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

Working Party on General Safety Provisions (GRSG)

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

(12 to 15 October 2004)

1. GRSG held its eighty-seventh session from 12 October (afternoon) 2004 to 15 October 2004, 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; Czech Republic; Finland; France; Germany; Hungary; India; Italy; Japan; Luxembourg; Netherlands; Norway; Poland; Republic of Korea; 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 Organization of Motor Vehicle Manufacturers (OICA); European Association of Automobile Suppliers (CLEPA); International Motorcycle Manufacturers Association; Comité de Liaison des Constructeurs de Carrosseries et Remorques (CLCCR).

2. The informal documents distributed during the session are listed in Annex 1 to this report.

REGULATION No. 36 (Large capacity passenger vehicles)

Documentation: Informal document No. GRSG-87-32 of Annex 1 to this report.

3. GRSG considered and adopted the amendment proposed by the expert from the Russian Federation (informal document No. GRSG-87-32), the text of which is reproduced below. The secretariat was requested to transmit the adopted text to WP.29 and AC.1 for consideration at their 2005 March sessions as draft Supplement 11 to the 03 series of amendments to Regulation No. 36.

Paragraph 5.6.1.3., amend to read:

"5.6.1.3. The minimum number of doors in a vehicle shall be two, either two service doors or one service door and one emergency door."

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

Documentation: TRANS/WP.29/GRSG/2004/13.

4. GRSG considered and adopted document TRANS/WP.29/GRSG/2004/13. The secretariat was requested to transmit the adopted text to WP.29 and AC.1 for consideration at their 2005 March sessions as draft Supplement 8 to the 01 series of amendments to Regulation No. 52.

REGULATION No. 107 (M2 and M3 vehicles)

Documentation: TRANS/WP.29/GRSG/2003/21; TRANS/WP.29/GRSG/2003/22/Rev.2; TRANS/WP.29/GRSG/2004/9 and Corr.1; TRANS/WP.29/GRSG/2004/14; TRANS/WP.29/GRSG/2004/21; TRANS/WP.29/GRSG/2004/22; informal documents Nos. GRSG-87-2, GRSG-87-8, GRSG-87-11, GRSG-87-12, GRSG-87-13, GRSG-87-15, GRSG-87-17, GRSG-87-18, GRSG-87-19, GRSG-87-20, GRSG-87-26, GRSG-87-27, GRSG-87-28, GRSG-87-30, GRSG-87-33, and GRSG-87-38 of Annex 1 to this report.

5. GRSG proceeded to a general exchange of views on the proposed provisions for open top buses and coaches to be included in Regulation No. 107 (TRANS/WP.29/GRSG/2004/14, informal documents Nos. GRSG-87-8 and GRSG-87-33).

6. GRSG noted the information given by the expert from the United Kingdom on the national construction regulations concerning open top buses and coaches (informal document No. GRSG-87-2). Based on the proposals and information mentioned above, as well as the comments made on them, the expert from Spain was requested to lead the preparation of a consolidated proposal on this subject for discussion at the next session.

7. The expert from the United Kingdom presented the status summary of research into the effect of introducing 15 m long buses into the United Kingdom (informal document No. GRSG-87-30). He announced a proposal for consideration at the next session.

8. GRSG noted the information on the work of the informal group on the safety of wheelchair passengers in road vehicles (informal documents Nos. GRSG-87-11, GRSG-87-12 and GRSG-87-13). The group will meet again in December 2004. Interested GRSG and GRSP experts are invited to join it.
9. GRSG also considered the proposals for lighting to assist boarding and alighting (informal document No. GRSG-87-15). No decision was taken. The secretariat was requested to distribute the document with an official symbol for consideration at the next session and also transmit it for comments to GRE.
10. GRSG considered the amendment proposals in document TRANS/WP.29/GRSG/2004/22. On the proposal concerning paragraph 7.6.5.1.2. no agreement was reached; on those concerning paragraph 7.2.2.2.9., the experts from Sweden and the United Kingdom reserved their position. The expert from Norway will transmit a new document to be reconsidered at the next session.
11. The editorial corrections to the text already agreed of document TRANS/WP.29/GRSG/2003/21 (informal document No. GRSG-87-26) were adopted, with the exception of those concerning Annex 12 which need further editorial revision. OICA volunteered to carry out this work. The corrections so completed will be included by the secretariat in a document with an official symbol.
12. Another amendment proposal to document TRANS/WP.29/GRSG/2003/21 (informal document No. GRSG-87-38) did not reach the agreement of GRSG. The expert from Belgium will prepare, in cooperation with OICA, a revised proposal for the next session.
13. GRSG considered and adopted document TRANS/WP.29/GRSG/2003/22/Rev.2 (including documents TRANS/WP.29/GRSG/2004/9 and Corr.1), (see: TRANS/WP.29/GRSG/65, para. 9), subject to the comments and amendments reproduced in Annex 2 to this report.

REGULATION No. 66 (Strength of superstructure)

Documentation: TRANS/WP.29/GRSG/2003/25; TRANS/WP.29/GRSG/2004/2; TRANS/WP.29/GRSG/2004/3; TRANS/WP.29/GRSG/2004/4; TRANS/WP.29/GRSG/2004/6; TRANS/WP.29/GRSG/2004/12; TRANS/WP.29/GRSG/2004/15; informal documents Nos. GRSG-87-5, GRSG-87-9, GRSG-87-14, GRSG-87-16, GRSG-87-34 and GRSG-87-40 of Annex 1 to this report.

14. GRSG noted the information on the Advanced Passive Safety Network (APSN) workshop held in Budapest, 22 to 24 September 2004 (informal document No. GRSG-87-14) and the statistics on rollover accidents of buses made available by the expert from Hungary (informal document No. GRSG-87-5).
15. GRSG considered comments and amendment proposals to the already adopted text (see TRANS/WP.29/GRSG/65, para. 16 and Annex 3) of document TRANS/WP.29/GRSG/2003/25, including documents TRANS/WP.29/GRSG/2004/2, TRANS/WP.29/GRSG/2004/3, TRANS/WP.29/GRSG/2004/4 and TRANS/WP.29/GRSG/2004/6.

16. GRSG considered informal document No. GRSG-87-34. The adopted text is reproduced in Annex 3 to this report. The expert from the European Commission had a reservation about it.

17. GRSG considered and adopted, with amendments, document TRANS/WP.29/GRSG/2004/12. The adopted text is reproduced in Annex 3 to this report.

18. GRSG considered informal documents Nos. GRSG-87-9 and GRSG-87-40. The adopted text is reproduced in Annex 3 to this report.

19. The secretariat was requested to transmit to WP.29 and AC.1 for consideration at their 2005 March sessions the amended text of document TRANS/WP.29/GRSG/2003/25 as draft 01 series of amendments to Regulation No. 66. The expert from the European Commission had a reservation about the restricted scope of the Regulation and the concept of testing the superstructure for type approval.

20. As far as the extension of the scope of the Regulation was concerned, the expert from Hungary presented informal document No. GRSG-87-16 (common proposal of Hungary and Spain), superseding TRANS/WP.29/GRSG/2004/15. The proposal to start the analysis and study on the possible extension of the scope of Regulation No. 66 was supported by the experts from the Czech Republic, France, Italy and Sweden. The expert from the United Kingdom said that further investigation would be needed before taking a decision on this matter. The expert from OICA was of the opinion that more statistical data would be necessary to justify the extension of the scope of the Regulation. The subject will be kept on the agenda for the next session.

FRONTAL COLLISION OF BUSES

Documentation: Informal document No. GRSG-87-31 of Annex 1 to this report.

21. GRSG had a general exchange of views on the proposal of the expert from Hungary for future regulatory work in this field (informal document No. GRSG-87-31). The experts from the United Kingdom and OICA claimed more statistical data before entering in the subject. The proposal will be brought by the Chairman to the attention of WP.29 and the discussion will be resumed at the next session .

SAFETY GLAZING (Draft global technical regulation)

22. GRSG received an oral progress report on the work of the informal group dealing with the subject and noted that a draft proposal would be transmitted by the expert from Germany for consideration at the next session.

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

23. This subject was taken into consideration in the framework of the discussion concerning Regulation No. 97 (see paras. 24 to 30 below).

REGULATION No. 97 (Vehicle alarm systems)

Documentation: TRANS/WP.29/GRSG/2003/26; TRANS/WP.29/GRSG/2004/11; TRANS/WP.29/GRSG/2004/20; TRANS/WP.29/GRSG/2004/24; informal documents Nos. GRSG-87-3 and GRSG-87-21 of Annex 1 to this report.

24. GRSG noted the questions raised by the informal group dealing with the Vehicle Degradation Systems (VDS) (informal document No. GRSG-87-3) concerning further development of the draft amendments to Regulation No. 97 (TRANS/WP.29/GRSG/2003/26). GRSG members were requested to give their replies on the questions directly to the expert from Germany, before the end of this year.

25. During the discussion, concerns were expressed on the possible consequences of an external access to the electronic system of the vehicle and on the compatibility of the VDS with the 1968 Vienna Convention. At the same time, a proposal was made to envisage a vehicle "tracking system" as an alternative to the VDS.

26. In conclusion, GRSG agreed that, taking into account the replies received, the expert from Germany should make a proposal for the future work of the VDS informal group. The proposal will be transmitted for comments to the Working Party on Road Traffic Safety (WP.1). GRSG also asked for comments from its members for the next session on the "tracking system" mentioned above.

27. GRSG noted the comments of the expert from Japan on the VDS (informal document No. GRSG-87-21). The expert from Germany was requested to take them into consideration in his proposal.

28. With regard to the consideration of the amendment proposal transmitted by CLEPA (TRANS/WP.29/GRSG/2004/20), it was postponed to the next session, awaiting the comments of GRRF, already approached with this subject (use of parking brake in the vehicle protection).

29. No decision was taken on document TRANS/WP.29/GRSG/2004/24. The expert from Germany will transmit a new proposal for the next session, applicable to Regulation No. 97 and also to the future new Regulation on the subject (TRANS/WP.29/1018).

30. No decision was taken on document TRANS/WP.29/GRSG/2004/11. The expert from Canada, in collaboration with OICA, will transmit a revised proposal, completed with transitional provisions, for the next session.

REGULATION No. 18 (Protection of vehicles against unauthorized use)

Documentation: TRANS/WP.29/GRSG/2003/23.

31. The consideration of document TRANS/WP.29/GRSG/2004/23 was deferred to the next session (see also para. 27 above).

DEVELOPMENT OF REGULATION No. 46 (Rear-view mirrors)

Documentation: TRANS/WP.29/2004/57; TRANS/WP.29/GRSG/2004/10/Rev.1; informal documents Nos. GRSG-86-7, GRSG-87-1, GRSG-87-7, GRSG-87-10, GRSG-87-10, GRSG-87-22, GRSG-87-23, GRSG-87-24, GRSG-87-29, GRSG-87-35, GRSG-87-36 and GRSG-87-37 of Annex 1 to the report of the previous session and to this report.

32. GRSG followed presentations made by the experts from Luxemburg and OICA (informal documents Nos. GRSG-87-7, GRSG-87-36 and GRSG-87-37) on the negative consequences of a larger rear-view mirror, as proposed in TRANS/WP.29/2004/57, on the frontal field of vision. The presentations were followed by a demonstration of the problem on four vehicles equipped with the new, larger rear-view mirrors.

33. GRSG noted the information on the field of vision requirements in the EU Directive 2003/97 (informal document No. GRSG-87-35).

34. GRSG considered and adopted documents TRANS/WP.29/GRSG/2004/10/Rev.1 (draft amendments to the proposed 02 series of amendments to Regulation No. 46, document TRANS/WP.29/2004/57) and informal document No. GRSG-87-29, subject to the comments reproduced below. The proposals adopted are reproduced in Annex 4 to this report.

Paragraph 2.1.4., reservation of United Kingdom was withdrawn, that of France kept.

Paragraph 15.2.1.1.1., the experts from European Commission, Belgium, France and the United Kingdom introduced a reservation.

Paragraph 15.2.2.2., the reservation of France was maintained.

Paragraphs 15.2.4.3.1. and 15.2.4.3.2., the majority of the experts who took the floor were in favour of the original text. The amendment proposed to these paragraphs by the expert from Japan (informal document No. GRSG-87-22) will also be taken into consideration in further discussions.

Paragraph 15.2.4.8.1., the experts from France and the European Commission pronounced against the suppression of the 15 per cent limit for the obscuration of the field of vision.

35. GRSG noted the comments of the expert from Japan on the improvement of the direct and indirect visibility (informal document No. GRSG-87-23) and followed with interest the presentation on the subject (informal document No. GRSG-87-24).

36. The amendments proposed by informal documents Nos. GRSG-86-7, GRSG-87-1, GRSG-87-10 and GRSG-87-22 will be taken into consideration at the next session, if their revised versions are transmitted as official documents.

37. Regarding the proposals left in pending, OICA volunteered to transmit a working paper for the next session, taking into account, as far as possible the proposals mentioned above too.

DRAFT SOCIAL RESOLUTION ON COMMON DEFINITIONS OF VEHICLE
CATEGORIES, MASSES AND DIMENSIONS

Documentation: TRANS/WP.29/2004/25.

38. The Chairman of GRSG will inform WP.29 on the agreement of GRSG with the text of TRANS/WP.29/2004/25.

OTHER BUSINESS

(a) Draft global technical regulation on identification of controls, tell-tales and indicators

Documentation: TRANS/WP.29/GRSG/2000/8/Rev.3; TRANS/WP.29/GRSG/2004/16; informal document No. GRSG-87-25 of Annex 1 to this report.

39. Regarding document TRANS/WP.29/GRSG/2000/8/Rev.3, the expert from the United States of America will keep GRSG informed on the evolution of the subject in his country, but requested GRSG experts to provide him with comments on the safety benefits of the proposal.

40. The proposal of the expert from India (TRANS/WP.29/GRSG/2004/16) and the comments of OICA on it (informal document No. GRSG-87-25) will be considered, without changing their status, at the next session.

(b) Draft Regulation on the driver's field of vision

Documentation: TRANS/WP.29/GRSG/2000/19/Rev.1; TRANS/WP.29/GRSG/2002/1; TRANS/WP.29/GRSG/2002/9; informal documents Nos. GRSG-86-14, GRSG-86-15/Rev.1, GRSG-87-6 and GRSG-87-39 of Annex 1 to the report of the previous session and to this report.

41. GRSG followed with interest a presentation by the expert from India (GRSG-86-15/Rev.1) on the problem of the intrusion of the "A pillars" into the driver's field of vision.

42. With regard to the draft of a new regulation (informal document GRSG-87-39, superseding TRANS/WP.29/GRSG/2000/19/Rev.1), the secretariat was requested to distribute it with an official symbol for consideration at the next session. Concerning the proposals for the second step (TRANS/WP.29/2002/9 and informal document No. GRSG-86-7), GRSG agreed to request the consent of WP.29 to set up an informal group.

(c) Draft Rule No. 2 - Periodical technical inspections of wheeled vehicles with regard to their roadworthiness

43. GRSG took note of the decision of WP.29 taken at its one-hundred-and-thirty-third session (TRANS /WP.29/1016, para. 7) and invited its members to contribute to the work of the informal group. Interested experts can contact the secretariat of the group (cita.vehicleinspection@skynet.be) to announce their participation.

(d) Consolidated Resolution on the Construction of vehicles R.E.3)

Documentation: TRANS/WP.29/GRSG/2004/17.

44. GRSG considered TRANS/WP.29/GRSG/2004/17 and agreed to submit for approval to WP.29, at its March 2005 session, the proposed definitions for category L.6 and L.7 vehicles. (Note of the secretariat: paragraph 1.7. is to be amended according to TRANS/WP.29/GRSG/65, para. 42).

(e) Events Data Recorder (EDR)

45. The expert from France informed GRSG that the informal group would meet before the end of this year and transmit a proposal for the next session of GRSG.

(f) Safety-belt remainder

46. GRSG noted the decision of WP.29 to reassign this issue to GRSP (TRANS/WP.29/1016, para. 44).

(g) Draft Regulation on heating systems

Documentation: TRANS/WP.29/2004/22 and Corr.1; TRANS/WP.29/GRSG/2004/19.

47. GRSG considered and adopted TRANS7WP.29GRSG/2004/19 subject to deleting the mention of Annex 3 in paragraph 6.2. The secretariat was requested to transmit the adopted text to WP.29 and AC.1 for consideration at their 2005 March sessions as draft Corrigendum 2 to the draft Regulation. OICA volunteered to prepare a proposal for the missing Annex.8 (LPG combustion heaters) of the Regulation and for electric heaters.

ELECTION OF OFFICERS

48. Mr. A. Erario (Italy) and Mr. M. Matolcsy (Hungary) were unanimously re-elected as Chairman and Vice-Chairman respectively for the sessions of GRSG in 2005.

TRIBUTE TO MR. P. BOYD

49. Learning that Mr. P. Boyd would no longer attend GRSG sessions, the Chairman, on behalf of the GRSG, acknowledged his fruitful contributions during all the years in GRSG and wished him all the best for his future activities.

AGENDA FOR THE NEXT SESSION

50. For its eighty-eighth session, to be held in Geneva from 18 (14.30 p. m.) to 22 (12.30 p.m.) April 2005, GRSG agreed on the following provisional agenda 1/

1. Regulation No. 36 (Large capacity passenger vehicles)
2. Regulation No. 52 (Small capacity passenger vehicles, M2 and M3 category)
3. Regulation No. 107 (M2 and M3 vehicles)
4. Regulation No. 66 (Strength of superstructure)
5. Frontal collision of buses
6. Safety glazing (Draft global technical regulation)
7. Draft Regulation on the protection of M1 and N1 category vehicles against unauthorized use
7. Regulation No. 97 (Vehicle alarm systems)
8. Regulation No. 18 (Protection of vehicles against unauthorized use)
9. Regulation No. 46 (Rear view mirrors)
10. Other business
- 10.1. Draft global technical regulation on identification of controls, tell-tales and indicators
- 10.2. Draft Regulation concerning the driver's field of vision of power driven vehicles
- 10.3. Events Data Recorder (EDR)

1/ As part of the secretariat's efforts to reduce expenditure, all the official as well as the informal documents distributed prior to the session by mail or placed on the UNECE web-site, (<http://www.unece.org/trans/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.

Annex 1

LIST OF INFORMAL DOCUMENTS **GRSG-87-...**DISTRIBUTED DURING THE
SESSION

<u>No</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>	<u>Follow- up</u>
1.	United Kingdom	8.	E	Proposed amendment to Regulation No. 46	d
2.	United Kingdom	3.	E	Comments on open-top buses and coaches	a
3.	GRSG Informal Group	7.	E	Question list from VDS Informal Group	a
4.	GRSG Chairman		E	Provisional Agenda Item Running Order	a
5.	Hungary	1.	E	Statistics about rollover accident of buses - VI	a
6.	India	10.2.	E	Driver's field of vision	a
7.		8.	E	Enlarged exterior rear view mirrors situation for sports cars based on a study conducted by Porsche	a
8.	Hungary	3.	E	Comments for the Spanish proposal about double deck buses without roof (TRANS/WP.29/GRSG/2004/14)	a
9.	Hungary	4.	E	Amendment proposal to the draft 01 series of amendments to Regulation No. 66 (TRANS/WP.29/GRSG/2003/25)	d
10.	European Commission	8.	E	Draft proposal for supplement 5 to the 01 series of amendments to Regulation No. 46 (Rear-view mirrors)	a
11.	GRSG Ad-hoc Working Group	3.	E	GRSG Ad-hoc Working Group on Safety of Wheelchair Passengers in Road Vehicles - Document Register	a
12.	GRSG Ad-hoc Working Group	3.	E	GRSG Ad hoc Working Group on the safety of wheelchair passengers in road vehicles - Working document following the 3rd meeting in Madrid	a
13.	GRSG Ad-hoc	3.	E	GRSG Ad-hoc Working Group safety	a

<u>No</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>	<u>Follow- up</u>
	Working Group			of wheelchair passengers in road vehicles - Wednesday 2 and Thursday 3 June 2004, Madrid	
14.	Hungary	4.	E	Information about the APSN Workshop held in Budapest (23-24 September 2004)	a
15.	Sweden	3.	E	Lighting to assist boarding and alighting	b
16.	Hungary and Spain	4.	E	Extension of the scope of Regulation No. 66	d
17.	Germany	3.	E	Proposal for draft amendments to document TRANS/WP.29/GRSG/2003/22/Rev.1 regarding Regulation No. 107	b
18.	Germany	3.	E	Proposal for draft amendments to document TRANS/WP.29/GRSG/2003/22/Rev.1 regarding Regulation No. 107	b
19.	Germany	3.	E	Proposal for draft amendments to document TRANS/WP.29/GRSG/2003/22/Rev.1 regarding Regulation No. 107	a
20.	Germany	3.	E	Proposal for draft amendments to document TRANS/WP.29/GRSG/2003/22/Rev.1 regarding Regulation No. 107	b
21.	Japan	7.	E	Comment on a course of discussion on the VDS	a
22.	Japan	8.	E	Comment on TRANS/WP.29/GRSG/2004/10/Rev.1	b
23.	Japan	8.	E	Japan's views on improving direct and indirect visibilities	a
24.	Japan	8.	E	Visibility experiment JARI	a
25.	OICA	10.1.	E	OICA comments on document TRANS/WP.29/GRSG/2004/16	c
26.	OICA	3.	E	Corrigenda and editorial corrections to document TRANS/WP.29/GRSG/2003/21 Proposal for draft 02 series of amendments to Regulation No. 107	d

<u>No</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>	<u>Follow- up</u>
27.	OICA	3.	E	Corrigenda to document TRANS/WP.29/GRSG/2003/22/Rev.2 Draft amendments to the proposal for draft 02 series of amendments to Regulation No. 107	d
28.	OICA	3.	E	Corrigenda to document TRANS/WP.29/GRSG/2003/22/Rev.2 Definition of open roof vehicles	a
29.	OICA	8.	E	OICA proposal for amendments to document TRANS/WP.29/GRSG/2004/10/Rev.1 (Rear-view mirrors)	d
30.	United Kingdom	3.	E	Status summary of research into the effect of introducing 15m long buses into the United Kingdom	a
31.	Hungary	10.5.	E	Proposal for possible and necessary regulatory work in relation to bus frontal collisions	a
32.	Russian Federation	1.	E/R	Proposal for draft amendments to Regulation No. 36 (Large capacity passenger vehicles)	d
33.	OICA	3.	E	Proposal for amendments to the proposal for supplement 1 to the draft 02 series of amendments to Regulation No. 107 (M2 and M3 category vehicles)	a
34.	Spain	4.	E	Proposal amendments to Regulation No. 66	d
35.	United Kingdom	8.	E	An assessment of the field of view requirements in directive 2003/97 for class III mirrors fitted to passenger cars and comparison with an alternative proposal	a
36.	OICA	8.	E	Effect of enlarged exterior mirrors on driver's vision	a
37.	OICA	8.	E	Effect of enlarged exterior mirrors on driver's direct vision	a
38.	Belgium	3.	E	Remarks to the proposal for supplement 1 to the draft 02 series of amendments to Regulation No. 107 (M2 and M3 vehicles) - documents (TRANS/WP.29/GRSG/2003/5 and	a

<u>No</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>	<u>Follow- up</u>
39.	Belgium	10.2	E	TRANS/WP.29/GRSG/2003/21) New draft regulation - Uniform technical provisions concerning the field of vision of motor vehicle drivers	b
40.	OICA	4.	E	Proposal for draft amendments to document TRANS/WP.29/GRSG/2003/25 - Regulation No. 66 (superstructure of buses and coaches)	d

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- (a) Consideration completed or superseded.
 - (b) Consideration to be continued at the next session with official symbol.
 - (c) Consideration to be continued at the next session as informal document.
 - (d) Adopted.
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Annex 2

AMENDMENTS AND COMMENTS TO DOCUMENT TRANS/WP.29/GRSG/2003/22/Rev.2
(see paragraph 13 of the report)

Paragraphs 2. and 7.11.2.2., the amendments proposed to these paragraphs (informal documents Nos. GRSG-87-17 and GRSG-87-18) will be reconsidered at the next session. The secretariat was requested to distribute the documents with an official symbol.

Annex 3

Paragraph 7.6.1.5., amend to read:

"7.6.1.5. Each rigid section of an articulated vehicle shall be treated as a separate vehicle for the purpose of determining the minimum number and the position of exits. The connecting passage between them shall not be considered as an exit. Toilet compartments or galleys are not considered to be separate compartments for the purposes of defining the number of emergency exits. The number of passengers shall be determined for each rigid section. The plane, which ~~lies through the geometric centre of the turning section floor~~ **contains the horizontal axis of the hinge between conjoint rigid sections of the vehicle**, and perpendicular to the longitudinal axis of a vehicle, when it moves straight, shall be considered as the border between sections." (see document TRANS/WP.29/GRSG/2004/21)

Paragraph 7.6.2.1.4., reservation of the Netherlands withdrawn.

Paragraph 7.6.11.1., amend to read:

"7.6.11.1. Each emergency exit shall be marked, inside and outside the vehicle, by ~~an international representative symbol~~ the following symbol."

For the symbol: see informal document No. GRSG-87-19 to be revised and completed by indication of the colour by the expert from Germany.

Paragraph 7.7.8.6.1., reservations of Spain and the United Kingdom withdrawn.

Paragraph 7.7.1.12., delete the proposed amendment (see informal document No. GRSG-87-27).

Annex 4

Figure 11b, amend the title to read (see informal document No. GRSG-87-27):

"Figure 11b

SPACE FOR FEET OF SEATED PASSENGERS BEHIND A SEAT OR A SEAT FACING
THE GANGWAY

(see Annex 3, paragraph 7.7.8.5.2.)"

Figure 16, insert the following proposal (see informal document No. GRSG-87-27):

"Figure 16: delete reference to "Class I" in both places."

Figure 23, insert a proposal (see informal document No. GRSG-87-20) to be completed by indication of colour by the expert from Germany. The secretariat was requested to distribute the document with an official symbol for consideration at the next session.

Annex 8

Paragraph 3.1., reinstate, at the end, the sentence: "The transition from a sunken gangway to a seating area shall not be considered to be a step." (see informal document No. GRSG-87-27). The expert from the United Kingdom reserved his position on this proposal.

Paragraph 3.2.1., insert the following proposal (see informal document No. GRSG-87-27):

"Paragraph 3.2.1., replace 7.7.8.5.2. by 7.7.8.5.3."

Paragraph 3.9.1., (remark of the secretariat: this paragraph should be amended according to TRANS/WP.29/GRSG/65, paras. 8 and 9).

Paragraph 3.11.3.3.1., insert the following proposal (see informal document No. GRSG-87-27):

"Paragraph 3.11.3.3.1., amend to read:

"3.11.3.3.1. Where the driver has adequate view of the lift sufficient to monitor its deployment and use, to ensure the safety of passengers, the lift may be operated by the driver when in the driver's seat. This requirement may be met by using suitable indirect vision devices." The expert from the United Kingdom reserved his position on this proposal.

Informal document No. GRSG-87-28 was withdrawn.

Annex 3

AMENDMENTS AND COMMENTS TO DOCUMENT TRANS/WP.29/GRSG/2003/25
(see paragraphs 16 to 18 of the report)

Ref: TRANS/WP.29/GRSG/2004/12

Paragraphs 7 to 7.3., amend to read:

"7. CONFORMITY OF PRODUCTION

- 7.1. The conformity of production procedure shall comply with those set out in the Agreement, appendix 2, (E/ECE/324—E/ECE/TRANS/505/Rev.2).
- 7.2. Every vehicle approved under this regulation shall be so manufactured as to conform to the type approved by meeting the requirements set out in paragraph 5. above. Only those elements which are nominated by the manufacturer as part of the superstructure shall be checked.
- 7.3. The normal frequency of inspections authorized by the Administrative Department shall be once every two years. If non-conformity is discovered in the course of one of these visits, the Administrative Department may increase the visit frequency to re-establish the conformity of production as rapidly as possible."

Paragraphs 7.4. to 7.5.4., should be deleted.

Ref: informal document No. GRSG-87-40

Para. 10., insert the following text:

"10. TRANSITIONAL PROVISIONS

- 10.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by the 01 series of amendments.
- 10.2. As from 0] months after the date of entry into force, Contracting Parties applying this Regulation shall grant ECE approvals for new vehicle types as defined in this Regulation only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 01 series of amendments.
- 10.3. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval to the preceding series of amendments to this Regulation.

- 10.4. ECE approvals granted under this Regulation, in its original form, earlier than 60 months after the date of entry into force and all extensions of such approvals, shall remain valid indefinitely, subject to paragraph 10.6. below. When the vehicle type approved to the preceding series of amendments meets the requirements of this Regulation as amended by the 01 series of amendments, the Contracting Party which granted the approval shall notify the other Contracting Parties applying this Regulation thereof.
- 10.5. No Contracting Party applying this Regulation shall refuse national type approval of a vehicle type approved to the 01 series of amendments to this Regulation.
- 10.6. Starting 144 months after the entry into force of the 01 series of amendments to this Regulation, Contracting Parties applying this Regulation may refuse first national registration (first entry into service) of a vehicle which does not meet the requirements of the 01 series of amendments to this Regulation."

Ref: informal document No. GRSG-87-34

Annex 5

Paragraphs 2.1.5 to 2.1.5.2.2., amend to read:

- "2.1.5. In the case where occupant restraint devices are part of the vehicle type, a mass shall be attached to each seat fitted with an occupant restraint following one of these two methods, at the choice of the manufacturer:
- 2.1.5.1. First method: That mass shall be:
- 2.1.5.1.1 50 per cent of the individual occupant mass (M_{mi}) of 68 kg.
- 2.1.5.1.2 Placed to have its centre of gravity 100 mm above and 100 mm forward of the R point of the seat as defined in Regulation No. 21, annex 5.
- 2.1.5.1.3 Fixed rigidly and securely so that it does not break away during the test.
- 2.1.5.2 Second method: That mass shall be:
- 2.1.5.2.1. An anthropomorphic ballast with a mass of 68 kg, restrained with a 2 point seat-belt. The ballast must allow guiding and positioning for safety belts.
- 2.1.5.2.2. Placed to have its centre of gravity and dimensions according Figure A5.2."

Insert the following figure A5.2.:

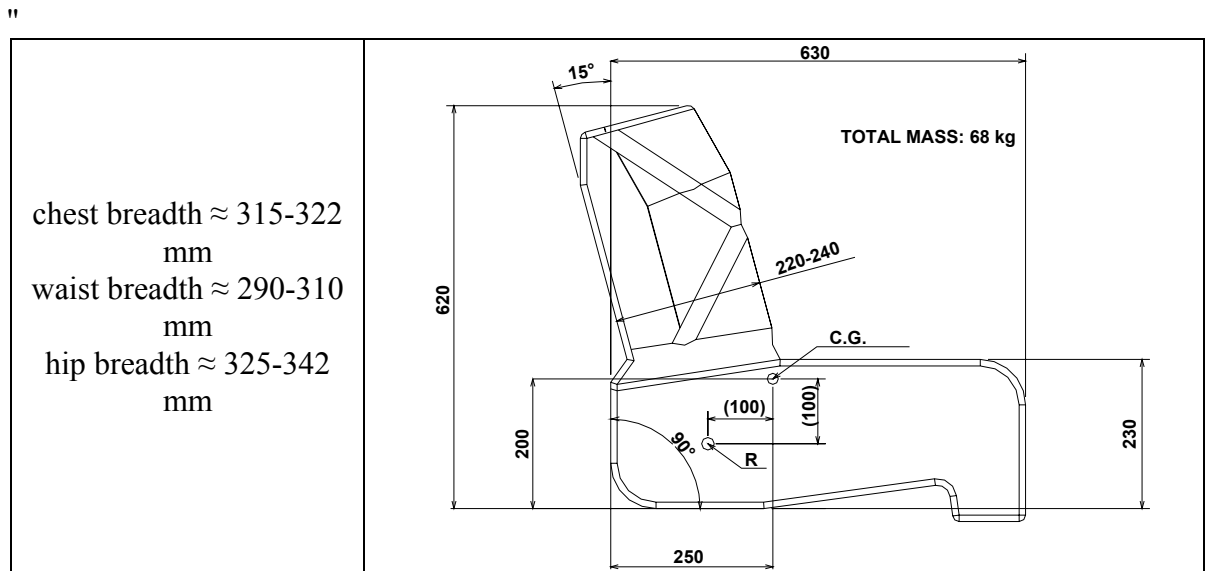


Figure A5.2.-Dimensions for the anthropomorphic ballast"

Figures A5.2a. and A5.2b., renumber as A5.3a. and A5.3b.

Ref: informal document No. GRS-87-9

Annex 9

Paragraph 1., replace "calculation" by "computer simulation".

Paragraph 5.1., replace "calculation" by "simulation".

Paragraph 5.1.2., replace "vehicle structure" by "superstructure".

Paragraph 5.2., replace "complete structure" by "superstructure".

Annex 4

AMENDMENTS ADOPTED TO THE 02 SERIES OF AMENDMENTS TO
REGULATION No. 46
(TRANS/WP.29/2004/10/Rev.1, informal document No. GRSG-87-29)

(see paragraph 34 of the report)

Insert a new paragraph 2.1.1.4., to read:

"2.1.1.4. "Vision support system" means a system to enable the driver to detect and/or see objects in the area adjacent to the vehicle."

Paragraphs 2.1.1.4. to 2.1.1.12. (former), renumber as paragraphs 2.1.1.5. to 2.1.1.13.

Paragraph 2.1.2.1., amend to read:

"2.1.2.1. "Camera" means a device that renders an image of the outside world ~~by means of a lens onto a light sensitive electronic detector that~~ and then converts this image into a ~~video~~ signal (**e.g. video signal**)."

Paragraph 2.1.2.2., amend to read:

"2.1.2.2. "Monitor" means a device that converts a ~~video~~ signal into images that are rendered into the visual spectrum."

Paragraph 2.1.2.4., amend to read:

"2.1.2.4. "Luminance contrast" means the brightness ratio between an object and its immediate background/surrounding that allows the object to be distinguished from its background/surroundings."

Paragraph 2.1.2.8., amend to read:

"2.1.2.8. "Field of vision" means the section of the tri-dimensional space ~~in which a critical object can be observed and rendered by the~~ **which is monitored with the help of a device for indirect vision. Unless otherwise stated, this is based on the view on ground level offered by a device and/or devices other than mirrors. and might possibly be limited on the basis of the applicable maximum detection distance of the device. This may be limited by the relevant detection distance corresponding to the critical object.**"

Paragraph 4.2., amend to read:

"4.2. Every device shall possess ~~on its protective housing~~ a space large enough to accommodate the approval mark, which must be legible when the device has been mounted on the vehicle; this space shall be shown on the drawings referred to in Annex 1."

Paragraph 6.1.3.2.2.3., replace the reference to paragraph 2.1.1.10. by a reference to paragraph 2.1.1.11.

Paragraph 6.2.2.2.2., amend to read:

"6.2.2.2.2. The monitor shall render a minimum contrast under various light conditions as specified by ~~international standard~~ ISO 15008:2003."

Paragraph 6.2.2.2.4., amend to read:

"6.2.2.2.4. The measurements for the luminance contrast shall be carried out according to ISO/~~DIS~~ 15008: 2003."

Paragraph 12.5., should be deleted.

Paragraph 12.6. (former), renumber as paragraph 12.5.

Paragraph 15.1.1., amend to read:

"15.1.1. ~~(reserved)~~ **The devices for indirect vision installed on the vehicle shall be of the type approved under this Regulation.**"

Paragraph 15.1.4., amend to read:

"15.1.4. The fields of vision defined below shall be established using ambinoocular vision, the eyes being at the "driver's ocular points" as defined in paragraph 12.1. The fields of vision shall be determined when the vehicle is in **running order as defined in document TRANS/WP.29/78/Rev.1/Amend.2, annex 7, paragraph 2.5.4., plus for M1 and N1 vehicles one front seat passenger (75 kg).** ~~unladen in the condition described in paragraph 12.5. They shall be established through windows which~~ **When established through windows, the glazing shall have a total light transmission factor in accordance with Regulation No. 43, annex 21 of at least 70 per cent measured normal to the surface.**"

[See Regulation No. 43, Supplement 7, Annex 21, para. 4.2.2.1.]

Paragraph 15.2.1.1.2., amend to read:

"15.2.1.1.2. In case the described field of vision of a front mirror prescribed in paragraph 15.2.4.6. **and/or a close proximity mirror described in paragraph 15.2.4.5.** can be obtained by another device for indirect vision that is approved according to paragraph 6.2. and that is installed according to paragraph 15., this device can be used instead of a **the relevant mirror or mirrors.**

In case a camera/monitor device is used the monitor must exclusively show:

- **the field of vision prescribed in paragraphs 15.2.4.5. when the close proximity mirror has been substituted,**
- **the field of vision prescribed in paragraph 15.2.4.6. when the front mirror has been substituted or,**
- **simultaneously the fields of vision prescribed in paragraphs 15.2.4.5. and 15.2.4.6. when the close proximity mirror and the front mirror have been substituted,** while the vehicle is moving forward with a speed up to 30 km/h.

In case the vehicle is moving with higher speed or moving backwards the monitor can be used to display the field of vision of other cameras mounted to the vehicle."

Paragraph 15.2.4.6.1., amend to read:

"15.2.4.6.1. The field of vision must be such that the driver can see at least a flat horizontal portion of the road, which is bounded by:

- one traverse vertical plane through the outermost point of the front of the vehicle-cab,
- one traverse vertical plane 2 000 mm in front of the vehicle,
- one longitudinal vertical plane parallel to the longitudinal vertical median plane going through the outermost side of the vehicle at the driver's side and,
- one longitudinal vertical plane parallel to the longitudinal vertical median plane 2 000 mm outside the outermost side of the vehicle opposite to the driver's side.

The front of this field of vision opposite to the driver's side may be rounded off with a radius of 2 000 mm (see figure 8)".

For the defined field of vision, see also paragraph 15.2.4.8.2.

The provisions for front mirrors are compulsory for forward controlled (as defined in paragraph ~~12.6~~ **12.5.**) vehicles of categories $N_2 > 7.5$ t and N_3 .

If vehicles of these categories ~~with other construction characteristics regarding the bodywork~~ cannot fulfil the requirements by using a front mirror **or** a camera/monitor device, **a vision support system** shall be used. ~~If either of these options do not provide the adequate field of vision, then any other device for indirect vision shall be used.~~ **In the case of a vision support system** this device must be able to detect an object of 50 cm height and with a diameter of 30 cm within the field defined in figure 8."

Paragraph 15.2.4.8.1., amend to read:

"15.2.4.8.1. Interior rear-view mirror (Class I)

The field of vision may be reduced by the presence of headrest and devices such as, in particular, sun visors, rear windscreen wipers, heating elements and stop lamp(s) of category S3 or by components of bodywork such as window columns of rear split doors, provided that **the required field of vision is reduced only partly**. ~~all these devices together do not obscure more than 15 per cent of the prescribed field of vision when projected onto a vertical plane perpendicular to the longitudinal median plane of the vehicle.~~ The degree of obstruction shall be measured with the headrests adjusted to their lowest possible position and with the sun visors folded back."

Paragraph 15.2.4.8.2., amend to read:

"15.2.4.8.2. Exterior mirrors (Classes II, III, IV, V and VI)

In the fields of vision specified above, obstruction due to the bodywork and ~~some of~~ its components, such as **other cab other** mirrors, door handles, outline marker lights, direction indicators and **front and** rear bumpers, as well as reflective-surface cleaning components, shall not be taken into account if they are responsible for a total obstruction of less than 10 per cent of the specified field of vision."

Paragraph 15.3.5., amend to read:

"15.3.5. Vehicles **may be equipped with additional devices for indirect vision**. ~~of category M2 and M3 and complete or completed vehicles of categories N2 > 7,5 t and N3 having a special bodywork for refuse collection may be equipped on the rear part of their bodywork with a device for indirect vision other than a mirror in order to ensure the following field of vision.~~"

Paragraphs 15.3.5.1. and 15.3.5.2. and figure 9, should be deleted.

Paragraph 21.3., amend to read:

"2.1.3 ... of amendments. **However, this date shall be postponed by 12 months with regard to the requirements concerning a Class VI front mirror as a component and its installation on vehicles.**"

Annex 7, item 1.2.2., replace the reference to paragraph 2.1.1.5. by a reference to paragraph 2.1.1.6.
