



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.29/GRSG/61  
16 July 2002

Original: ENGLISH

**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

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-SECOND SESSION

(29 April to 3 May 2002)

1. GRSG held its eighty-second session <sup>1/</sup> from 29 April (afternoon) 2002 to 3 May 2002 (morning), under the chairmanship of Mr. A. Erario (Italy). Experts from the following countries participated in the work, following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Belgium; Canada; Denmark; Czech Republic; Finland; France; Germany; Hungary; Italy; Japan; Netherlands; Norway; 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); Federation of European Motorcyclists Associations (FEMA).

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

2. The informal meeting on "Common Tasks" was held on 29 April (afternoon only) and 30 April (morning only), under the Chairmanship of Mr. T. Onoda (Japan). Experts from the following countries participated in the work: Belgium; Canada; Czech Republic; Finland; Germany; Hungary; Italy; Japan; Netherlands; Norway; Poland; 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 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. 50 to 52).

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

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

Documentation: TRANS/WP.29/GRSG/1999/20 and Add.1; informal documents Nos. 1, 4, 6, 10, 15, and 16 of annex 1 to this report.

4. Following his offer made at the eighty-first session (TRANS/WP.29/GRSG/60, para. 5), the expert from the United Kingdom introduced informal document No. 16 that contained the prescriptions for improving accessibility to buses and coaches, aligned to those of the European Union Directive 2001/85/EC. He also said that informal documents Nos. 17 and 18 contained similar provisions for Regulations Nos. 52 and 107. GRSG realized that these three informal documents superseded documents TRANS/WP.29/GRSG/1999/20 and Add.1, TRANS/WP.29/GRSG/1999/21 and Add.1, and TRANS/WP.29/GRSG/1999/22 and Add.1. To allow a better consideration of the proposals, GRSG requested the secretariat to distribute the three informal documents with official symbols at the October 2002 session.

5. Concerning the endorsement by WP.29 (TRANS/WP.29/841, paras. 33 to 35) for joining Regulations Nos. 36, 52, and 107, the expert from OICA introduced informal document No. 10, which contained the corresponding proposal. He explained that, following the suggestion of WP.29, the proposal had been drafted as a Revision of Regulation No. 107.

6. The expert from the United Kingdom introduced informal document No. 15, containing amendments to the accessibility prescriptions to the joined proposal of informal document No. 10. He explained to GRSG that, in his opinion, the current prescriptions of the European Union Directive 2001/85/EC concerning the accessibility were not possible to meet and, in that respect, informal document No. 15 contained a relaxation of the current prescriptions of the Directive, which should be also applied to the prescriptions of informal document No. 10.

7. The experts from the United Kingdom and OICA announced that they would revise their proposals, and asked GRSG experts to send them possible comments on the proposals. They also offered to make the revised proposals available to the secretariat on time, in order to distribute them with official symbols at the next GRSG session.

8. The expert from the Russian Federation introduced informal document No. 1, which proposed a new definition of the gangway. To allow a better consideration of the proposal, GRSG requested the secretariat to distribute informal document No. 1 with an official symbol at the October 2002 session.

9. GRSG considered and adopted a proposal for Corrigenda to Regulations Nos. 36, 52 and 107 transmitted by the expert from the Netherlands (informal document No. 4) as reproduced below. It was agreed to transmit the proposals to WP.29 and AC.1 for consideration at their November 2002 sessions as: draft

Corrigendum 1 to Supplement 7 to the 03 series of amendments to Regulation No. 36; draft Corrigendum 1 to Supplement 5 to the 01 series of amendments to Regulation No. 52; and draft Corrigendum 1 to Supplement 3 to Regulation No. 107.

Regulations Nos. 36, 52, and 107,

Paragraph 5.5.6.3., amend to read:

" . . . . . electronic components or systems. In such a case, the manufacturer shall give all the relevant technical information at the request of the technical service responsible for conducting the tests."

10. The expert from Germany introduced a proposal to better define the allowed intrusion of a structural part into the seat space for passenger (informal document No. 6). To allow for consideration of the proposal, GRSG requested the secretariat to distribute informal document No. 6 with an official symbol at the next GRSG session.

DEVELOPMENT OF REGULATION No. 52 (Small capacity passenger vehicles, M2 and M3 category)

Documentation: TRANS/WP.29/GRSG/1999/21; TRANS/WP.29/GRSG/1999/21/Add.1; TRANS/WP.29/GRSG/2002/2; informal documents Nos. 7, 12 and 17 of annex 1 to this report.

11. Concerning accessibility (TRANS/WP.29/GRSG/1999/21 and Add.1 and informal document No. 17), GRSG noted that this issue had been considered under Regulation No. 36 (see para. 4 above).

12. As it had been agreed at the eighty-first session (TRANS/WP.29/GRSG/60, para. 13) the expert from the Russian Federation presented document TRANS/WP.29/GRSG/2002/2, and the expert from Spain introduced informal document No. 12, both clarifying when the driver's door could be considered as an emergency door for passengers. GRSG considered the Spanish proposal more detailed, but suggested to include in it complementary explanations about the displacement of the test device. GRSG agreed to examine both proposals together at its next session, and requested the expert from Spain to provide the secretariat an updated version of his proposal, to be distributed with an official symbol at the GRSG October 2002 session.

13. The expert from Germany introduced a proposal parallel to that for Regulation No. 36, to better define the allowed intrusion of a structural part into the seat space for passenger (informal document No. 7). To allow for consideration of the proposal, GRSG requested the secretariat to distribute informal document No.7 with an official symbol at the next session.

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 documents Nos. 8 and 18 of annex 1 to this report.

14. With regard to accessibility (TRANS/WP.29/GRSG/1999/22 and Add.1 and informal document No. 18), GRSG noted that this issue had been considered under Regulation No. 36 (see para. 4 above).

15. As regards informal document No. 8 (allowed intrusion of a structural part), GRSG requested the secretariat to distribute it with an official symbol for consideration during the eighty-third session.

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. 2,  
and 5 of annex 1 to this report.

16. 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 Frankfurt on 22 and 23 November 2001 (informal document No. 2).

17. He said that the informal group had considered the consolidated document of the Revision of Regulation No. 66, as well as the determination of the centre of gravity, the quasi-static loading test of body sections, the quasi-static calculation method based on components tests, the pendulum test of body sections, the view-points to the structural description of superstructure and the effects of the safety-belted passengers on the superstructure.

18. As regards the effect of belted passenger on the superstructure, the expert from Spain made a presentation of a research, which was being conducted in his country. He said that three rollover tests with identical body sections were analysed. The first test was carried out without passengers, the second with passengers using three-point safety-belts, and the third with passengers not wearing safety-belts. GRSG noted that the results showed that in cases one and three the deformation of the superstructure was very similar, but that in the case of passengers wearing the three-points safety-belts, the deformation of the structure was considerably higher. The expert assured that in this case the structure did not meet the requirements of the survival space required by the Regulation.

19. The Chairman of the informal group reported to GRSG that a new meeting was scheduled for 13 and 14 May 2002 in Barcelona, and said that the results of the research (see para. 18 above) would be considered in detail. He envisaged 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.

20. The expert from the United Kingdom presented, on behalf of the informal group, a consolidated result of the work done (informal document No. 5). He explained to GRSG that this document superseded 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, and that, after the conclusion of the work by the informal group, a final revision of Regulation No. 66 would be transmitted to GRSG for consideration.

21. At the request of the expert from the European Community, the expert from Hungary clarified that the scope of the Regulation was not amended to include small coaches. He said that the informal group would only consider the inclusion of these vehicles into the scope of the Regulation if GRSG extended the mandate to the informal group to do so.

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/2001/8/Rev.1; informal document No. 3 of annex 1 to this report.

22. Following the agreement of the eighty-first session (TRANS/WP.29/GRSG/60, para. 30), the expert from CLEPA presented informal document No. 3 that contained the consolidation of documents TRANS/WP.29/GRSG/1999/4; TRANS/WP.29/GRSG/1999/12/Rev.1 and Add.1; and TRANS/WP.29/GRSG/2001/8/Rev.1, which it superseded. GRSG considered and adopted the proposal reproduced in annex 2 to this report. It was agreed to transmit it to WP.29 and AC.1 for consideration at their November 2002 sessions, as draft Supplement 7 to the Regulation.

23. The expert from the European Community requested to include in the adopted proposal (see para. 22 above) an identification mark for safety glazings having a regular light transmittance less than 30 per cent. GRSG clarified that the issue of requiring a minimum regular light transmittance of 30 per cent behind pillar B was postponed for ulterior consideration, and that such a mark was not needed at the current stage of the Regulation. On this matter, the expert from the United Kingdom informed GRSG that a research had been conducted in his country on "Quality and field of vision - A review of the needs of drivers and riders". He said that the report could be consulted at the INTERNET [www.ice.co.uk](http://www.ice.co.uk). He stressed that one of its main conclusions was that the minimum level of light transmittance could be reduced to between 49 per cent and 33.4 per cent before there was any significant decrement to detection distance based on the detection of potential roadway hazards under various lighting conditions. He also indicated that this research was focussed on motorcyclists visors.

24. Concerning the alternative headform use (TRANS/WP.29/GRSG/1999/4), the expert from Germany declared that he had not been contacted concerning the collaboration requested by GRSG at the previous session (TRANS/WP.29/GRSG/60, paras. 26 and 27). GRSG agreed to maintain the proposal for the alternative headform on the agenda for the next session.

25. The expert from CLEPA withdrew the proposal contained in document TRANS/WP.29/GRSG/1999/30.

26. The expert from Germany informed GRSG that he had found several errors in the current version of the Regulation and announced that he would send them to the secretariat, in order to produce a proposal for a Corrigendum for consideration at the next session. He also offered his help in elaborating a Revision of Regulation No. 43.

(b) Draft global technical regulation (gtr)

Documentation: TRANS/WP.29/GRSG/1999/29; informal document No. 7 of the eighty-first session.

27. The expert from Canada formally requested not to consider the proposal of document TRANS/WP.29/GRSG/1999/29 because it had been transmitted by CLEPA, which was not a Contracting Party to the 1998 Agreement. He also firmly requested to have, previously to the consideration of the draft gtr, a comparison and a study of the worldwide set of prescriptions on the subject. The expert from CLEPA clarified that the comparison between the most useful set of prescriptions were contained in informal document No. 7 of the eighty-

first session, which had been partially considered at the previous session. The expert from Germany announced his intention to sponsor the proposal for a gtr on safety glazing.

28. GRSG continued consideration of informal document No. 7 of the eighty-first session, particularly the items related to the impact test of the 227 g ball; the impact test of 4.99 kg shot bag; the abrasion test; the light transmission; the optical quality; and the fragmentation test. The expert from Canada said that his country had adopted the ANSI Z26 standard and that he needed to verify if the solution proposed in the informal document was acceptable for his country. The expert from the United States of America expressed similar concerns due to the acceptance, in near future, of the ANSI Z26 standard by his country.

29. GRSG agreed to wait for the proposal to be transmitted by Germany and thanked the expert from CLEPA for his offer to collaborate in its elaboration. Nevertheless, he requested the creation of an informal group for drafting the gtr. The Chairman said that he would request the authorization by WP.29 of such an informal group during its June 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/Rev.1.

30. The expert from the United Kingdom introduced document TRANS/WP.29/GRSG/2001/16/Rev.1, which contained the pending proposals concerning the immobilization of vehicles after unauthorized use in a controlled manner. The experts from France, Germany, Italy, and Sweden reaffirmed their concerns to accept the concept of immobilization of a vehicle at a certain distance. They expressed their opposition to paragraph 8.2.12. of the proposal.

31. In spite of this opposition, GRSG considered the document and, in principle, agreed that the amendment to the former paragraph 8.3.4.1. was not needed, and that the indication to amend the second paragraph 8.3.4.2. the proposal should read "insert a new paragraph 8.3.4.2.". The issue of the 5 minutes period in stationary condition before the immobilization in a controlled manner, and the amendment of the first mentioned paragraph 8.3.4.2. were left as open questions for the next session.

32. The expert from Germany announced his intention to transmit an alternative proposal for consideration at the next session. The expert from the United Kingdom envisaged the withdrawal of his proposal, if Germany included its main ideas in the alternative proposal.

DEVELOPMENT OF REGULATION No. 97

Documentation: TRANS/WP.29/GRSG/2001/17/Rev.1.

33. GRSG noted that the proposal of document TRANS/WP.29/GRSG/2001/17/Rev.1 was parallel to that of TRANS/WP.29/GRSG/2001/16/Rev.1, and decided to apply the same conclusions (see paras. 30 to 32 above). Nevertheless, the expert from the United Kingdom announced that he would transmit to the secretariat editorial amendments of the proposal.

OTHER BUSINESS

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

Documentation: TRANS/WP.29/GRSG/1999/19/Rev.5; TRANS/WP.29/2002/29.

34. GRSG considered and adopted document TRANS/WP.29/GRSG/1999/19/Rev.5 with the amendments reproduced below. It was agreed to transmit it to WP.29 and AC.1 for consideration at their November 2002 sessions.

Paragraph 5.1.3., amend to read:

" ..... line as short as possible. Nonetheless, they shall be as close as practicable to such multifunction control."

Table I,

Item 21, column 2, the words in square brackets ["ISO K.05"], shall be substituted by the correspondent ISO symbol.

Note by the secretariat: ISO provided to the secretariat the electronic format of the symbol reproduced below.



Item 24, columns 2 and 4, amend the current test by the reference to a new footnote 13/, and include footnote 13/ to read:

"13/ Speedometer shall be type approved pursuant to Regulation No. 39

35. Concerning the proposal for a global technical regulation (gtr), the expert from Canada introduced document TRANS/WP.29/2002/29, which had been accepted for consideration by WP.29/AC.3 at its March 2002 session (TRANS/WP.29/841, para. 168). The expert said that, following the agreement of WP.29 to use as a reference the proposed format for gtr contained in document TRANS/WP.29/2002/25 (TRANS/WP.29/841, para. 110), he would transmit an adapted proposal for consideration at the next session.

36. The question of the speedometer was also raised, and several experts suggested that a gtr should be developed in parallel to Regulation No. 39. As regards the symbol for passenger airbag, the solution noted in paragraph 34 was adopted.

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

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

37. Following the WP.29 agreement concerning the priorities for developing global technical regulations adopted at its one-hundred-and twenty-sixth session (TRANS/WP.29/841, para. 109 and annex 4), GRSG agreed to withdraw this item from the GRSG agenda.

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

Documentation: TRANS/WP.29/GRSG/2000/19; TRANS/WP.29/GRSG/2002/1; informal documents Nos. 13 and 14 of annex 1 to this report.

38. The expert from France introduced document TRANS/WP.29/GRSG/2002/1, which contained a proposal for incorporating into the text of the draft Regulation the notion and prescriptions of secondary A pillars. GRSG agreed to consider this document when analysing the main proposal TRANS/WP.29/GRSG/2000/19.

39. The expert from Japan introduced informal document No. 14 containing amendments to document TRANS/WP.29/GRSG/2000/19. To allow for detailed consideration, and in order to discuss it jointly with the main proposal, GRSG requested the secretariat to distribute it with an official symbol at the next GRSG session.

40. GRSG considered briefly document TRANS/WP.29/GRSG/2000/19 and clarified that, in a first step, the scope of the new Regulation would be limited to vehicles of M1 category, as it was the case for the parallel European Union Directive. To solve the inconsistency of paragraph 2.6., the expert from the Czech Republic suggested to amend it as reproduced below:

Paragraph 2.6., amend to read:

"2.6. "Seat-back angle" means the angle of line defined in ... "

41. GRSG agreed to delete all the square brackets of the proposal except that of paragraph 9.1., where the text in square brackets should be deleted. Several amendments were suggested and for annex 4 it was agreed to consider it in detail at the October 2002 session.

42. Having in mind the above comments and agreements, the expert from Belgium offered to prepare a revised text of the proposal for consideration at the next GRSG session.

43. The expert from Japan introduced informal document No. 13 reflecting, not only the Japanese's point of view on both, direct and indirect driver's field of vision, but also the need of introducing of the 1-metre pole requirement. He reminded the presentation he had made at the previous session (TRANS/WP.29/GRSG/60, para 50). GRSG appreciated the explanations concerning the Japanese position and agreed to keep informal document No. 13 for further consideration at its October 2002 session.

(d) Regulation No. 105 (ADR vehicles)

Documentation: TRANS/WP.15/2002/5.

44. The WP.15 secretariat presented document TRANS/WP.15/2002/5 containing a proposal to be considered by WP.15 at its May 2002 session. The proposal aimed to add in the ADR a reference to the European Parliament and Council Directive 2001/56/EC concerning the prescriptions for combustion heaters. The WP.15 secretariat suggested that, in order to avoid in the ADR a reference to the above-mentioned Directive, Regulation No. 105 or a new Regulation under the 1958 Agreement should incorporate its prescriptions.

45. The expert from OICA expressed his preference for having a new Regulation. The Chairman suggested to wait for the reaction of WP.15 to the proposal, and, in case it would be accepted, to request the WP.29 advice at its June 2002 session whether to incorporate the prescriptions of the European Union Directive into Regulation No. 105 or to create a new Regulation. The expert from OICA offered to elaborate such a new Regulation if WP.29 would agree.



- (e) Amendments to the 1968 Convention on Road Traffic and on Road Signs and Signals and to the 1971 European Agreements supplementing them

Documentation: TRANS/WP.1/2001/34.

46. The expert from IMMA reminded GRSG that WP.29 had agreed at its November 2001 session to transmit to GRSG the proposal contained in document TRANS/WP.1/2001/34, updating the definitions of moped and motorcycles, in order to consider them and to reply to WP.1 if the proposed definitions were acceptable by GRSG.

47. GRSG adopted the definitions proposed in document TRANS/WP.1/2001/34 amended as reproduced below. GRSG agreed to communicate the result to WP.1 and to inform WP.29 about the decision taken.

### 3.3. Definition of a motorcycle

Amend sub-paragraph (n) to read:

" ..... speed of more than 45 km/h or an engine having ..... of the internal combustion type, [or a maximum continuous ..... "

### 3.4. The definition of a tricycle

Add a new definition (ab)

" ..... of more than 45 km/h or a cylinder capacity ..... of the internal combustion type [or a cylinder capacity ....."

### 3.6. The definition of a quadricycle

Add a new definition (ad):

"(ad) "quadricycle" means a vehicle, other than a light quadricycle, with four wheels whose ....."

- (f) Development of Regulation No. 34 (Prevention of fire risks)

Documentation: TRANS/WP.29/2002/14; informal documents Nos. 9, 11 and 19 of annex 1 to this report.

48. GRSG considered document TRANS/WP.29/2002/14, which had not been considered by WP.29 in March 2002 (TRANS/WP.29/841, para. 3 and 6) due to the issue of possible diesel spillage. Informal document No. 11, transmitted by the expert from FEMA, also raised this matter. To solve the question, the expert from the Netherlands tabled informal document No. 9, containing two alternatives to solve the matter. After consideration by GRSG, he also tabled informal document No. 19, including a third alternative. Finally, GRSG adopted the alternative reproduced below, as Corrigendum 1 to the proposal for draft 02 series of amendments to Regulation No. 34.

Paragraph 5.9.1.1.3., amend to read:

" ..... in the locked condition. However, the use of a tethered or chained filler cap by itself is not sufficient for vehicles other than those of categories M1 and N1."

49. In order to adopt the proposal for draft 02 series of amendments to Regulation No. 34 as soon as possible, GRSG agreed to transmit document TRANS/WP.29/2002/14 to WP.29 and AC.1 for consideration at their June 2002 sessions with the current text, and to transmit the proposal for the draft Corrigendum (see paragraph 48 above) to WP.29 and AC.1 for consideration at

their November 2002 sessions. European Community experts were requested to inform their representatives to the coordination meeting, which would take place before the WP.29 session of June 2002, that the adopted solution would solve the problem of fuel spillage.

(g) Informal meeting on "Common Tasks"

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

51. He informed GRSG that the informal group had adopted the report of the third session. He also reported on the work of the special meeting held in Ottawa. As concerns the consideration of the draft global technical regulation "0", he reported about the outstanding items. Sub-categorization of goods vehicles (class 2); formula to distinguish between Class 1 (passenger cars up to 9 persons) and Class 2 (commercial and passenger vehicles exceeding 9 persons); the definition for seating position; the definition of special purpose vehicles; and the extension of the draft global technical regulation to motorcycles.

52. He reported that a small drafting group would consider the above-mentioned items, and that experts from the United States of America, the European Community, Japan, Canada, Italy, the United Kingdom and OICA volunteered to participate. He said that the envisaged timetable would allow having the agreement of the drafting group by the end of May 2002, and that a formal proposal should be transmitted to GRSG for consideration at its October 2002 session.

AGENDA FOR THE NEXT SESSION

53. For its eighty-third session (15 to 18 October 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 Tuesday 15 October (14.30h) to Wednesday 16 October (12.30h) 2002, with interpretation. The discussion to be focused on:

Final consideration of draft global technical regulation "0"

(b) Eighty-third session of GRSG proper

To be held in Geneva from 16 October (14.30h) to 18 October (12.30h) 2002 1/ 2/. The following provisional agenda was agreed.

1. Regulation No. 36 (Large capacity passenger vehicles), development
2. Regulation No. 52 (Small capacity passenger vehicles, M2 and M3 category), development
3. Regulation No. 107 (Double-deck large passenger vehicles), development
4. Regulation No. 66 (Strength of superstructure), development
5. Safety glazing

- 5.1. Regulation No. 43, development
- 5.2. Global technical regulation
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 global technical regulation on identification of controls, tell-tales and indicators
- 8.2. New draft Regulation concerning the driver's field of vision of power driven vehicles
- 8.3. Regulation No. 105 (ADR vehicles)
- 8.4. Fire extinguishers
- 8.5. Report of the informal meeting on "Common Tasks", and consideration of draft global technical regulation "0".

---

1/ As part of the secretariat's efforts to reduce expenditure, all the official documents distributed prior to the session by mail or placed on the ECE web-site, (<http://www.unece.org/trnas/main/welcwp29.htm>) 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

LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT  
A SYMBOL DURING THE EIGHTY-SECOND SESSION

<u>No</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>
1.	Russian Federation	1.	E	Proposal for draft amendments to Regulation No. 36
2.	Hungary	4.	E	Report about the Ad-Hoc Expert Group (AHEG) meeting dealing with the development of Regulation No. 66
3.	CLEPA	5.1.	E	Proposal for draft amendments to Regulation No. 43
4.	Netherlands	1.	E	Remarks to document TRANS/WP.29/2002/15
5.	Hungary	4.	E	Review and revision of UN-ECE Regulation 66. Consolidated document presenting the work to date of the ad-hoc expert group
6.	Germany	1.	E	Proposal for draft amendments to Regulation No. 36
7.	Germany	2.	E	Proposal for draft amendments to Regulation No. 52
8.	Germany	3.	E	Proposal for draft amendments to Regulation No. 107
9.	Netherlands	8.6.	E	Regulation 34 (prevention of fire risks)
10.	OICA	3.	E	Proposal for a revision to Regulation No. 107
11.	FEMA	8.6.	E	Considerations from the user regarding Regulation 34. Diesel spillage
12.	Spain	2.	E	Proposal for draft amendments to Regulation No. 52
13.	Japan	8.3.	E	Reflecting Japan's forward vision and side vision requirements (lm pole requirements in ECE Regulations)
14.	Japan	8.3.	E	Proposed additions to GRSG/2000/19 visibility requirements
15.	United Kingdom	1., 2., and 3.	E	Proposal for a revision to Regulations Nos. 36, 52 and 107
16.	United Kingdom	1.	E	Proposal for a revision to Regulation No. 36

<u>No</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>
17.	United Kingdom	2.	E	Proposal for a revision to Regulation No. 52
18.	United Kingdom	3.	E	Proposal for a revision to Regulation No. 107
19.	Netherlands	8.6.	E	Proposal to amend document TRANS/WP.29/2002/14 relating to Regulation No. 34 on fire risks

---

Annex 2

DRAFT AMENDMENTS TO REGULATION No. 43  
ADOPTED BY GRSG AT ITS EIGHTY-SECOND SESSION

The title of the Regulation, amend to read:

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF SAFETY GLAZING MATERIALS  
AND THEIR INSTALLATION ON VEHICLES "

The List of Contents, the annexes, amend to read:

<u>"Annex 1</u>	- .....
<u>Annex 1A</u>	- Communication concerning approval (or extension or refusal or withdrawal of approval or production definitely discontinued) of a vehicle type with regard to its safety glazing.
<u>Annex 2A</u>	- Arrangement of approval marks for components
<u>Annex 2B</u>	- Arrangement of approval marks for vehicles
.....	
<u>Annex 21</u>	- Provisions regarding the installation of safety glazing on vehicles."

The text of the Regulation,

Paragraph 1.1., amend to read:

"1.1. This Regulation applies to safety glazings materials intended for installation as windscreens or other panes, or as partitioning, on power-driven vehicles and their trailers, and to the fitting thereof, to the exclusion, however, of glazing for lighting and light-signalling devices and instrument panels, and of special bullet-proof glazings.

This Regulation does not concern double windows."

Paragraph 2.18., amend to read:

"2.18. "Safety glazing material requisite for driver visibility"

2.18.1. "Safety glazing material requisite for the driver's forward field of vision" means all the glazing situated in front of a plane passing through the driver's R point and perpendicular to the longitudinal median plane of the vehicle through which the driver can view the road when driving or manoeuvring the vehicle.

2.18.2. "Safety glazing material requisite for the driver's rearward vision" means all glazing situated behind a plane passing through the driver's R point perpendicular to the longitudinal median plane of the vehicle through which the driver can view the road when driving or manoeuvring the vehicle."

Insert new paragraphs 2.24. and 2.25., to read:

"2.24.        "Type of vehicle", as regards the installation of safety glazing, means vehicles belonging to the same category which do not differ in at least the following essential respects:

The manufacturer

The manufacturer's type designation

Essential aspects of construction and design.

2.25.        "Seat Back Angle" means the design torso angle as defined in annex 19 of this Regulation."

Paragraph 3.1., amend to read:

"3.1.        Approval for a type of glazing

The application for approval of a type ..... "

Insert new paragraphs 3.4. to 3.6., to read:

"3.4.        Approval for a type of vehicle

The application for approval of a vehicle type with regard to the installation of its safety glazing shall be submitted by the vehicle manufacturer or by his duly accredited representative.

3.5.        It shall be accompanied by the under mentioned documents in triplicate and the following particulars:

3.5.1.       Drawings of the vehicle on an appropriate scale showing:

3.5.1.1.     The position of the windscreen relative to the R point of the vehicle,

3.5.1.2.     The inclination angle of the windscreen,

3.5.1.3.     The inclination angle of the seat back;

3.5.2.       Technical details concerning the windscreen and all other glazings, in particular:

3.5.2.1.     The materials used,

3.5.2.2.     Approval numbers,

3.5.2.3.     Any additional markings, as described in paragraph 5.5.

3.6.        A vehicle representative of the vehicle type to be approved shall be submitted to the technical service responsible for conducting the approval tests."

Paragraph 5.1., amend to read:

"5.1.        Approval for a type of glazing

If the samples submitted ..... "

Paragraph 5.5.2., amend to read:

"5.5.2. V in the case of safety glazing having a regular light transmittance less than 70 per cent."

Paragraph 5.5.5., amend to read:

"..... there is little or no chance of head impact

In addition, for plastic glazing which has been submitted to the abrasion resistance tests described in annex 3, paragraph 4, the following markings shall also be applied as appropriate:

/L for panes with a light scatter not exceeding 2 per cent after 1000 cycles on the outer surface and 4 per cent after 100 cycles on the inner surface (see annexes 14 and 16, paragraph 6.1.3.1.)

/M for panes with a light scatter not exceeding 10 per cent after 500 cycles on the outer surface and 4 per cent after 100 cycles on the inner surface (see annexes 14 and 16, paragraph 6.1.3.2.)"

Paragraph 5.5.7., amend to read:

"..... plastic double glazed unit. In addition, the appropriate application will be signified by:

/A for forward facing panels;  
/B for side, rear and roof glazings;  
/C in locations where there is little or no chance of head impact

For plastic glazing which has been submitted to the abrasion resistance test described in annex 3, paragraph 4, the following markings shall also be applied as appropriate:

/L for panes with a light scatter not exceeding 2 per cent after 1000 cycles on the outer surface and 4 per cent after 100 cycles on the inner surface (see annex 16, paragraph 6.1.3.1.)

/M for panes with a light scatter not exceeding 10 per cent after 500 cycles on the outer surface and 4 per cent after 100 cycles on the inner surface (see annex 16, paragraph 6.1.3.2.)."

Paragraph 5.6., amend to read:

"5.6. The approval mark and symbol shall be clearly legible and be indelible. Additional symbols must be combined within the approval marking."

Paragraph 5.7., amend to read:

"5.7 Annex 2A to this Regulation gives examples of arrangements of approval marks."



Insert new paragraphs 5.8. to 5.15., to read:

- "5.8. Approval for a type of vehicle
- If the vehicle submitted for approval pursuant to this Regulation meets the requirements of annex 21 to this Regulation, approval of that vehicle type shall be granted.
- 5.9. An approval number shall be assigned to each type approved. Its first two digits (at present 00 for the Regulation in its original form) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another vehicle type as defined in paragraph 2.24. above.
- 5.10. Notice of approval or of extension or refusal or withdrawal of approval or production definitely discontinued of a vehicle type pursuant to this Regulation shall be communicated to the Parties to the 1958 Agreement which apply this Regulation by means of a form conforming to the model in annex 1A to this Regulation.
- 5.11. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation an international approval mark consisting of:
- 5.11.1. a circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval 1/;
- 5.11.2. the number of this Regulation, followed by the letter R, a dash and the approval number to the right of the circle prescribed in paragraph 5.11.1.
- 5.12. If the vehicle conforms to a vehicle type approved, under one or more other Regulations annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 5.11.1. need not be repeated; in such a case the additional numbers and symbols of all the Regulations under which approval has been granted in the country which has granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 5.11.1.
- 5.13. The approval mark shall be clearly legible and be indelible.
- 5.14. The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer.
- 5.15. Annex 2B to this Regulation gives examples of arrangements of approval marks."

---

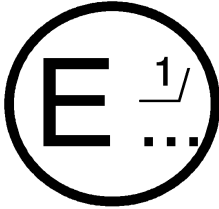
1/ See footnote 1/ of para. 5.4.1.

Insert a new annex 1A, to read:

"Annex 1A

(maximum format: A4 (210 x 297 mm))

COMMUNICATION



Issued by: Name of administration:  
.....  
.....  
.....

- APPROVAL GRANTED
- APPROVAL EXTENDED
- APPROVAL REFUSED
- APPROVAL WITHDRAWN
- PRODUCTION DEFINITELY DISCONTINUED

of a vehicle type with regard to its safety glazing pursuant to Regulation No. 43.

Approval No ..... Extension No. ....

1. Make (name of manufacturer) of vehicle: .....
2. Type, where appropriate, and trade description of vehicle.....  
.....
3. Name and address of manufacturer: .....
4. Name and address of manufacturer's representative where applicable: ...  
.....
5. Description of the type of glazing used:
  - 5.1. in the case of windscreens: .....
  - 5.2.1. in the case of front side windows: .....
  - 5.2.2. in the case of rear side windows: .....
  - 5.3. in the case of rear windows: .....
  - 5.4. in the case of opening roofs: .....
  - 5.5. in the case of glazing other than the above: .....
6. ECE component type approval mark for a windscreen: .....
7. ECE Component type approval mark(s) for:
  - 7.1.1. front side windows : .....
  - 7.1.2. rear side windows : .....
  - 7.2. rear windows: .....
  - 7.3. opening roofs: .....

- 7.4. other glazing: .....
8. The fitting requirements have/have not 2/ been met.
9. Vehicle submitted for approval on: .....
10. Technical service responsible for conducting approval tests: .....
11. Date of report issued by that service: .....
12. Number of report issued by that service: .....
13. Approval is granted/refused/extended/withdrawn 2/
14. Reason(s) for extension of approval: .....
15. Remarks: .....
16. Place .....
17. Date .....
18. Signature .....
19. The list of documents deposited with the Administration Service which has granted approval is annexed to the communication and may be obtained upon request.

---

1/ Distinguishing number of the country which has granted/extended/refused/withdrawn approval (see approval provisions in the Regulation).

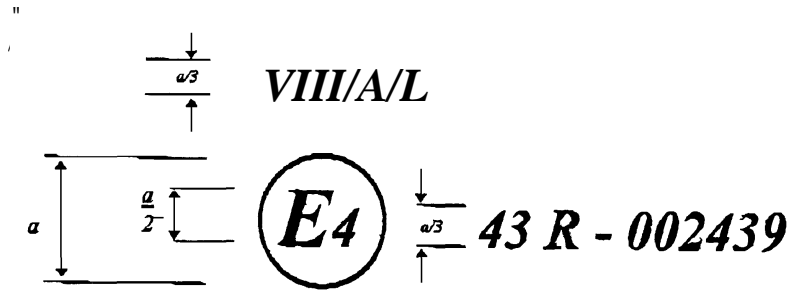
2/ Strike out what does not apply."

Annex 2, amend the title to read:

"Annex 2A

ARRANGEMENT OF APPROVAL MARKS FOR COMPONENTS  
(see paragraph 5.5. of this Regulation)"

The example titled "Rigid plastic glazings other than windscreens", amend to read:



*a = 8 mm min.*

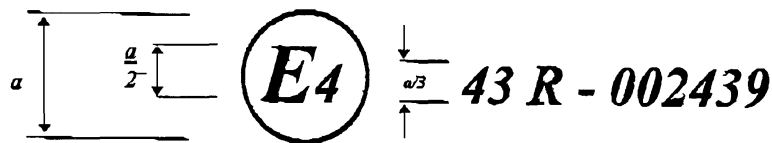
The above approval mark affixed to a rigid plastic glazing pane for forward facing panels with a light scatter not exceeding 2 per cent after 1000 cycles on the outer surface and 4 per cent after 100 cycles on the inner surface shows that the component concerned has been approved in the Netherlands (E 4) pursuant to Regulation No. 43 under approval No. 002439. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 43."

Insert a new annex 2B, to read:

"Annex 2B

ARRANGEMENT OF APPROVAL MARKS FOR VEHICLES

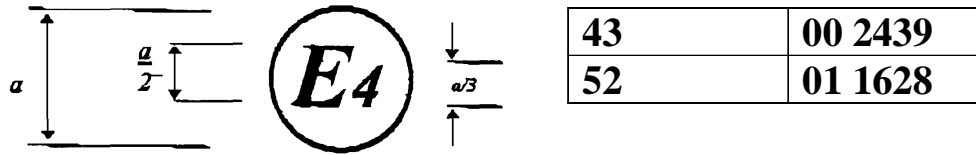
MODEL A (see paragraph 5.11. of this Regulation.)



*a = 8 mm min.*

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to installation of glazing, been approved in the Netherlands (E4) pursuant to Regulation No 43. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 43.

MODEL B (see paragraph 5.12. of this Regulation.)



*a = 8 mm min.*

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E4) pursuant to Regulations Nos. 43 and 52 <sup>3/</sup>. The approval numbers indicate that, at the date when the respective approvals were given, Regulation 43 was in its original form and Regulation 52 included the 01 series of amendments.

<sup>3/</sup> The second number is given only as an example."

Annex 3,

Paragraph 9.1.4., amend to read:

"9.1.4. The regular light transmittance shall be measured according to paragraph 9.1.2. of this annex and the result shall be recorded. In the case of a windscreen, it shall not be less than 75 per cent. In the case of glazings other than windscreens, the requirements are specified in annex 21."

Paragraphs 9.1.4.1. and 9.1.4.2., should be deleted

Annexes 14 and 16,

Paragraphs 6.1.3. to 6.1.3.2., amend to read:

"6.1.3. Interpretation of test results.

6.1.3.1. In the case of glazing of class L, the abrasion test shall be considered to have given a satisfactory result if the total light scatter after abrasion does not exceed 2 per cent after 1000 cycles on the outer surface of the test sample and 4 per cent after 100 cycles on the inner surface of the test sample.

6.1.3.2. In the case of glazing of class M, the abrasion test shall be considered to have given a satisfactory result if the total light scatter after abrasion does not exceed 10 per cent after 500 cycles on the outer surface of the test sample and 4 per cent after 100 cycles on the inner surface of the test sample."

Insert a new paragraph 6.1.3.3., to read:

"6.1.3.3. For sun roofs, no abrasion test is required."

Insert a new annex 21, to read:

"Annex 21

PROVISIONS REGARDING THE INSTALLATION  
OF SAFETY GLAZING ON VEHICLES

1. SCOPE

This annex sets out provisions regarding the installation of safety glazing in vehicles of categories M, N and O 1/ in order to ensure a high level of safety for the occupants and, in particular, to provide the driver with a high degree of visibility in all traffic conditions, not only forwards but also rearwards and laterally.

It does not apply to armoured vehicles as defined hereunder in paragraph 2.3.

2. DEFINITIONS

For the purpose of this annex,

2.1. "Vehicle", means any motor vehicle and its trailer, intended for use on the road, having at least four wheels and a maximum design speed exceeding 25 km/h, with the exception of vehicles which run on rails and all mobile machinery;

2.2. "Category of vehicles", means a set of vehicles entering into the relevant category of the classification adopted in annex 7 to the consolidated resolution on the construction of vehicles 1/;

2.3. "Special purpose vehicle", "motor caravan", "armoured vehicle", "ambulance", "hearse", "convertible", are respectively defined in annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3) 1/.

2.4. "Double-deck vehicle", is defined in paragraph 2.1.2. of Regulation No. 107.

3. GENERAL PROVISIONS APPLICABLE TO VEHICLES OF CATEGORIES M, N and O

3.1. Safety glazing shall be fitted in such a way that, despite the stresses to which the vehicle is submitted under normal operating conditions, it remains in position and continues to afford visibility and safety to the occupants of the vehicle;

3.2. Safety glazing shall bear the appropriate component type-approval mark specified in paragraph 5.4. of this Regulation, followed when required, by one of the additional symbols provided for in paragraph 5.5.

4. SPECIFIC PROVISIONS APPLICABLE TO VEHICLES OF CATEGORIES M AND N 1/

4.1. Windscreens

---

1/ As defined in annex 7 to the Consolidated Resolution to Construction of Vehicles (R.E.3) (TRANS/WP.29/78/Rev.1/Amend.2).

- 4.1.1. The regular light transmittance shall not be less than 75 per cent;
- 4.1.2. The windscreen must be type approved for the vehicle type for which it is intended to be fitted.
- 4.1.3. The windscreen must be correctly fitted with reference to the vehicle driver's 'R' point.
- 4.1.4. Vehicles having a maximum design speed greater than 40 km/h may not be fitted with a toughened windscreen.
- 4.2. Safety glazing other than windscreens and partition glazing
  - 4.2.1. Safety glazing requisite for the driver's forwards field of vision
    - 4.2.1.1. The safety glazing through which the driver's forwards field of vision as defined in paragraph 2.18.1. of this Regulation, is obtained, must have a regular light transmittance of at least 70 per cent.
    - 4.2.1.2. Plastic safety glazing shall bear an additional symbol /B/L, as defined in paragraphs 5.5.5. and 5.5.7. of this Regulation.
  - 4.2.2. Safety glazing requisite for the driver's rearward vision
    - 4.2.2.1. The safety glazing defined in paragraph 2.18.2. of this Regulation must have a light transmittance of at least 70 per cent, but where two exterior rear view mirrors are fitted, the glazing is allowed to have a light transmittance below 70 per cent, provided that it shall bear the additional symbol V specified in paragraph 5.5.2. of this Regulation.
    - 4.2.2.2. Plastic safety glazing shall bear an additional symbol A/L or B/L, as defined in paragraphs 5.5.5. and 5.5.7. of this Regulation.  
  
As an alternative, the rear glazing in the folding roof of a convertible vehicle may bear the additional symbol /B/M.  
  
The rear glazing in the folding roof of a convertible vehicle may be made of a flexible plastic pane.
  - 4.2.3. Other safety glazing
    - 4.2.3.1. The safety glazing not covered by the definitions of paragraphs 2.18.1. and 2.18.2. of this Regulation shall bear the additional symbol V specified in paragraph 5.5.2. of this Regulation, if the light transmittance is below 70 per cent.
    - 4.2.3.2. Plastic safety glazings shall bear one of the additional symbols defined in paragraphs 5.5.5., 5.5.6., and 5.5.7 of this Regulation. However, when the vehicle is intended for conveying passengers, glazings with the additional symbols /C/L or /C/M are not allowed at locations where there is a risk of head impact.
  - 4.2.4. Exemptions
    - In the case of plastic safety glazings, the provisions related to abrasion resistance as referred in paragraphs 4.2.2.2. and 4.2.3.2. of this annex do not apply for the vehicles and glazing locations listed below:
      - (a) ambulances

- (b) hearses
  - (c) trailers, including caravans
  - (d) sunroofs and glazings located in the roof of a vehicle
  - (e) all glazings of the upper deck of a double-deck vehicle
- No abrasion test/symbol is required.

4.3. Particular requirements

4.3.1. Any forward-facing glazing other than a windscreen must be constituted either by laminated glass or a plastic pane bearing the additional symbol /A, as defined in paragraphs 5.5.5. and 5.5.7. of this Regulation.

4.3.2. Paragraph 4.3.1. is not applicable to vehicles having a maximum design speed lower than 40 km/h"

