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Working Party on General Safety Provisions

Ninety-ninth session

Geneva, 19-22 October 2010

Report of the Working Party on General Safety Provisions on its ninety-ninth session (19–22 October 2010)

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I. Attendance

1. The Working Party on General Safety Provisions (GRSG) held its ninety-ninth session from 19 (afternoon) to 22 October 2010 (morning) in Geneva. The meeting was chaired by Mr. A. Erario (Italy). Experts from the following countries participated in the work, following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690 and TRANS/WP.29/690/Amend.1): Canada, China, Czech Republic, Finland, France, Germany, Hungary, India, Italy, Japan, Luxembourg, Netherlands, Norway, Poland, Republic of Korea, Russian Federation, South Africa, Spain, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland and United States of America. An expert from the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: European Association of Automobile Suppliers (CLEPA), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA) and International Road Transport Union (IRU). Upon the special invitation of the Chairman, experts from the International Association of the Body and Trailer Building Industry (CLCCR) and the Transportation Technical Supervision (TDT) project participated.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSG/2010/18,
Informal document GRSG-99-01

2. GRSG considered and adopted the agenda proposed for the ninety-ninth session (ECE/TRANS/WP.29/GRSG/2010/18) with the addition of the following agenda items:

18(a) Regulation No. 39 (Speedometer equipment)

18(b) Regulation No. 67 (Equipment for liquefied petroleum gases (LPG))

19. Election of officers

3. GRSG also adopted the running order GRSG-99-01.

III. Regulation No. 66 (Strength of superstructure) (agenda item 2)

Documentation: ECE/TRANS/WP.29/GRSG/2010/2
Informal documents GRSG-99-04 and GRSG-99-26

4. The expert from Hungary presented ECE/TRANS/WP.29/GRSG/2010/2, GRSG-99-04 and GRSG-99-26 proposing to amend Regulation No. 66 to take into account the special feature of double decker vehicles. After discussion, GRSG could not support this proposal and agreed to remove it from the agenda.

IV. Regulation No. 107 (M₂ and M₃ vehicles) (agenda item 3)

A. Proposals for further amendments (agenda item 3(a))

Documentation: ECE/TRANS/WP.29/GRSG/2010/3
ECE/TRANS/WP.29/GRSG/2010/19
ECE/TRANS/WP.29/GRSG/2010/24
ECE/TRANS/WP.29/GRSG/2010/27
ECE/TRANS/WP.29/GRSG/2010/27/Corr.1
ECE/TRANS/WP.29/GRSG/2010/33
ECE/TRANS/WP.29/GRSG/2010/34
Informal documents GRSG-98-18, GRSG-99-05, GRSG-99-08,
GRSG-99-12, GRSG-99-22 and GRSG-99-28

5. The experts from Sweden, CLCCR and OICA introduced ECE/TRANS/WP.29/GRSG/2010/34 superseding ECE/TRANS/WP.29/GRSG/2010/3 on passengers with reduced mobility. The expert from OICA proposed in GRSG-99-28 to modify the transitional provisions of ECE/TRANS/WP.29/GRSG/2010/34. GRSG adopted ECE/TRANS/WP.29/GRSG/2010/34, as modified by Annex II, and requested the secretariat to submit it to the World Forum for Harmonization of Vehicle Regulations (WP.29) and the Administrative Committee of the 1958 Agreement (AC.1), for consideration at their March 2011 session, as draft 04 series of amendments to Regulation No. 107.

6. The expert from Spain presented ECE/TRANS/WP.29/GRSG/2010/19 and GRSG-98-18 proposing to increase the spacing in Class III vehicles. GRSG could not support the proposal due to the lack of clear safety benefit evidence.

7. The secretariat introduced ECE/TRANS/WP.29/GRSG/2010/24 updating the cross reference to Regulation No. 66 in paragraph 7.3.1. of Annex 3 to Regulation No. 107. GRSG preferred to delete this cross-reference and requested the secretariat to prepare a revised proposal for consideration at its next session.

8. GRSG considered ECE/TRANS/WP.29/GRSG/2010/27 and ECE/TRANS/WP.29/GRSG/2010/27/Corr.1 by the expert from OICA on the gangway gauging device. GRSG adopted the proposal, not amended, and requested the secretariat to submit it, to WP.29 and AC.1 for consideration at their March 2011 session, as part of draft Supplement 2 to the 03 series of amendments to Regulation No. 107 (see also para. 16).

9. GRSG considered ECE/TRANS/WP.29/GRSG/2010/33 by the expert from EC on the accessibility of prams. GRSG noted a number of comments and agreed to consider again the matter on the basis of a revised proposal by the expert from EC.

10. The secretariat presented GRSG-99-05 correcting Supplement 5 to the 02 series of amendments of Regulation No. 107. GRSG adopted the proposal and requested the secretariat to submit as Corrigendum 1 to Supplement 5 to the 02 series of amendments of Regulation No. 107.

11. The expert from France presented GRSG-99-08 proposing to clarify the definition of Class II vehicles. GRSG agreed to consider this proposal at its next session and requested the secretariat to make it available with an official symbol.

12. The expert from OICA presented GRSG-99-12 on the number of priority seats. GRSG noted a number of comments and agreed to reconsider this proposal at its next session. The secretariat was requested to make GRSG-99-12 with an official symbol.

13. The expert from IRU presented GRSG-99-22 proposing to allow driver seats with no suspension system. GRSG could not reach a final decision on this proposal and agreed to consider it again at its next session. The secretariat was requested to make GRSG-99-08 with an official symbol.

14. The expert from the Russian Federation asked for information on the national legislations concerning seat belts for children in school buses. The experts from Japan and Germany recalled that this issue had been discussed (GRSP-46-41) in the Working Party on Passive Safety (GRSP). The expert from EC reported that school buses were excluded from the bus legislation of the European Union.

B. Requirements for service doors, windows and emergency exits (agenda item 3(b))

Documentation: ECE/TRANS/WP.29/GRSG/2010/35

15. The Chairman of the informal group on Service Doors, Windows and Emergency Exits in buses and coaches (SDWEE) reported on the progress made by his group. He announced that the target of the group was to make a proposal to GRSG at its April 2011 session. He mentioned that the next meeting would be held on 2 and 3 March 2011 in Paris.

16. The expert from CLCCR introduced ECE/TRANS/WP.29/GRSG/2010/35 forbidding escape hatches fitted on the roof of vehicles. GRSG adopted the proposal and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2011 session, as part of draft Supplement 2 to the 03 series of amendments to Regulation No. 107 (see also para. 8).

V. Regulation No. 118 (Burning behaviour of materials) (agenda item 4)

Documentation: Informal documents GRSG-98-08 and GRSG-98-09

17. GRSG recalled GRSG-98-09 and agreed to consider this item at its next April 2011 session on the basis of a revised proposal prepared by the experts from France, Germany, Norway and Sweden. GRSG agreed to keep GRSG-98-08 as reference document.

VI. Regulation No. 34 (Fire risks) (agenda item 5)

Documentation: ECE/TRANS/WP.29/GRSG/2009/21,
Informal document GRSG-99-15

18. The expert from OICA presented ECE/TRANS/WP.29/GRSG/2009/21 and GRSG-99-15 proposing to exempt diesel vehicles from the requirements on hazards due to static electricity. GRSG noted a number of comments and agreed to consider again this issue on the basis of a revised proposal from OICA.

VII. Regulation No. 43 (Safety glazing) (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRSG/2010/10/Rev.1
ECE/TRANS/WP.29/GRSG/2010/23
ECE/TRANS/WP.29/GRSG/2010/26
Informal documents GRSG-97-08-Rev.1, GRSG-99-11, GRSG-99-23,
GRSG-99-24 and GRSG-99-25

19. GRSG considered ECE/TRANS/WP.29/GRSG/2010/10/Rev.1 from CLEPA transposing gtr No. 6 into Regulation No. 43. The secretariat introduced GRSG-99-11 proposing editorial correction to ECE/TRANS/WP.29/GRSG/2010/10/Rev.1. GRSG adopted ECE/TRANS/WP.29/GRSG/2010/10/Rev.1 as amended by Annex III to this report, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2011 session, as draft 01 series of amendments to Regulation No. 43. GRSG agreed to remove GRSG-97-08-Rev.1 from the agenda.

20. The expert from France introduced ECE/TRANS/WP.29/GRSG/2010/23 on vehicles with the driver in the central position. GRSG adopted the document, as amended by Annex III, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2011 session, as draft Supplement 14 to Regulation No. 43.

21. GRSG considered ECE/TRANS/WP.29/GRSG/2010/26 from CLEPA correcting Revision 2 of Regulation No. 43. GRSG adopted ECE/TRANS/WP.29/GRSG/2010/26, not amended, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2011 session, as draft Corrigendum 1 to Revision 2 of Regulation No. 43.

22. The expert from Germany introduced GRSG-99-23, GRSG-99-24 and GRSG-99-25 recommending to set up an informal group on plastic glazing under the chairmanship of Germany and with OICA as secretary. GRSG agreed to set up this informal group, subject to the consent of WP.29, and adopted the draft terms of reference and rules of procedure of the group as reproduced in Annex IV to this report. GRSG agreed to keep as reference document GRSG-99-25 on the draft schedule of work of the informal group.

VIII. Regulation No. 46 (Devices for indirect vision) (agenda item 7)

Documentation: ECE/TRANS/WP.29/GRSG/2010/21
ECE/TRANS/WP.29/GRSG/2010/22
ECE/TRANS/WP.29/GRSG/2010/29
Informal document GRSG-99-13

23. The Chairman of the informal group on Camera Monitor Systems (CMS) presented ECE/TRANS/WP.29/GRSG/2010/21 amending Regulation No. 46 with regard to camera monitor systems that replace class V and VI mirrors. GRSG noted a number of comments on this proposal, in particular on the transitional provisions. GRSG agreed to consider again the subject at its next session on the basis of a revised proposal by the CMS Chairman.

24. The CMS Chairman also presented ECE/TRANS/WP.29/GRSG/2010/22 amending Regulation No. 46 with regard to the fitting requirements of camera monitor systems to replace all mirrors in vehicles. The expert of OICA introduced GRSG-99-13 to improve the wording of ECE/TRANS/WP.29/GRSG/2010/22. GRSG noted a number of comments and agreed to keep ECE/TRANS/WP.29/GRSG/2010/22 on the agenda pending the adoption of the ISO standard dealing with the technical requirements of camera monitor systems. The secretariat was requested to make GRSG-99-13 available with an official symbol. The GRSG chairman thanked the CMS informal group for the hard work accomplished.

25. The expert from the United Kingdom introduced ECE/TRANS/WP.29/GRSG/2010/29 aimed at reducing the blind spot on the passenger side of N₂ and N₃ vehicles. GRSG noted a number of comments. The expert from the United Kingdom agreed to prepare a revised proposal for consideration by GRSG at its April 2011 session.

IX. Regulation No. 58 (Rear under run protection) (agenda item 8)

Documentation: ECE/TRANS/WP.29/GRSG/2010/13,
Informal documents GRSG-98-11, GRSG-99-02 and GRSG-99-21

26. The expert from EC recalled ECE/TRANS/WP.29/GRSG/2010/13 extending the scope of Regulation No. 58 to certain categories of vehicles. The secretariat pointed out that the transitional provisions did not follow the UNECE guidelines on transitional provisions. The expert from OICA recalled GRSG-98-11 proposing alternative transitional provisions to ECE/TRANS/WP.29/GRSG/2010/13. The expert from the Netherlands introduced GRSG-99-02 amending ECE/TRANS/WP.29/GRSG/2010/13 for the specific case of vehicle categories O₁ and O₂. GRSG agreed to resume consideration of this item on the basis of a revised proposal from EC taking into account the comments made. The expert from Germany announced that he would present at the next session of GRSG a draft proposal on the dynamic testing of rear under-run protection devices.

27. The expert from the United Kingdom informed GRSG that several research reports on commercial vehicle safety had been recently released in his country, in particular on rear underrun protection for heavy goods vehicles. He added that the Internet addresses of these reports may be found in GRSG-99-21.

X. Regulation No. 121 (Identification of controls, tell-tales and indicators) (agenda item 9)

Documentation: ECE/TRANS/WP.29/GRSG/2010/20
ECE/TRANS/WP.29/GRSG/2010/28
Informal documents GRSG-99-14, GRSG-99-16, GRSG-99-17,
GRSG-99-19 and GRSG-99-20

28. The expert from Canada presented ECE/TRANS/WP.29/GRSG/2010/20 adding more symbols in Regulation No. 121. GRSG considered the comments from OICA on that proposal (GRSG-99-16 and GRSG-99-17). Noting that the input from other Working Parties on this proposal might be needed, GRSG invited the expert from Canada to send this proposal to the other interested Working Parties. GRSG agreed to consider again that matter on the basis of a revised proposal by the expert from Canada. The secretariat was requested to make GRSG-99-17 with an official symbol.

29. GRSG considered ECE/TRANS/WP.29/GRSG/2010/28 by the experts from the United Kingdom and OICA, introducing a symbol on electronic stability control in Regulation No. 121. The expert from OICA withdrew GRSG-99-14. GRSG adopted ECE/TRANS/WP.29/GRSG/2010/28 as amended below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2011 session, as draft Supplement 5 to Regulation No. 121.

Table 1, delete the amendment to line 28

30. GRSG considered GRSG-99-19 by OICA on the parking brake tell tale and agreed to send this document to the Working Party on Brakes and Running Gear (GRRF) for consideration at its February 2011 session.

31. The expert from Canada presented GRSG-99-20 to align the terminology used for passing and driving beam with lighting Regulations. GRSG noted some comments and agreed to consider again this proposal at its next session. The secretariat was requested to make GRSG-99-20 available with an official symbol.

32. Upon learning that the Working Party on Lighting and Light-Signalling (GRE) would like to manage Regulation No. 121, GRSG was of the opinion that, as a horizontal regulation dealing with devices in the field of vision of the driver, Regulation No. 121 should stay in GRSG. However, GRSG recognized that a process should be set up to ensure good communication with the Working Parties concerned (see also para. 28).

XI. Regulation No. 122 (Heating systems) (agenda item 10)

Documentation: ECE/TRANS/WP.29/GRSG/2010/25

33. The expert from CLEPA introduced ECE/TRANS/WP.29/GRSG/2010/25 allowing the use of the Liquid Petroleum Gas (LPG) heater of a trailer while it is in motion. GRSG noted a number of comments from the experts, in particular, on the requirements that should apply to trailers in Annex 8 of the Regulation. GRSG agreed to resume consideration of this subject at its next session on the basis of a revised proposal prepared by the expert from CLEPA.

XII. Regulation No. 125 (Forward field of vision of drivers) (agenda item 11)

Documentation: ECE/TRANS/WP.29/GRSG/2010/4
Informal documents GRSG-99-09, GRSG-99-10 and GRSG-99-27

34. The expert from Japan presented in GRSG-99-10 the background for GRSG-99-09 superseding ECE/TRANS/WP.29/GRSG/2010/4 aiming to improve the perception of motorcycles by car drivers. The expert from Japan also presented GRSG-99-27 clarifying the definition of "A pillar". GRSG noted a number of comments and agreed to resume consideration of this subject at its next session on the basis of a proposal combining GRSG-99-09 and GRSG-99-27 prepared by the expert from Japan.

XIII. Global technical regulations under the 1998 Agreement (agenda item 12)

A. Proposal to develop a gtr on motorcycle controls, tell-tales and indicators (agenda item 12(a))

35. The Chairman of the informal group on the gtr on motorcycle controls, tell-tales and indicators reported on the progress made by his group. He explained that an official proposal should be submitted to GRSG for consideration at its next April 2011 session.

B. Proposal to amend gtr No. 6 (Safety glazing) (agenda item 12(b))

Documentation: ECE/TRANS/WP.29/AC.3/27, ECE/TRANS/WP.29/GRSG/2010/31
ECE/TRANS/WP.29/GRSG/2010/32
Informal document GRSG-99-07

36. GRSG recalled ECE/TRANS/WP.29/AC.3/27 proposing to develop an amendment to gtr No. 6. The expert from the EC presented the formal proposal for amendments ECE/TRANS/WP.29/GRSG/2010/31. The expert from CLEPA introduced GRSG-99-07 improving the wording of ECE/TRANS/WP.29/GRSG/2010/31. GRSG adopted ECE/TRANS/WP.29/GRSG/2010/31, as amended below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2011 session, as draft Amendment 1 to gtr No. 6. GRSG also agreed to remove the square brackets in the report ECE/TRANS/WP.29/GRSG/2010/32 and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2011 session.

Adopted amendments to ECE/TRANS/WP.29/GRSG/2010/31:

Paragraph 4.1.2.2.4., amend to read:

4.1.2.2.4. “XII” for glass-plastics

Paragraph 4.1.2.3.2., amend to read

4.1.2.3.2. Glazing with a light transmission of less than 70 per cent shall be marked with “**V**” **and** the mark required by paragraph 4.1.2.2.”

XIV. Draft Rule No. 2 (1997 Agreement) (agenda item 13)

Documentation: ECE/TRANS/WP.29/GRSG/2009/135
Informal document GRSG-98-22

37. The expert from the Russian Federation recalled ECE/TRANS/WP.29/2009/135 proposing new draft Rule No. 2 on safety issues. He also presented GRSG-98-22-Rev.1 focusing on GRSG items. GRSG supported both documents.

XV. Revision and extensions of approvals (agenda item 14)

Documentation: ECE/TRANS/WP29/2010/111

38. GRSG agreed to address this subject again at its April 2011 session on the basis of the discussion of WP.29 at its November 2010 on the test case (ECE/TRANS/WP29/2010/111) concerning Regulation No. 46.

XVI. Revision of the consolidated Resolution on the Construction of Vehicles (R.E.3) (agenda item 15)

Documentation: ECE/TRANS/WP.29/2009/123
ECE/TRANS/WP.29/2009/123/Corr.1
ECE/TRANS/WP.29/2009/123/Corr.2
ECE/TRANS/WP.29/2009/123/Corr.3
ECE/TRANS/WP.29/2009/123/Corr.4
ECE/TRANS/WP.29/2010/145
ECE/TRANS/WP.29/GRSG/2010/14
ECE/TRANS/WP.29/GRSG/2010/14/Corr.1
ECE/TRANS/WP.29/GRSG/2010/36
Informal document GRSG-99-03

39. The secretariat introduced ECE/TRANS/WP.29/2009/123 consolidating the different amendments to R.E.3. He added that ECE/TRANS/WP.29/2010/145 superseded ECE/TRANS/WP.29/2009/123 and its corrigenda. The expert from Hungary introduced GRSG-99-03 proposing to request more time from WP.29 as a similar discussion on vehicle definitions was going on within the European Union and the work carried out for the Horizontal Regulation and Special Resolution No. 1 should be taken into account in this new R.E.3. GRSG agreed with this approach.

40. As agreed at its May 2010 session, GRSG confirmed that ECE/TRANS/WP.29/GRSG/2010/14 and its Corrigendum 1, proposing a definition for non-road mobile machinery, should be submitted to WP.29 and AC.1 for consideration at their March 2011 sessions, as draft Amendment 5 to R.E.3.

41. The expert from the Russian Federation presented ECE/TRANS/WP.29/GRSG/2010/36 on possible definitions for buses with less than eight seats. GRSG noted a number of comments from the experts. GRSG agreed to have a final consideration of this proposal at its next session.

XVII. Proposal to develop a new Regulation on mass limiting devices (agenda item 16)

Documentation: ECE/TRANS/WP.29/GRSG/2010/30

42. The expert from Poland presented ECE/TRANS/WP.29/GRSG/2010/30 proposing to develop a new Regulation on weight limiting devices. A number of experts were of the opinion that road damage was more a circulation issue than a type-approval item. GRSG could not support this proposal and agreed to remove this item from the agenda.

XVIII. Intelligent Transport Systems (agenda item 17)

Documentation: Informal document WP.29-150-22 and GRSG-99-18

43. GRSG supported WP.29-150-22., noting the comments on it from OICA (GRSG-99-18) on WP.29-150-22.

XIX. Other business (agenda item 18)

A. Regulation No. 39 (Speedometer equipment) (agenda item 18(a))

Documentation: Informal document GRSG-99-06

44. The secretariat presented GRSG-99-06 correcting Revision 1 of Regulation No. 39. GRSG adopted the proposal, as reproduced below, and requested the secretariat to submit as Corrigendum 1 to Revision 1 of Regulation No. 39.

Paragraph 5.1.2., amend to read:

“5.1.2. In the case of vehicles of categories M, N, and L₃, L₄ and L₅ manufactured for sale in any country where imperial units are used, the speedometer shall also be marked in mph (miles per hour); the graduation shall be of 1, 2, 5 or 10 mph. The numerical values of the speed shall be indicated on the display at intervals not exceeding 20 mph and commencing at 10 or 20 mph. The indicated numerical speed value intervals need not be uniform.”

Paragraph 5.1.4., should be deleted.

B. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)) (agenda item 18(b))

Documentation: Informal document GRSG-99-29

45. The expert from the Netherlands introduced GRSG-99-29 amending Regulation No. 67 with regard to direct injection LPG systems. GRSG noted a number of comments and agreed to consider again this issue at its next session on the basis of a revised proposal prepared by the expert from the Netherlands.

XX. Election of officers (agenda item 19)

Documentation: TRANS/WP.29/690 and TRANS/WP.29/690/Amend.1

46. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 as amended by Amendment 1), GRSG called for the election of officers on 20 October 2010. Mr. A. Erario (Italy) was unanimously re-elected as Chairman and Mr. M. Matolcsy (Hungary) as Vice-Chairman for the GRSG sessions scheduled for the year 2011.

XX. Provisional agenda for the 100th session

47. The following provisional agenda was adopted for the 100th session of GRSG, scheduled to be held in Geneva from 11 (starting at 2.30 p.m.) to 15 (concluding at 12.30 p.m.) April 2011:

1. Adoption of the agenda.
2. Regulation No. 66 (Strength of superstructure).
3. Regulation No. 107 (M₂ and M₃ vehicles):
 - (a) Proposals for further amendments,
 - (b) Requirements for service doors, windows and emergency exits.
4. Regulation No. 118 (Burning behaviour of materials).
5. Regulation No. 34 (Fire risks).
6. Regulation No. 43 (Safety glazing).
7. Regulation No. 46 (Devices for indirect vision).
8. Regulation No. 58 (Rear under run protection).
9. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)).
10. Regulation No. 121 (Identification of controls, tell-tales and indicators).
11. Regulation No. 122 (Heating systems).
12. Regulation No. 125 (Forward field of vision of drivers).
13. Global technical regulations under the 1998 Agreement: Proposal to develop a gtr on motorcycle controls, tell-tales and indicators.
14. Revisions and extensions of approvals.
15. Proposal for draft amendment to the consolidated Resolution on the Construction of Vehicles (R.E.3).
16. Other business.

Annex I

List of informal documents considered during the session

List of informal documents (GRSG-99-...) of the ninety-ninth session (English only)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1	(GRSG Chairman) Running order of the provisional agenda	(f)
2	(The Netherlands) Proposal for an amendment to document ECE/TRANS/WP29/GRSG/2010/13 Regulation No. 58 (Rear under run protection)	(c)
3	(Hungary) Questions and proposals to the revision of R.E.3.	(d)
4	(Hungary) Lower level of double deck buses and coaches. Extended justification	(f)
5	(Secretariat) Corrigendum 1 to Supplement 5 to the 02 series of amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(a)
6	(Secretariat) Proposal for Corrigendum 1 to Revision 1 of Regulation No. 39 (Speedometer equipment)	(a)
7	(CLEPA) Proposal for a corrigendum to ECE/TRANS/WP29/GRSG/2010/31 - Global technical regulation No. 6 (Safety Glazing)	(a)
8	(France) Proposal for amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(c)
9	(Japan) Proposal for amendment to document ECE/TRANS/WP29/GRSG/2010/4 - Regulation No. 125 (Forward field of vision of drivers)	(e)
10	(Japan) Regulation No. 125 (Forward field of vision)-Japan proposal overview	(f)
11	(Secretariat) Proposal for amendments to ECE/TRANS/GRSG/2010/10/Rev.1 Regulation No. 43 (Safety glazing)	(b)
12	(OICA) Proposal for amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(c)
13	(OICA) Proposal for amendments to ECE/TRANS/WP29/GRSG/2010/22 - Regulation No. 46 (Devices for indirect vision)	(c)
14	(UK and OICA) Proposal for amendments to Regulation No. 121 (Identification of controls, tell-tales and indicators)	(f)
15	(OICA) Comments supplementing document ECE/TRANS/WP.29/GRSG/2009/21 Regulation No. 34 (Fire risks)	(f)
16	(OICA) Proposal for amendments to Regulation No. 121 (Identification of controls, tell-tales and indicators)	(f)
17	(OICA) Proposal for amendments to Regulation No. 121 (Identification of controls, tell-tales and indicators)	(c)
18	(OICA) OICA secretariat comments to document WP29-150-22 (Guidelines on establishing requirements for high priority warning signals)	(f)
19	(OICA) Proposal for amendments to Regulation No. 121 (Identification of controls, tell-tales and indicators)	(c)
20	(Canada) Proposal for amendments to Regulation No. 121 (Identification of controls, tell-tales and indicators)	(c)
21	(UK) Commercial Vehicle Safety Research UK research published by TRL on 23 September 2010	(f)
22	(IRU) Proposal for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(c)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
23	(Germany) Establishing an Informal Group on Plastic Glazing (Introduction of plastic glazing for windscreens and laminated windows other than windscreens in Regulation No. 43)	(f)
24	(Germany) GRSG informal group on the introduction of plastic glazing for windscreens and laminated plastic panes other than windscreens in UN/ECE Regulation No. 43 - Terms of reference and rules of procedure	(b)
25	(Germany) Draft Schedule of the Informal Group on Plastic Glazing	(d)
26	(Hungary) Behaviour of the lower level (deck) of double-deck vehicles in rollover - Regulation No. 66 (Strength of superstructure)	(f)
27	(Japan) Proposal for amendment to Regulation No. 125 (Forward field of vision of drivers)	(e)
28	(OICA) Proposal for amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(a)
29	(Netherlands) Proposal for amendments to Regulation No. 67 (LPG)	(e)
30	(Secretariat) Summary of decisions - 99th session of GRSG	(f)

Reconsideration of informal documents from the previous sessions of GRSG or other Working Parties (English only)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
GRSG-97-08-Rev.1	(CLEPA) Consolidated version of Regulation No. 43 (safety glazing)	(f)
GRSG-98-08	(France, Germany, Norway and Sweden) Fire Safety: Priorities of the joint action of France, Germany, Norway and Sweden, to amend Regulation No. 107 and Regulation No. 118 to enhance fire safety in vehicles of categories M ₂ and M ₃	(d)
GRSG-98-09	(France, Germany, Norway and Sweden) Proposal for a new series of amendments to Regulation No. 118 (Burning behaviour of Materials)	(e)
GRSG-98-11	(OICA) Proposal for amendment to document GRSG/2010/13 - Regulation No. 58 (Rear under run protection)	(c)
GRSG-98-18	(Spain) "Analysis of Coaches Rows Seats Distance Influence on the Passengers Comfort and Safety". ESV 2009	(f)
GRSG-98-22-Rev.1	(Russian Federation) Requirements of draft rule No. 2 referring to GRSG competence	(a)
WP.29-150-22	(Japan) Major Revisions made to High-priority Warning Guideline in response to the comments received by the end of December, 2009	(a)

Notes:

- (a) Adopted with no change and submitted to WP.29 for consideration.
- (b) Adopted with changes and submitted to WP.29 for consideration.
- (c) Resume consideration on the basis of an official document.
- (d) Kept as reference document/continue consideration.
- (e) Revised proposal for the next session
- (f) Consideration completed or to be superseded.

Annex II

Draft amendments to Regulation No. 107

Draft 04 series of amendments to Regulation No. 107

Adopted modifications to ECE/TRANS/WP.29/GRRF/2010/34 are shown in bold characters (see para. 5 of the report).

Paragraph 4.2., amend to read:

"4.2. An approval number Its first two digits (at present **04**, corresponding to the **04** series of amendments) shall indicateof paragraph 2.2."

Insert new paragraphs 10.16. to 10.20., to read:

- 10.16.** As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by the 04 series of amendments.
- 10.17.** As from 24 months after the date of entry into force of the 04 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by of the 04 series of amendments.
- 10.18.** As from 36 months after the entry into force of the 04 series of amendments, Contracting Parties applying this Regulation may refuse to grant national/regional approvals and first national registration (first entry into service) of a vehicle which does not meet the requirements of the 04 series of amendments to this Regulation.
- 10.19.** Contracting Parties applying this Regulation shall not refuse to grant extensions of approval to the 03 series of amendments to this Regulation for vehicles which are not affected by the 04 series of amendments.
- 10.20.** Notwithstanding paragraphs 10.17 and 10.18, approvals of vehicles granted to the 03 series of amendments to the Regulation, which are not affected by the 04 series of amendments, shall remain valid and Contracting Parties applying the Regulation shall continue to accept them."

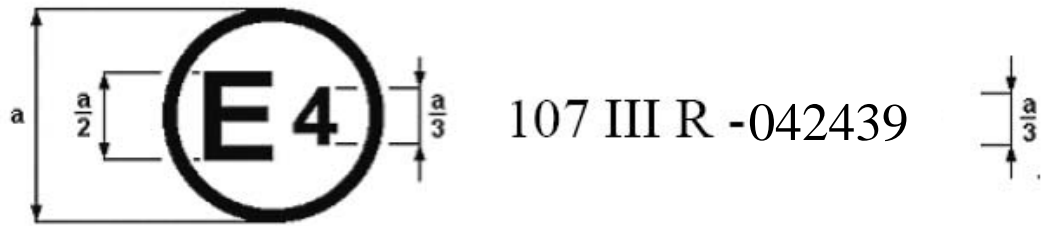
Annex 2, amend to read:

"Annex 2

Arrangements of approval marks

Model A

(See paragraph 4.4. of this Regulation)

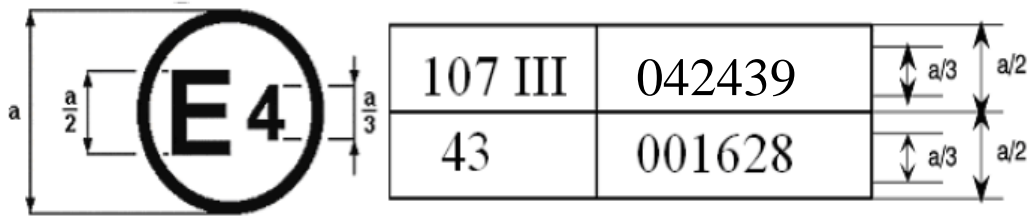


a = 8 mm min

The above approval mark under approval number **042439**. The approval numberas amended by the **04** series of amendments.

Model B

(See paragraph 4.5. of this Regulation)



a = 8 mm min

The above approval markRegulation No. 107 included the **04** series of amendments and Regulation No. 43 was in its original form.

Model C

(See paragraph 4.4.3. of this Regulation)



a = 8 mm min

The above pursuant to Regulation No. 107 under approval number **042439**. The approval number indicates as amended by the **04** series of amendments."

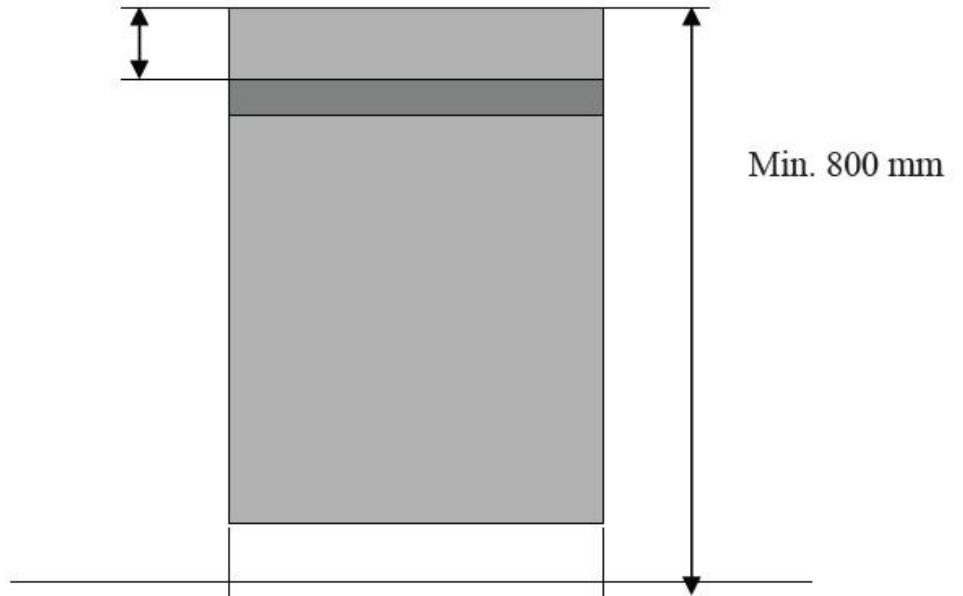
**Draft Corrigendum 1 to Supplement 5 to the 02 series of amendments
of Regulation No. 107**

GRSG-99-05 adopted as follows (see para. 10 of the report). The modifications to the Regulation are shown in bold characters.

Annex 4, insert new figure 30, to read:

"Figure 30

Min. 90 mm



"

Annex III

Draft amendments to Regulation No. 43

Draft 01 series of amendments to Regulation No. 43

Adopted modifications to ECE/TRANS/WP.29/GRSG/2010/10/Rev.1 (see para. 19 of the report) are shown in bold for new characters.

In the whole existing Regulation, replace "panes other than windscreens" by "panes"

In the whole existing Regulation, replace "panes" by "glazing"

Paragraph 2.2., amend to read:

"2.2. *"Laminated-glass"* means **glazing** consisting of two or more layers of glass held together by one or more interlayers of plastics material; it may be:"

Paragraph 2.2.3., renumber as paragraph 2.3.

Paragraph 2.3. (former), renumber as paragraph 2.4. and amend to read:

"2.4. *"Safety-glass faced with plastics material"* means **glazing** as defined in paragraphs 2.1. or 2.2. with a layer of plastics material on its inner face."

Paragraphs 2.4. (former) to 2.7.2., renumber as paragraphs 2.5. to 2.8.2.

Paragraph 2.8. (former), renumber as paragraph 2.9. and amend to read:

"2.9. *"Bullet resistant glazing" or "Bullet-proof glazing"*, means glazing constructed so as to be resistant to firearms."

Paragraphs 2.9. (former) to 2.15., renumber as paragraphs 2.10. to 2.16.

Paragraphs 2.15.1. (former) to 2.15.1.2., renumber as paragraphs 2.17. to 2.17.2.

Insert new paragraphs 2.16.1. and 2.16.2., to read:

2.16.1. *"Flat windscreen"* means a windscreen exhibiting no normal curvature resulting in a height of segment greater than 10 mm per linear meter;

2.16.2. *"Curved windscreen"* means a windscreen exhibiting a normal curvature resulting in a height of segment greater than 10 mm per linear meter."

Paragraphs 2.16. (former), renumber as paragraphs 2.18. and amend to read:

"2.18. *"Height of segment 'h'"* means the maximum distance, measured at right angles approximately to the **glazing**, separating the inner surface of the **glazing** from a plane passing through the ends of the **glazing** (see Annex 17, figure 1).

Paragraphs 2.17. (former) to 2.17.2. (former), renumber as paragraphs 2.19. to 2.19.2.

Paragraph 2.17.3., renumber as paragraph 2.20.

Paragraphs 2.18. (former) to 2.24., renumber as paragraph 2.21. to 2.27.

Paragraph 2.25. (former), shall be deleted

Paragraphs 2.26 (former) to 2.29., renumber as paragraphs 2.28. to 2.31.

Paragraphs 2.30.(former) to 2.30.4., shall be deleted

Paragraph 2.30.5.(former), renumber as paragraph 2.32.

Paragraphs 2.31. (former) to 2.33. (former), renumber as paragraphs 2.33. to 2.35.

Insert a new paragraph 2.36., to read:

"2.36. "Central driving position" is defined when Y co-ordinate of the R point is in Y0 position within + or – 60 mm."

Paragraph 5.5.9., amend to read:

"5.5.9. XII in the case of glass-plastic panes.

Paragraph 5.9., amend to read:

"5.9. An approval number ...two digits (at present 01 for the Regulation) ...in paragraph 2.35. above."

Paragraph 8.1.3.5., amend to read:

"8.1.3.5. Resistance-to-temperature-changes test

The purpose as defined in paragraphs 2.4. and 2.5. above will without significant deterioration."

Paragraph 8.1.5., amend to read:

"8.1.5. Burning-behaviour (fire-resistance) test

The purpose as defined in paragraphs 2.4., 2.5. and 2.6. above has a sufficiently low burn rate."

Paragraph 8.1.6., amend to read:

"8.1.6. Test of resistance to chemicals

The purpose as defined in paragraphs 2.4., 2.5. and 2.6. abovewithout significant deterioration."

Paragraph 8.2., amend to read:

"8.2. Tests prescribed for glazing materials of the categories defined in paragraphs 2.1 to 2.2.2. and 2.4 to 2.6 of this Regulation"

Annex 2, the whole Annex

For "panes other than windscreens" read "panes"

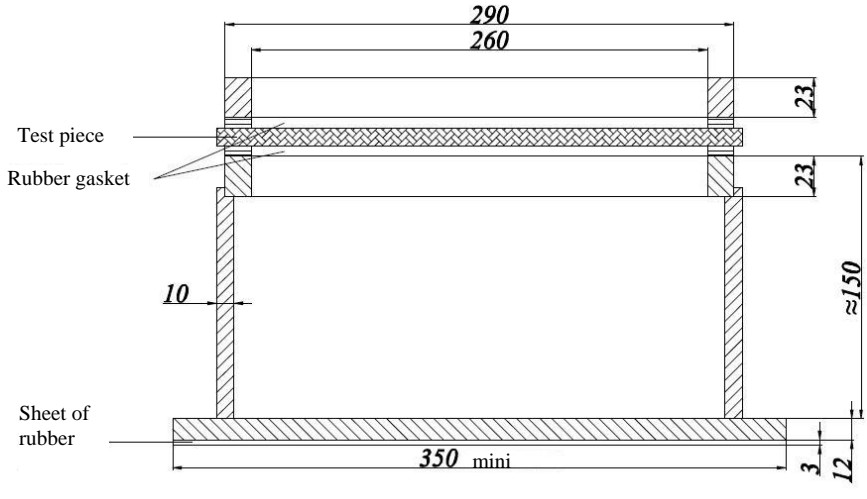
For "Uniformly-toughened glass panes to be used as windscreen" read "Uniformly-toughened glazing to be used as windscreen"

Annex 3

Paragraph 2.1.1.3, figure 1, amend to read:

"Figure 1

Support for ball tests



Paragraph 6.3.1.2., renumber as paragraph 6.3.1.1.1. and amend to read:

"6.3.1.1.1. below 70 per cent in the case of windscreens and other glazing located in a position requisite for driving visibility."

Paragraph 9.2.1.1.1., amend to read:

"9.2.1.1.1. "Optical deviation" means the angle between the true and the apparent direction of a point viewed through the windscreen, the magnitude of the angle being a function of the angle of incidence of the line of sight, the thickness and inclination of the windscreen, and the radius of curvature "r" at the point of incidence."

Paragraph 9.2.5.2.1., amend to read:

"9.2.5.2.1. the "eye-point" or the "O" Point" means the point located 625 mm above the R Point of the driver's seat in the vertical plane parallel to the longitudinal median plane of the vehicle for which the windscreen is intended, passing through the axis of the steering wheel."

Paragraph 9.2.6., amend to read:

"9.2.6. Interpretation of Results

A windscreen type shall be considered satisfactory with respect to optical distortion if, in the four samples submitted for testing, optical distortion does not exceed the values given below for each zone or test area.

<i>Vehicle category</i>	<i>Zone</i>	<i>Maximum values of optical distortion</i>
M ₁ and N ₁	A - extended according to para. 9.2.2.1.	2' of arc
	B - reduced according to para. 2.4. of annex 18	6' of arc
M and N categories other than M ₁	I	2' of arc
Agricultural vehicles etc. for which it is not possible to determine zone I	I'	2' of arc

"

Paragraph 9.3.5, amend to read

"9.3.5. Interpretation of Results

A windscreen type shall be considered satisfactory with respect to secondary image separation if, in the four samples submitted for testing, separation of the primary and secondary – images does not exceed the values given below for each zone or test area.

<i>Vehicle category</i>	<i>Zone</i>	<i>Maximum values of optical distortion</i>
M ₁ and N ₁	A - extended according to para. 9.2.2.1.	15' of arc
	B - reduced according to para. 2.4. of annex 18	25' of arc
M and N categories other than M ₁	I	15' of arc
Agricultural vehicles etc. for which it is not possible to determine zone I	I'	15' of arc

"

Paragraph 10.9.1., amend to read:

"10.9.1. Safety-glass panes faced with plastics material (paragraph 2.4. of this Regulation) and glass-plastics safety panes (paragraph 2.5. of this Regulation) shall be considered satisfactory from the point of view of the fire-resistance test if the burn rate does not exceed 90 mm/min."

Annex 5

Paragraph 2.5.2., amend to read:

"2.5.2. Four panes shall be tested from each point of impact."

Paragraph 2.6.1.6., amend to read:

"2.6.1.6. No fragment longer than 100 mm in length shall be allowed except in the areas defined in paragraph 2.6.1.3. above provided that:"

Annex 7, paragraph 3.2.1., amend to read:

"3.2.1. Test pieces can alternatively be finished products that may be supported over the apparatus described in paragraphs 2.1.1. to 2.1.1.3. of Annex 3."

Annex 19, paragraphs 2.3. and 2.4., amend to read:

"2.3. "H Point" means the pivot centre of the torso and thigh of the 3 DH machine installed in the vehicle seat. The 3 DH machine corresponds to that described in ISO Standard 6549. The coordinates of the H point are determined in relation to the fiducial marks defined by the vehicle manufacturer, according to the three-dimensional system corresponding to ISO Standard 4130.

2.4. "R Point or seating reference point", means the position of the H point with the driver's seat in the design driving position as defined by the vehicle manufacturer."

Annex 21

Paragraph 4.2.1.1., amend to read:

"4.2.1.1. The safety glazing as defined in paragraph 2.23.1. of this Regulation70 per cent."

Paragraph 4.2.2.1., amend to read:

"4.2.2.1. The safety glazing defined in paragraph 2.23.2. of this Regulation in paragraph 5.5.2. of this Regulation."

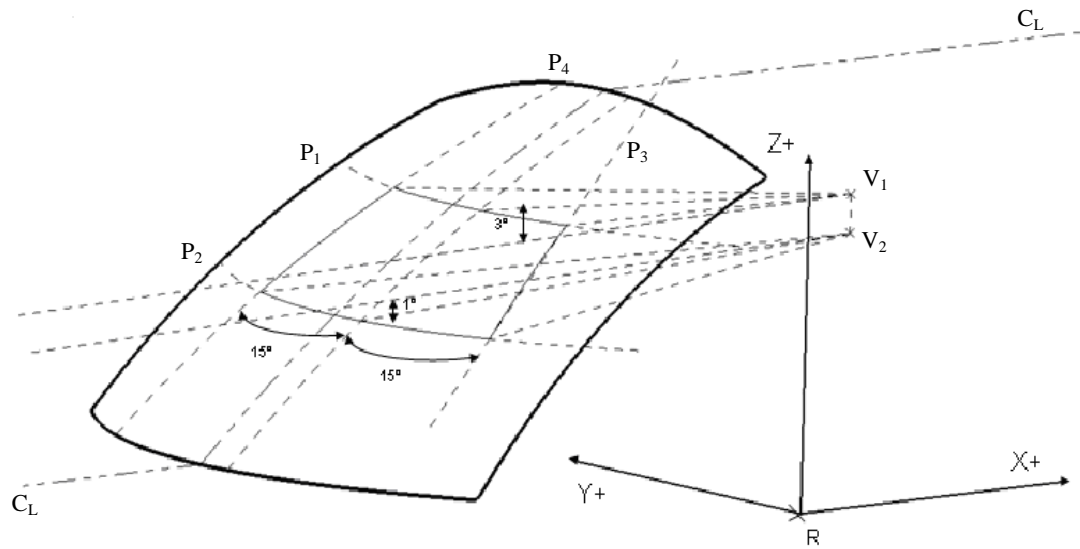
Draft Supplement 14 to Regulation No. 43

Adopted amendments to ECE/TRANS/WP.29/GRSF/2010/23 (see para. 20 of the report).

New figure 1b, amend to read:

"Figure 1b

Test area "A" (example of Central Driving Position)



C_L : trace of the longitudinal median plane of the vehicle

P_i : trace of the relevant plane (see text)"

Annex IV

Terms of reference and rules of procedure of the informal group on the introduction of plastic glazing for windscreens and laminated plastic panes other than windscreens in Regulation No. 43

Terms of Reference

1. The informal group shall prepare draft regulatory proposals for
 - (a) an introduction of plastic glazing for windscreens and laminated plastic panes other than windscreens and
 - (b) an update of the test procedures to apply the proper tests and their combination(s) in order to ensure safety of plastic glazing focusing on performance requirements in Regulation No. 43 (addressing e.g. durability, abrasion, weathering, UV stability and chemical resistance).
2. The group will take full account of existing data and research (e.g. test specifications, test procedures) in developing its regulatory proposals. It should consider pre-existing standards and national legislations for motor vehicle glazing in developing its proposals.
3. Draft regulatory text should be submitted to the 104th session of GRSG in April/May 2013.
4. Final decisions on regulatory proposals rest with GRSG, WP.29 and the Contracting Parties.

Rules of Procedure

1. The informal group is a sub-group of GRSG and is open to all participants of GRSG including experts from the plastic industry.
2. A Chairman (Germany) and a Secretary (OICA) will manage the informal group.
3. The working language of the informal group will be English.
4. All documents and/or proposals must be submitted to the Secretary of the group in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated 7 working days in advance.
5. An agenda and related documents will be circulated to all members of the informal group in advance of all scheduled meetings.
6. Decisions of the group shall be reached by consensus. When consensus cannot be reached, the Chairman of the group shall present the different points of view to GRSG. The Chairman may seek guidance from GRSG as appropriate.
7. The work progress of the informal group will be routinely reported to GRSG by the Chairman or his representative.

8. All working documents should be distributed in digital format. Meeting documents should be made available to the UNECE secretariat for publication on the website of WP.29.

Annex V

GRSG informal groups

<i>Informal group</i>	<i>Chairperson</i>	<i>Secretary</i>
Camera Monitor Systems (CMS)	Mr. H. Jongenelen (Netherlands) Tel: +31 79 3458268 Fax : +31 793458041 Email : hjongenelen@rdw.nl	
Service Doors, Windows and Emergency Exits in Buses and coaches (SDWEE)	Mr. J. Kownacki (Poland) Tel:+48 22 8112510 Fax : +48 22 8114062 Email : jerzy.kownacki@its.waw.pl	Mr. O. Fontaine (OICA) Tel: +33 1-43590013 Fax : +33 1-45638441 Email: ofontaine@oica.net
Plastic glazing	Mr. K. Preusser (Germany) Tel: +49 230443623 Fax : +49 2304467544 Email : dr.klaus.preusser@t-online.de	OICA
gtr on motorcycle controls, tell-tales and indicators	Mr. A. Erario (Italy) Tel: +39 06 4158 6228 Fax: +39 06 4158 3253 E-mail: antonio.erario@mit.gov.it	Mr. R. CHODA (IMMA) Tel: +41 22 920 21 20 Fax: +41 22 920 21 21 E-mail: ravchoda@immamotorcycles.org