the main controversial issues. GRSG experts were also requested to contact the CLEPA expert in order to transmit to him their editorial suggestions improving the text.

32. GRSG agreed to defer consideration of document TRANS/WP.29/GRSG/1999/30, which contained the amendments to Regulation No. 43, needed if the proposal for a global technical regulation was adopted.

33. The expert from France informed GRSG that, after the entry into force of the amendment allowing obscuration zones on the windscreen, his interpretation of Regulation No. 43 was that the reference point must be selected outside of the obscuration zones. He said that, following this interpretation, his country had rejected an approval in which the reference points were situated in the obscuration zone.

(b) Draft global technical regulation (gtr)

Documentation: TRANS/WP.29/GRSG/1999/29; informal document No. 7 of annex 1 part A to this report.

34. The expert from CLEPA introduced informal document No. 7, a synthesis of the comparison between the prescriptions of Regulation No. 43, the Japan Safety Regulation for road vehicles (Article 29), the United States of America FMVSS No. 205, and the solution chosen for the gtr. He explained to GRSG that the document substituted the explanation part of document TRANS/WP.29/GRSG/1999/29, and suggested to consider it, in order to focus the main issues of the proposal.

35. The expert from the United States of America stated that the document was a good summary of the above-mentioned sets of Regulations, and announced that it would be analyzed in his country. He expressed his hope that he would have an opinion about it in time for the next session.

36. The expert from CLEPA clarified that the proposal for a draft gtr was based on a proposal of the world industry and that it covered provisions including Supplement 4 to Regulation No. 43. He said that his organization was having discussions with the rest of world manufacturers in order to decide if Supplements 5 and 6 to the Regulation should be incorporated into the draft gtr.

37. GRSG considered the informal document partially, and agreed conditionally on the following proposed tests: windscreens optics; light stability, high temperature, humidity and fire resistance, and on the suppression of the impact test (198 g). As concerns the minimum value for the light transmission of 70 or 75 per cent, the opinions were divergent. There were some divergences concerning the impact test of 227 g ball, and the headform test. As concerns the colour identification test, the experts from the European Community, Belgium and the United Kingdom opposed its suppression. GRSG agreed to continue consideration of the proposal at the April-May 2002 session.

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

Documentation: TRANS/WP.29/GRSG/2001/16; TRANS/WP.29/GRSG/2001/20; informal document No. 18 of annex 1 part A to this report.

38. GRSG considered and adopted the proposal of document TRANS/WP.29/GRSG/2001/20 and a part of the proposal of document TRANS/WP.29/GRSG/2001/16, which had been tabled by the expert from the United Kingdom as informal document No. 18 and is reproduced below. GRSG agreed to transmit it both to WP.29 and to AC.1 for consideration at their March 2002 sessions.

Paragraph 8.1.1., amend to read:

" normal driving away of a vehicle under its own power (prevention of unauthorized use)."

Paragraph 8.1.4., amend to read:

" cannot be driven normally under its own power."

Insert a new paragraph 8.2.11., to read:

"8.2.11. It shall not be possible for an immobilizer to operate in such a manner as to apply the brakes of the vehicle."

39. As regards the immobilization of the vehicle after unauthorized use, contained in the non-adopted part of document TRANS/WP.29/GRSG/2001/16, several experts expressed concerns. GRSG agreed to continue consideration of this issue, and requested the secretariat to elaborate a revision of the document eliminating the paragraphs adopted (see para. 38 above).

DEVELOPMENT OF REGULATION No. 97

Documentation: TRANS/WP.29/GRSG/2001/17; informal document No. 19 of annex 1 part A to this report.

40. GRSG adopted two Corrigenda to the Regulation from a part of the proposal of document TRANS/WP.29/GRSG/2001/17, which had been tabled by the expert from the United Kingdom as informal document No. 19, and reproduced below. GRSG agreed to transmit both to WP.29 and to AC.1 for consideration at their March 2002 sessions.

Corrigendum 1 to Supplement 1 to the Regulation:

Paragraph 26.1., amend to read:

" normal driving away of a vehicle under its own power (prevention of unauthorized use)."

Paragraph 26.4., amend to read:

" cannot be driven normally under its own power."

Corrigendum 2 to Supplement 2 to 01 series of Amendments to the Regulation

Insert a new paragraph 31.11., to read:

"31.11. It shall not be possible for an immobilizer to operate in such a manner as to apply the brakes of the vehicle."

41. Similarly to the draft Regulation on the protection of M1 and M2 categories of vehicles against unauthorized use, and regarding the immobilization of the vehicle after unauthorized use, contained in the non-adopted part of document TRANS/WP.29/GRSG/2001/17, several experts expressed their concerns. GRSG agreed to continue consideration of this issue, and requested the secretariat to elaborate a revision of the document eliminating the paragraphs adopted (see para. 40 above).

42. The expert from Japan distributed a questionnaire on electrostatic discharge test reference limits. He kindly requested the GRSG experts' collaboration on filling the questionnaire and sending it to Mr. Hoshi.

OTHER BUSINESS

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

Documentation: TRANS/WP.29/GRSG/1999/19/Rev.4; TRANS/WP.29/GRSG/2000/8/Rev.1; informal documents Nos. 5, 10 and 11 of annex 1 part A to this report.

43. The expert from Canada introduced informal document No. 10, which joined the proposals of TRANS/WP.29/GRSG/1999/19/Rev.4, informal document No. 5, transmitted by the expert from OICA, and some comments from ISO.

44. GRSG experts made some comments concerning the title, paragraph 5.1.4., the colour of airbag and side airbag malfunction indicator, and the lack of reference to footnote 8/ at the symbol of side airbag malfunction. Following these comments, GRSG agreed in principle with the proposal except for paragraph 5.3.6. The expert from Canada was requested to make a final proposal for final adoption, after considering again paragraph 5.3.6., at the April-May 2002 session. GRSG also noted that the arrangements for approval marks were still missing from the proposal and stressed that without them the proposal was not acceptable.

45. The parallel-amended proposal for a gtr (informal document No. 11) also received an agreement of principle, and the expert from Canada was requested to transmit a final proposal for consideration at the April-May 2002 session, taking into consideration the comments for the draft Regulation. The expert from Canada made it clear that for the gtr, paragraph 5.3.6. should be maintained.

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

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

46. The expert from the United States of America informed GRSG that he had not received opinion of his industry concerning the proposals of the draft gtr, and asked the collaboration of the European industry. The expert from OICA expressed his intention to contact the American manufacturers in order

to convince them to give the data requested by the expert from the United States of America.

47. The expert from Belgium insisted that the draft gtr should take into account the last series of amendments to Regulation No. 43 adopted, in order to be consistent.

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

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

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

49. The expert from Belgium, who had agreed to prepare a complementary proposal (TRANS/WP.29/GRSG/59, para. 66) with the inclusion of obscuration zones, informed GRSG that work still continued on the proposal. GRSG agreed to resume consideration of the subject at the next session.

50. The expert from Japan made a presentation of a new draft Japanese regulation concerning the driver's field of vision, which was being developed in his country. He informed GRSG that the aim of the regulation was to eliminate blind spots, which would permit to decrease the number of fatal accidents involving children in his country. He offered to transmit further information to GRSG.

51. GRSG thanked the expert from Japan for the presentation and considered that prescriptions improving safety should be incorporated in the text of the draft Regulation. The expert from the European Community informed GRSG that visibility improving prescriptions would also be introduced in the European Community Directive concerning the driver's field of vision.

52. The expert from France introduced informal document No. 12 which contained the defining and prescriptions of "A" pillars. GRSG requested the secretariat to distribute informal document No. 12 with an official symbol for the next session.

(d) Regulation No. 105 (ADR vehicles)

53. GRSG considered and adopted informal document No. 3 (reproduced below), which corrected an error in the Regulation. It was agreed to transmit it to WP.29 and AC.1 for consideration at their March 2002 session as draft Corrigendum 1 to the 02 series of Amendments to Regulation No. 105.

Paragraph 5.1., the table, amend to read:

"

.....
5.1.3.	Braking equipment					
5.1.3.1.			x	x	x	x
5.1.3.2.		x				
.....

"

Paragraph 5.1.3., amend to read:

"5.1.3. Braking equipment"

Insert new paragraphs 5.1.3.1. and 5.1.3.2., to read:

- "5.1.3.1. EX/III, AT, FL, and OX vehicles shall fulfil all relevant requirements of Regulation No. 13 including those of annex 5.
- 5.1.3.2. EX/II vehicles shall fulfil all relevant requirements of Regulation No. 13. Nevertheless, requirements of annex 5 are not applicable."

(e) Rear view mirrors

54. The secretariat informed GRSG that the Belgian Minister of Transport had sent to the Director of the Transport Division a copy of the draft proposal that the Ministers of Transport of BENELUX had sent to the European Community to adapt to the technical progress the European Community Directive 71/127/EEC relating to the rear-view mirrors. A copy of this proposal was distributed to GRSG experts for information.

55. The expert from the European Community confirmed that the European Commission services were working on the proposal and that the main aim of it was to eliminate the blind visibility field spots of vehicles. GRSG agreed with his suggestion to await the elaboration of the above-mentioned proposal before amending Regulation No. 46 (rear-view mirrors).

(f) Informal meeting on "Common Tasks"

Documentation: Informal documents Nos. 1, to 15 of annex 1, part B to this report.

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

57. He informed GRSG that the report of the second session had been adopted by the informal group (informal document No. 15), and also reported on the work of a special group which had previously met in Tokyo, on 5 and 6 September 2001.

58. He said that the informal group had reached an agreement in principle concerning the categorization of M and N vehicles and had begun to consider the common definitions for masses and dimensions. He announced that consideration of the definitions would continue at the next informal meeting.

59. He also reported to GRSG that experts participating in the work had reviewed two proposals for regulation "0" concept, and that it had been agreed that a common proposal would be transmitted for consideration at the next meeting of the informal group. He said that experts had been required to send their comments to the informal group's secretary, in order to facilitate preparation of such a common proposal.

60. Finally, the Chairman informed GRSG that the next informal meeting would be held again prior to the next GRSG session, on 29 April (afternoon) and 30 April (morning) 2002.

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

ELECTIONS OF THE OFFICERS

61. Following the announcement by the Secretariat on Tuesday, 9 October 2001 and in compliance with Rule 13 of the Rules of Procedure (TRANS/WP.29/690), GRSG called the election of officers on Wednesday, 10 October 2001. GRSG elected Mr. A. Erario (Italy) Chairman and Mr. M. Matolcsy Vice-chairman for the two sessions scheduled for the year 2002.

TRIBUTE TO THE CHAIRMAN, Mr. J. MARTIN

62. GRSG noted with regret that Mr. Martin was definitively taking his merited retirement and consequently would terminate the GRSG Chairmanship which he had assured for the last seven years. In this work and in his representing Luxembourg at WP.29, he had contributed considerably to enhancing vehicle safety. In recognition of his high qualities and his effort in continuing chairing the Working Party, even after his national retirement, and following the proposal by the expert from the European Community, GRSG unanimously elected Mr. J. Martin as its Honorary Chairman. Expressing the opinion of all participants, the Secretary, thanked Mr. J. Martin for his Chairmanship and wished him a long and happy retirement.

AGENDA FOR THE NEXT SESSION

63. For its eighty-second session (April-May 2002), GRSG agreed to continue with the scheme of a separate informal meeting, prior to GRSG proper, incorporated in the agenda.

(a) Informal meeting on "Common Tasks"

To be held at Geneva from Monday 29 April (14.30h) to Tuesday 30 April (12.30h) 2002, with interpretation; with the discussion focused on:

- (1) Definition of masses and dimensions (M1 and N1 vehicles).
- (2) Categories definition (M1 and N1 vehicles).
- (3) Consideration of draft global technical regulation "0"

(b) Eighty-second session of GRSG proper

To be held in Geneva from 30 April (14.30h) to 3 May (12.30h) 2002 1/ 2/. The following provisional agenda was agreed.

1. Regulation No. 36 (Large passenger vehicles), development
2. Regulation No. 52 (M2 and M3 small passenger vehicles), development
3. Regulation No. 107 (Double-deck passenger vehicles), development
4. Regulation No. 66 (Strength of superstructure), development
5. Regulation No. 43 (Safety glazing),
6. New draft Regulation on the protection of M1 and N1 category vehicles against unauthorized use, development
7. Regulation No. 97 (Vehicle alarm systems), development
8. Other business

- 8.1. New draft Regulation on identification of controls, tell-tales and indicators
 - 8.2. New draft global technical regulation on windshield wiping and washing, defrosting and defogging
 - 8.3. New draft Regulation concerning the driver's field of vision of power driven vehicles
 - 8.4. Report of the informal meeting on "Common Tasks"
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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/ The numerical order of the agenda items should be followed in order to avoid discontinuity in the participation of experts specialized in various subjects.

Annex 1

Part A

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

<u>No</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>
1.	Hungary	6.	E	Report of the informal expert group
2.	Netherlands	2.	E	ECE-Regulation No. 52, driver's door as emergency door
3.	Secretariat	11.4.	E	Draft Corrigendum to the 02 series of amendments to Regulation No. 105
4.	OICA	6.	E	OICA proposed amendments and corrections to ECE Regulation No. 34 (Prevention of fire risks)
5.	OICA	11.1.	E	OICA comments on the proposed new draft Regulation regarding controls, tell-tales and indicators
6.	OICA	1., 2. and 3.	E	OICA comments on: Regulation No. 36 Regulation No. 52 Regulation No. 107
7.	CLEPA	8.2.	E	Global comparison chart
8.	USA	8.1.	E	Test report of FMVSS No. 201 free-Motion headform (49 CFR 572 Subpart L) used in headform test of ECE Reg. 43
9.	Spain	4.	E	Study about the incidence of the use of safety-belts with regard to Regulation 66 of Geneva
10.	Canada	11.1.	E	Proposal for a new draft Regulation: Uniform provisions concerning the approval of vehicles with regard to the location and identification of hand controls, tell tales and indicators
11.	Canada	11.1.	E	Proposal for a global technical regulation (gtr) concerning uniform provisions for location and identification of motor vehicles hand controls, tell tales and indicators

<u>No</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>
12.	France	11.3	F	Comments on the proposal for a new Regulation concerning the field of vision
13.	France	6.	F	Correction on the French proposal for draft amendments to Regulation No. 34 document TRANS/WP.29/GRSG/2001/10/Rev.1
14.	Sweden	1.	E	Amendments to documents TRANS/WP.29/GRSG/1999/20 and Add.1
15.	Italy	7.	E	Regulation No. 39 - Speedometer equipment
16.	France and United Kingdom	6.	E	Amendment to document TRANS/WP.29/GRSG/2000/10/Rev.1
17.	France and United Kingdom	6.	E	Amendment to document TRANS/WP.29/GRSG/2000/10/Rev.1
18.	United Kingdom	9.	E	Corrigendum to draft Regulation on the protection of M1 and N1 vehicles against unauthorized use
19.	United Kingdom	10.	E	Corrigendum to Regulation No. 97
-	Secretariat	11.5.	E	Draft proposal for adapting to technical progress Council Directive 71/127/EEC.
-	Japan	10.	E	Japanese questionnaire on Electrostatic Discharge test reference limits to regulation No. 97 (Vehicle alarm system) and draft Regulation on the protection of M1 and N1 vehicles against unauthorized use
-	Japan	11.3.	E	Study on new regulation concerning driver's field of vision

Part B

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

<u>No</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>
1.	Japan	-	E	Draft agenda of the Tokyo meeting
2.	Japan	2.	E	Proposal for viable options and points at issues concerning categorization of vehicles
3.	Czech Republic	3.	E	Czech options concerning categorization of vehicles
4.	Japan	3.	E	Japan comments on document CT2-6
5.	OICA	3.	E	OICA comments on document CT2-6
6.	Japan	3.	E	Categorization of vehicles
7.	Japan	2.	E.	Summary of Tokyo small meeting
8.	OICA	5.	E.	Draft proposal for a global technical regulation "0"
9.	Canada	3.	E	Vehicle categories
10.	Japan	2.	E	Small meeting on Vehicle classification
11.	Japan	-	E	Provisional agenda for the third meeting of the informal group on "Common tasks" in GRSG
12.	Japan	5	E	Proposal for [draft candidate global technical regulation (gtr) concerning uniform provisions for common definitions of vehicle categories, masses and dimensions]
13.	Netherlands	4.	E	Suggestion: Definition of overall length and width
14.	Japan	5.	E	Comparison between Japanese and OICA proposals for draft global technical regulation "0"
15.	Secretariat	2.	E	Draft report: Second meeting of the Informal Group on "Common Tasks" 2-3 April 2000 (79 GRSG)

Annex 2

AMENDMENTS TO DOCUMENT TRANS/WP.29/GRSG/2001/10/Rev.1
ADOPTED BY GRSG AT ITS EIGHTY-FIRST SESSION

Paragraph 2.2.1. (English only), delete the square brackets and amend the reference to paragraph "2.2." to read "4.2."

Paragraph 3.2.(English only), amend to read:

" in paragraph 4.2. and/or 7.2. if the types "

Paragraph 3.4.2., amend to read:

" ...followed by "RI", if the vehicle is approved pursuant part I of the Regulation, or by "RII" if the vehicle is approved pursuant parts I and II of the Regulation, a dash and the approval"

Paragraph 4. (English only), delete the square brackets.

Paragraph 4.4.(English only), amend the reference to paragraph "2.8." to read "4.6."

The number of paragraph 4.8.(English only), should read "3.8"

Insert a new paragraph 4.5. (English only), to read:

"4.5. "capacity of the fuel tank" means the fuel tank capacity as specified by the manufacturer; and"

Paragraph 5.2. (French only), the reference to "annex V, paragraph 3." should read "annex 5, paragraph 2."

Paragraphs 5.9.1. and 5.9.1.1., replace by the following text (paras. 5.9.1. to 5.9.2.):

5.9.1. The tank cap must be fixed to the filler pipe.

5.9.1.1. The requirements of paragraph 5.9.1. will be deemed to be satisfied if provision is made to prevent excess evaporative emissions and fuel spillage caused by a missing fuel filler cap.

This may be achieved using one of the following:

5.9.1.1.1. an automatically open and closing, non-removable fuel filler cap,

5.9.1.1.2. design features which avoid excess evaporative emissions and fuel spillage in the case of a missing fuel filler cap,

5.9.1.1.3. any other provision which has the same effect. Examples may include, but are not limited to, a tether filler cap, a chained filler cap or one utilising the same locking key for the filler cap and for the vehicle's ignition. In this case, the key shall be removable from the filler cap only in the locked condition.

- 5.9.2. The seal between the cap and the filler pipe must be retained securely in place. The cap must latch securely in place against the seal and filler pipe when closed."

Paragraph 7.(English only), delete the square brackets.

Paragraph 12.1.(French only), the reference to "paragraph 8.1." should read "paragraph 11.1."

Insert a new Paragraph 13., to read:

- "13. TRANSITIONAL PROVISIONS
- 13.1. As from the official date of entry into force of the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by the 02 series of amendments.
- 13.2. As from 12 months after the date of entry into force, Contracting Parties applying this Regulation shall grant ECE approvals only if vehicle type to be approved meets the requirements of this Regulation as amended by the 02 series of amendments.
- 13.3. Until 12 months after the date of entry into force of the 02 series of amendments to this Regulation, no Contracting Party applying this Regulation shall refuse national type approval of a vehicle type approved to the preceding series of amendments to this Regulation.
- 13.4. Starting 24 months after the entry into force of the 02 series of amendments to this Regulation, Contracting Parties applying this Regulation may refuse first national registration (first entry into service) of a vehicle which does not meet the requirements of the 02 series of amendments to this Regulation."

Paragraph 13. (former), renumber as paragraph 14.

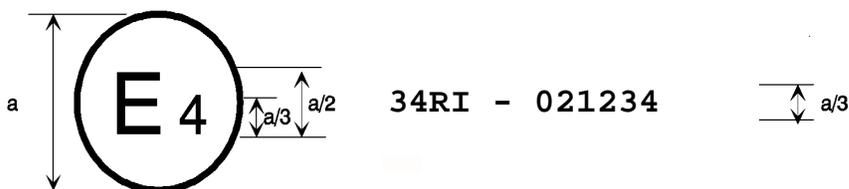
Annex 2, amend to read:

"Annex 2

ARRANGEMENTS OF APPROVAL MARKS

Model A

(see paragraph 3.4. of this Regulation)

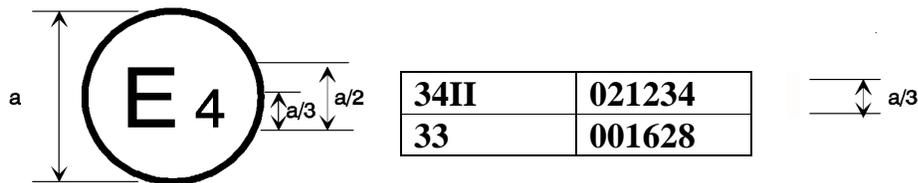


a = 8 mm min

The above approval mark affixed to a vehicle shows that the type concerned was approved in the Netherlands (E4) pursuant to Part I of Regulation No. 34 under approval No. 021234. The first two digits (02) of the approval number indicate that the approval was granted in accordance with the requirements of Regulation No. 34 as amended by the 02 series of amendments.

Model B

(See paragraph 3.5. of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the type concerned was approved in the Netherlands (E4) pursuant to Regulations Nos. 34 Parts I and II and 33 */. The approval numbers indicated that, at the date when the respective approvals were given, Regulation No. 34 included the 02 series of amendments and regulation No. 33 was still in its original form.

*/ The second number is given merely as an example."