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World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

**REPORT OF THE WORKING PARTY ON GENERAL SAFETY PROVISIONS
ON ITS NINETY-SECOND SESSION
(Geneva, 16 to 20 April 2007)**

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I. ATTENDANCE

1. The Working Party on General Safety Provisions (GRSG) held its ninety-first session from 16 (afternoon) to 20 (morning only) April 2007 in Geneva, 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 the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690): Belgium; Canada; Czech Republic; Denmark; Finland; France; Germany; Hungary; India; Italy; Japan; Luxembourg; Netherlands; Norway; People's Republic of China; Poland; Republic of Korea; Russian Federation; South Africa; Spain; Sweden; Switzerland; United Kingdom; United States of America. Representatives of 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); International Organization of Standardization (ISO) and International Road Transport Union (IRU). Upon the special invitation of the Chairman, an expert from the Comité de Liaison des Constructeurs de Carosseries et Remorques (CLCCR) participated.

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

II. BUSES AND COACHES

A. Regulation No. 66 (Strength of superstructure) (Agenda item 2.1)

Documentation: ECE/TRANS/WP.29/GRSG/2006/22; ECE/TRANS/WP.29/GRSG/2007/2; informal documents Nos. GRSG-92-4, GRSG-92-5 and GRSG-92-31 of Annex I to this report.

3. GRSG considered the proposals clarifying the scope of the Regulation (ECE/TRANS/WP.29/GRSG/2006/22, ECE/TRANS/WP.29/GRSG/2007/2, GRSG-92-5 and GRSG-92-31). It was agreed to make the Regulation mandatory for Classes II and III. The decision to allow, at the request of the manufacturer, type approval for other vehicle Classes was still pending. GRSG requested the secretariat to ask the advice of the Office of Legal Affairs whether the approvals granted at the request of the manufacturer should be recognized by the other Contracting Parties applying the Regulation. GRSG also requested the secretariat to distribute GRSG-92-31 with an official symbol for its consideration at the next session, and to keep GRSG-92-5 as a reference document. The other documents were considered superseded.

4. Mr. M. Matolcsy, Chairman of the informal group, reported on the informal group's results of its third meeting held in Budapest on 18 and 19 January 2007 (GRSG-92-4). He informed GRSG that the next meeting of the informal group would be held on 12 and 13 June 2007.

B. Regulation No. 107 (M₂ and M₃ vehicles) (Agenda item 2.2)

1. Proposals for further amendments (Agenda item 2.2.1)

Documentation: ECE/TRANS/WP.29/GRSG/2006/31; informal documents Nos. GRSG-92-6, GRSG-92-16 and GRSG-92-21 of Annex I to this report.

5. GRSG requested the secretariat to distribute GRSG-92-21, which superseded ECE/TRANS/WP.29/GRSG/2006/31, with an official symbol for consideration at the next session. GRSG considered two proposals on the positioning of escape hatches (GRSG-92-6, GRSG-92-16). Finally, GRSG adopted the proposal reproduced below and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their November 2007 sessions, as draft Supplement 1 to the 02 series of amendments to Regulation No. 107.

Annex 3,

Paragraph 7.6.2.7., amend to read:

"7.6.2.7. If escape hatches are fitted, they shall be positioned as follows: if there is only one hatch, it shall be situated in the middle third of ~~the vehicle~~ **the passenger compartment**, if there are two hatches, they shall be separated by a distance of at least 2 m measured between the nearest edges of the apertures in a line parallel to the longitudinal axis of the vehicle."

2. Sleeper coaches (Agenda item 2.2.2)

Documentation: ECE/TRANS/WP.29/GRSG/2007/3, informal documents Nos. GRSG-89-9 and GRSG-90-2 of Annex I to this report.

6. GRSG noted the document (ECE/TRANS/WP.29/GRSG/2007/3) presented by the expert from Denmark containing some ideas to ensure the safety of the passengers of sleeper coaches at the same level as in normal coaches equipped with safety belts. GRSG experts considered that several Regulations under the responsibility of GRSP would probably need amendments. GRSG considered it essential to receive a concrete proposal and agreed to inform WP.29, GRSP and WP.1 about this issue in order to obtain guidance on this approach. All the documents under this agenda item should be kept in the agenda for reference.

3. Safety of wheelchair users in vehicles (Agenda item 2.2.3)

Documentation: ECE/TRANS/WP.29/GRSG/70, para. 15; ECE/TRANS/WP.29/GRSG/2006/7; and Add.1; ECE/TRANS/WP.29/GRSG/2007/4; informal document No. GRSG-92-17 of Annex I to this report.

7. GRSG noted that GRSG-92-17 superseded ECE/TRANS/WP.29/GRSG/2007/4. GRSG adopted ECE/TRANS/WP.29/GRSG/2006/7 and Add.1 with the amendments in GRSG-92-17, as amended and reproduced in Annex II to this report. GRSG requested the secretariat to submit it to WP.29 and AC.1, for consideration at their November 2007 sessions, as part of the draft

Supplement 1 to the 02 series of amendments to Regulation No. 107 (see para. 5 above).

4. Lighting to assist boarding and alighting of passengers (Agenda item 2.2.4)

Documentation: ECE/TRANS/WP.29/GRSG/2007/5; ECE/TRANS/WP.29/GRSG/2007/15.

8. GRSG adopted ECE/TRANS/WP.29/GRSG/2007/15, not amended and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their November 2007 sessions, as part of the draft Supplement 1 to the 02 series of amendments to Regulation No. 107 (see paras. 5 and 7 above). The proposal of ECE/TRANS/WP.29/GRSG/2007/5 did not reach the GRSG agreement.

5. Laminated safety glazing (Agenda item 2.2.5)

Documentation: Informal documents Nos. GRSG-91-7, GRSG-91-20 and GRSG-92-20 of Annex I to this report.

9. The expert from the United Kingdom presented a summary of a research on measures to prevent passengers being ejected from buses, coaches and minibuses in the case of rollover. The report is available at http://www.cicl.co.uk/pdf_files/a-final%20report.pdf. The research concluded that “the” or “a” 3-point safety-belt remains the best option for preventing passengers’ ejection and recommended that the provisions of Regulation No. 66 should be reviewed to take into account the increased energy that passengers wearing safety-belts will transmit to the vehicle’s structure during a rollover. GRSG agreed that the informal group on the development of Regulation No. 66 would consider this issue. GRSG agreed to keep GRSG-92-20 as a reference document.

10. Concerning the possible use of hinged windows as emergency windows while using laminated safety glazing, which could make evacuation more difficult, the expert from the United States of America volunteered to make a presentation about the rulemaking process in his country on this question.

6. Fire safety in buses (Agenda item 2.2.6)

Documentation: ECE/TRANS/WP.29/GRSG/2007/6; informal document No. GRSG-92-14 of Annex I to this report.

11. The expert from Germany introduced ECE/TRANS/WP.29/GRSG/2007/6 proposing the installation of a fire detection system in the engine compartment. The expert from France informed GRSG that the ongoing studies in his country on automatic extinguishing systems in the engine compartment were almost completed and volunteered to transmit an informal document for the October 2007 session. Some experts expressed their views that prompt fire detection is essential to extinguish the fire quickly and to facilitate passengers’ evacuation. Other experts considered that fire detection systems should be complemented by automatic fire extinction systems.

12. The expert from Hungary presented GRSG-92-14 that included an alternative proposal on fire detection systems. GRSG requested the expert from ISO to inform GRSG about the availability of an ISO standard on this matter. The expert from the United States of America volunteered to make a presentation on this subject at the next session. GRSG requested the secretariat to distribute GRSG-92-14 with an official symbol.

7. Frontal collision of buses (Agenda item 2.2.7)

Documentation: Informal documents Nos. GRSG-92-7 and GRSG-26 of Annex I to this report.

13. The expert from Hungary presented GRSG-92-7 that contained proposals and priorities to carry out concrete action on this issue. He suggested creating an informal group or to proceed in a step-by-step way. He volunteered to prepare a working document if the step-by-step approach would be agreed upon. The expert from the United Kingdom suggested starting the work only when the priority areas were identified.

14. The expert from Spain informed GRSG that the European Enhanced Vehicle-safety Committee (EEVC) had agreed to conduct a one-year programme on frontal collision of buses. A report would be presented by Spain at the next GRSG session (GRSG-92-26). GRSG agreed that the decision on the approach to be followed for the development of this matter and to seek the WP.29 consent to transform the expert group into an informal group would be taken at the next GRSG session. It was recalled that GRSP should be kept informed on the development of this matter.

8. Requirements for service doors, windows and emergency exits (Agenda item 2.2.8)

Documentation: ECE/TRANS/WP.29/GRSG/2007/7; informal documents Nos. GRSG-92-2 and GRSG-92-10 of Annex I to this report.

15. GRSG adopted ECE/TRANS/WP.29/GRSG/2007/7 and GRSG-92-2 amended as reproduced below. GRSG requested the secretariat to submit the adopted proposal to WP.29 and AC.1, for consideration at their November 2007 sessions, as part of the draft Supplement 1 to the 02 series of amendments to Regulation No. 107 (see paras. 5, 7 and 8 above).

Annex 3,

Paragraph 7.6.5.1., amend the proposal to read:

" ... is stationary or driving at a"

Paragraph 7.6.5.1.5., amend to read:

"7.6.5.1.5. cause the door to open **to a width that the gauge as defined in paragraph 7.7.1.1. can pass through within 8 seconds after the operation of the control,** or enable the door to be easily opened by hand **to a width that the gauge as defined in**

paragraph 7.7.1.1. can pass through within 8 seconds after the operation of the control;"

Paragraph 7.6.11.1., amend the proposal to read:

"7.6.11.1. Each emergency exit and any other exit that meets the prescriptions for an emergency exist shall be marked, inside and outside the vehicle, by an inscription reading "Emergency Exit" and supplemented, where appropriate, by one of the relevant pictograms described in ISO standard 7010:2003.

16. GRSG requested the expert from the Russian Federation to revise the text of GRSG-92-10 and to submit it, in two separated documents, to the secretariat for their distribution with official symbols at the October 2007 session.

9. Provisions for the driver's workplace (Agenda item 2.2.9)

Documentation: ECE/TRANS/WP.29/GRSG/2006/10; ECE/TRANS/WP.29/GRSG/2007/8; informal document No. GRSG-92-15 of Annex I to this report.

17. GRSG considered the proposals and requested the expert from France to update ECE/TRANS/WP.29/GRSG/2007/8 for consideration at the next session. The secretariat was requested to keep the other documents as reference documents.

C. Regulation No. 118 (Burning behaviour of materials) (Agenda item 2.3.)

Documentation: Informal document No. GRSG-92-18 of Annex I to this report.

18. The expert from Sweden introduced GRSG-92-18. GRSG agreed to resume consideration of this issue at its next session and also agreed to keep GRSG-92-18 as a reference document.

III. AMENDMENTS TO OTHER REGULATIONS UNDER THE 1958 AGREEMENT

A. Regulation No. 18 (Protection of vehicles against unauthorized use) (Agenda item 3.1)

Documentation: ECE/TRANS/WP.29/GRSG/2006/26; informal document No. GRSG-92-3 of Annex I to this report.

19. The expert from France introduced GRSG-92-3 superseding ECE/TRANS/WP.29/GRSG/2006/26. Following a long debate on the possible use of the electric parking brakes as devices to prevent unauthorized use, GRSG agreed to continue consideration of this proposal and requested the secretariat to distribute it with an official symbol at the next session.

B. Regulation No. 34 (Fire risks) (Agenda item 3.2.)

Documentation: Informal document No. GRSG-92-22 of Annex I to this report.

20. The expert from OICA introduced GRSG-92-22 aiming at the type approval of fuel tanks as separate technical units and at the type approval of their installation in vehicles. GRSG requested the secretariat to distribute the proposal with an official symbol for its consideration at the next session.

C. Regulation No. 43 (Safety glazing) (Agenda item 3.3)

Documentation: ECE/TRANS/WP.29/GRSG/2007/9.

21. GRSG adopted ECE/TRANS/WP.29/GRSG/2007/9 amended as reproduced below. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their November 2007 sessions, as draft Supplement 11 to Regulation No. 43.

Annex 3, paragraph 9.1.2.3., the proposed amendment, amend to read:

"

For the windscreens of N₁ vehicles, the manufacturer may request that the same test ... "

D. Regulation No. 46 (Devices for indirect vision) (Agenda item 3.4)

Documentation: ECE/TRANS/WP.29/GRSG/2007/10; ECE/TRANS/WP.29/GRSG/2007/11; ECE/TRANS/WP.29/GRSG/2007/14; ECE/TRANS/WP.29/GRSG/2007/16; informal documents Nos. GRSG-92-8, GRSG-92-9, GRSG-92-23 and GRSG-92-30 of Annex I to this report.

22. GRSG agreed with the approach suggested by the expert from IMMA for the insertion in the Regulation installation requirements for vehicles of category L (ECE/TRANS/WP.29/GRSG/2007/14). This expert volunteered to update his proposal for consideration at the next session.

23. GRSG adopted ECE/TRANS/WP.29/GRSG/2007/10 amended as reproduced below. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their November 2007 sessions, as draft Supplement 2 to the 02 series of amendments to Regulation No. 46.

Paragraph 15.2.4.6.1., correct "traverse" to read "transverse" (twice), and amend subparagraph (b) to read: " ... 2,000 mm in front of the plane defined in (a)"

Paragraph 15.2.4.6.3., correct "drivers" to read "driver's"

Paragraph 15.2.4.8., first line, correct "in case of vehicles" to read "in the case of a vehicle"

24. GRSG considered ECE/TRANS/WP.29/GRSG/2007/16, jointly with GRSG-92-8 and GRSG-92-30. The proposal of ECE/TRANS/WP.29/GRSG/2007/16 was adopted amended as reproduced below. The secretariat was requested to submit the amended proposal to WP.29 and AC.1, for consideration at their November 2007 sessions, as a part of draft Supplement 2 to the 02 series of amendments to Regulation No. 46 (see para 23 above) with the inclusion of the proposal reproduced in Annex 4 to TRANS/WP.29/GRSG/66.

Paragraph 15.2.1.1.2., the paragraph "In case the vehicle is moving ... is permanently displayed." should be incorporated at the end of subparagraph (c).

25. GRSG requested the secretariat to distribute GRSG-92-9 and GRSG-92-23 with official symbols for their consideration at its October 2007 session. The expert from Japan announced the transmission of a proposal for further development of Regulation No. 46.

E. Regulation No. 58 (Rear underrun protection) (Agenda item 3.5)

Documentation: ECE/TRANS/WP.29/GRSG/2007/12; ECE/TRANS/WP.29/GRSG/2007/13.

26. Taking into consideration ECE/TRANS/WP.29/GRSG/2007/13, GRSG adopted the proposal of ECE/TRANS/WP.29/GRSG/2007/12 amended as reproduced below. The secretariat was requested to submit the amended proposal to WP.29 and AC.1, for consideration at their November 2007 sessions, as draft 02 series of amendments to Regulation No. 58.

In the inserted new paragraphs 7.4.2. and 25.8.2., add a new subparagraph to read:

"However, in the case of vehicles having a width of less than 2,000 mm and where it is impossible to achieve the above requirement, the effective surface may be reduced on the condition that the resistance criteria are met."

Paragraphs 31. to 31.6., the square brackets should be deleted.

Paragraph 31.3., amend to read:

"31.3. Starting 18 months after ..."

Footnote 2/, amend to read:

" ... 53 for Thailand, 54 and 55 vacant and 56 for Montenegro. Subsequent ..."

F. Regulation No. 116 (Protection of motor vehicles against unauthorized use) (Agenda item 3.6)

Documentation: Informal document No. GRSG-92-12 of Annex I to this report.

27. GRSG noted that GRSG-92-12 contained a proposal similar to those submitted for Regulation No. 18 (see para. 19 above) and requested the secretariat to distribute it with an official symbol for consideration at the next session. The expert from Japan expressed concerns

about the proposal and raised a scrutiny reservation.

G. Regulation No. 121 (Hand controls, tell-tales and indicators) (Agenda item 3.7)

Documentation: Informal documents Nos. GRSG-92-11 and GRSG-92-24 of Annex I to this report.

28. GRSG adopted GRSG-92-11 as reproduced in Annex II to this report and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their November 2007 sessions, as draft Corrigendum 4 to Regulation No. 121, French only.

29. The secretariat was requested to distribute GRSG-92-24 with an official symbol for its consideration at the next GRSG session. The expert from the United States of America pointed out that in footnote 18/ the colours should be specified.

IV. DRAFT REGULATIONS UNDER THE 1958 AGREEMENT

A. Amendments to the draft Regulation on the forward field of vision of drivers (Agenda item 4.1.)

Documentation: Informal document No. GRSG-92-13 of Annex I to this report.

30. The expert from India introduced GRSG-92-13 aiming to extend visibility requirements for vehicles other than M₁ and N₁. The experts from Japan and the United Kingdom volunteered to collaborate with the expert from India in developing concrete proposals. Recalling the proposal that the representative of the Russian Federation had made at the March 2007 WP.29 session (ECE/TRANS/WP.29/1058, para 48) for considering the possible extension of the scope of the draft regulation, this expert was invited to collaborate with the above-mentioned experts. GRSG agreed to continue consideration of this issue at its next session.

B. Horizontal Regulation (Country codes, vehicle categories and definitions) (Agenda item 4.2.)

Documentation: ECE/TRANS/WP.29/GRSG/2006/34; informal documents Nos. GRSG-92-27, GRSG-92-28 and GRSG-92-29 of Annex I to this report.

31. The expert from the EC, Mr. A. Lagrange, chairing the informal group in charge of the development of the draft Regulation, reported to GRSG about the progress made by the informal group (GRSG-92-27, GRSG-92-28 and GRSG-92-29). He announced an official proposal for the October 2007 session and considered that the informal group should not meet again. The expert from IMMA reiterated his suggestion to exclude L₆ and L₇ category vehicles either from the draft Horizontal Regulation, or from the Consolidated Resolution on the Construction of Vehicles (R.E.3) and not to include them in the scope of any Regulation. The Chairman invited all GRSG experts to clarify their position on this issue for the next session.

V. 1998 AGREEMENT

A. Draft gtr on safety glazing (Agenda item 5.1)

32. The expert from Germany, Mr. K. Preusser, chairing the informal group on the gtr on safety glazing, informed GRSG about the group's progress of work. He reported on the results of the last meetings held in Brussels on 23 and 24 January 2007 and in Geneva, on 16 April 2007. He added that the headform test on the windscreen and the fragmentation test were the most debated issues. However, he informed GRSG that a final proposal for a gtr would be available as an official document for consideration by GRSG at its next October session. He agreed with the GRSG Chairman's suggestion to provide to WP.29 and AC.3 a report on the development of the draft gtr at their June 2007 sessions.

B. Draft gtr on identification of controls, tell-tales and indicators (Agenda item 5.2)

Documentation: ECE/TRANS/WP.29/GRSG/2006/15; informal documents Nos. GRSG-92-19 and GRSG-92-25 of Annex I to this report

33. GRSG noted GRSG-92-19 presented by the expert from Japan, on provisions regarding the available range of hand controls as a part of the work on the draft gtr and as a proposal for amendments to Regulation No. 121. He announced the transmission of an official proposal for the next GRSG session. The expert from Japan explained that the driver could easily operate hand controls if they were located within 600 mm to the right and to the left of the hub of the steering wheel. The expert from the Russian Federation proposed the R-point instead of the centre of the steering wheel to assess such accessibility. The expert from OICA raised concerns that the proposal might conflict with the need to place on a larger area the indicators in heavy-duty vehicles.

34. The expert from the United States of America introduced GRSG-92-25 containing amendments to the draft gtr (ECE/TRANS/WP.29/GRSG/2006/15). He explained that this proposal followed the research conclusions of the Alliance of Automobile Manufacturers (AAM). Accordingly, the United States of America proposed, as a first step, the inclusion into the gtr of only the eight symbols that proved to be comprehensible. He added that before including further symbols or pictograms there should be scientific evidence that they were comprehended.

35. The expert from Canada stated that this could be a first step for the proposal for the gtr. GRSG requested the secretariat to distribute GRSG-92-25 with an official symbol for consideration at its next session in October 2007. GRSG agreed to keep in the agenda the former proposal from Canada (ECE/TRANS/WP.29/GRSG/2006/15).

VI. OTHER BUSINESS

A. Events Data Recorder (EDR) (Agenda item 6.1)

36. The expert from France informed GRSG that the ongoing research on this subject was still under way and announced the presence of an expert from the VERONICA (Vehicle Event

Recording based on Intelligent Crash Assessment) project at the next GRSG session. The expert from the United States of America informed GRSG about the status of the final Rule for EDR systems in his country. He announced to GRSG that his country would propose to develop a gtr on this matter, offering technical support and information without being the technical sponsor of such a gtr. The expert from Japan informed GRSG that a study on EDR was being conducted in his country and offered to provide information about it at the next GRSG session.

B. Increasing fire risk on heavy-duty vehicles (Agenda item 6.2)

37. The secretariat informed GRSG about the activities of GRRF on Tyre Pressure Monitoring Systems (TPMS) that could reduce the fire risk on heavy-duty vehicles (ECE/TRANS/WP.29/GRRF/61, paras. 31-33). The secretariat reported that WP.29 was informed by the GRRF Chairman on this issue and gave its consent to the establishment of an informal group on TPMS (ECE/TRANS/WP.29/1058, paras. 31-34). GRSG agreed to continue to study other fire risk sources not related to tyres at its next session.

C. Transport and security related to vehicles (Agenda item 6.3)

38. The secretariat informed GRSG about the decision of the Committee on Inland Transport to create an informal group on Inland Transport Security and that the Terms of Reference of such an informal group were endorsed by the ECE (ECE/TRANS/192, para. 19 and Annex I). Experts interested in the subject were invited to contact their focal point on the matter. GRSG noted that information on the activities of this informal group would be available at the following Transport Division website <http://www.unece.org/trans/main/its/its.html>.

VII AGENDA FOR THE NINETY-THIRD SESSION

39. GRSG agreed on the following provisional agenda for the ninety-third session to be held in Geneva from 23 (starting at 14.30h) to 26 (concluding at 12.30h) October 2007: 1/ 2/

1. ADOPTION OF THE AGENDA
2. BUSES AND COACHES
 - 2.1. Regulation No. 66 (Strength of superstructure)
 - 2.2. Regulation No. 107 (M₂ and M₃ vehicles):
 - 2.2.1. Proposals for further amendments;
 - 2.2.2. Sleeper coaches;
 - 2.2.3. Laminated safety glazing;
 - 2.2.4. Fire safety in buses;
 - 2.2.5. Frontal collision of buses;
 - 2.2.6. Requirements for service doors, windows and emergency exits;
 - 2.2.7. Provisions for the driver's workplace.
 - 2.3. Regulation No. 118 (Burning behaviour of materials)
3. AMENDMENTS TO OTHER REGULATIONS UNDER THE 1958 AGREEMENT
 - 3.1. Regulation No. 18 (Protection of vehicles against unauthorized use)
 - 3.2. Regulation No. 34 (Fire risks)
 - 3.3. Regulation No. 46 (Devices for indirect vision)

- 3.4. Regulation No. 105 (ADR vehicles)
 - 3.5. Regulation No. 116 (Protection of motor vehicles against unauthorized use)
 - 3.6. Regulation No. 121 (Hand controls, tell-tales and indicators)
 - 3.7. Regulation No. [125] (Forward field of vision of drivers)

 4. DRAFT REGULATIONS UNDER 1958 AGREEMENT
 - 4.1. Horizontal Regulation (Country codes, vehicle categories and definitions)

 5. 1998 AGREEMENT
 - 5.1. Draft gr on safety glazing
 - 5.2. Draft gr on identification of controls, tell-tales and indicators

 6. OTHER BUSINESS
 - 6.1. Events Data Recorder (EDR)
 - 6.2. Increasing fire risk on heavy-duty vehicles
 - 6.3. Transport and security related to vehicles

 7. ELECTION OF OFFICERS FOR THE YEAR 2008
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1/ As part of the secretariat's efforts to reduce expenditure, all the official documents as well as the informal documents distributed prior to the session, by mail or placed on the UNECE WP.29 website, would 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. (The WP.29 website address is: <http://www.unece.org/trans/main/welcwp29.htm> select GRSG and find "Working Documents" as well as "Informal Documents"). For the translation of the above-mentioned official documents, delegates can now access the new public Official Document System (ODS) at the website address: <http://documents.un.org>

2/ To help delegates make arrangements for travel and accommodation, the Chairman advises delegates that bus and coach items will be discussed at the end of the session.

Annex I

LIST OF INFORMAL DOCUMENTS (GRSG-92-...)
DISTRIBUTED WITHOUT AN OFFICIAL SYMBOL DURING THE SESSION

No.	Transmitted by	Agenda item	Language	Title	Follow- up
1.	Chairman		E	Provisional agenda item running order	(c)
2.	Netherlands	2.2.8.	E	Proposal for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(d)
3.	France	3.1.	E	Proposal for draft amendments to Regulation No. 18 (Protection of vehicles against unauthorized use)	(b)
4.	Chairman of the i.g.	2.1.	E	Report of the informal group IG/R.66 on its third meeting (Held in Budapest, 18-19 January, 2007)	(d)
5.	Hungary	2.1.	E	Proposal for a draft corrigendum to Regulation No. 66 (Strength of superstructure)	(e)
6.	Hungary	2.2.1.	E	Proposal for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(c)
7.	Hungary	2.2.7.	E	Frontal collision of buses	(c)
8.	Germany	3.4.	E	Regulation No. 46 (Devices for indirect vision)	(d)
9.	Netherlands	3.4.	E	Proposal for draft corrigendum to Regulation No. 46	(b)
10.	Russian Federation	2.2.8.	E	Proposals for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(b)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
11.	France	3.7.	E	Proposal for a draft Corrigendum to Regulation No. 121 (Hand controls, tell-tales and indicators)	(d)
12.	France	3.6.	E	Proposal for draft amendments to Regulation No. 116 (Protection of vehicles against unauthorized use)	(b)
13.	India	4.1.	E	India's position regarding the draft Regulation on the forward field of vision of drivers (Reference document: TRANS/WP.29/GRSG/2005/18)	(c)
14.	Hungary	2.2.6.	E	Proposal for draft amendments to Regulation No 107 (M ₂ and M ₃ vehicles)	(b)
15.	Hungary	2.2.9.	E	Proposal for draft amendments to Regulation No 107 (M ₂ and M ₃ vehicles)	(e)
16.	Germany	2.2.1.	E	Proposal for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(c)
17.	Germany	2.2.3.	E	Proposals for draft amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(d)
18.	Norway and Sweden	2.3.	E	Fire safety in buses	(e)
19.	Japan	5.2.	E	Report of investigation on available range for hand controls	(c)
20.	United Kingdom	2.2.5.	E	Preventing passenger ejection from buses, coaches and minibuses (Use of laminated safety glazing on buses and coaches)	(c)
21.	OICA	2.2.1.	E	Proposal for draft amendments to Regulation No. 107	(b)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
22.	OICA	3.2.	E	Proposal for draft amendments to Regulation No. 34	(b)
23.	OICA	3.4.	E	Proposal for draft amendments to Regulation No. 46 (Devices for indirect vision)	(b)
24.	OICA	3.7.	E	Proposal for a draft corrigendum to Regulation No. 121	(b)
25.	USA	5.2.	E	Proposal for amendments to the draft global technical regulation concerning hand controls, tell-tales and indicators present on Category 1 and 2 vehicles (Reference document ECE/TRANS/WP.29/GRSG/2006/15)	(b)
26.	Spain	2.2.7.	E	Frontal collision of buses	(c)
27.	Chairman of the i.g.	4.2.	E	Status report on the Horizontal Regulation	(d)
28.	Chairman of the i.g.	4.2.		Proposal for a new draft horizontal Regulation on country codes, vehicle categories and definitions (Informal meeting of 24-25 January 2007)	(d)
29.	Chairman of the i.g.	4.2.	E	Status report of the Horizontal Regulation	(d)
30.	United Kingdom	3.4.	E	Proposal for draft amendments to Regulation No. 46 (Devices for indirect vision)	(d)
31.	Spain	2.1.	E	Proposal for draft amendments to Regulation No. 66 (Strength of superstructure)	(b)

Notes:

- (a) Continue consideration at the next GRSG session as an informal document.
- (b) Continue consideration at the next GRSG session as an official document.

- (c) Consideration completed or to be superseded.
- (d) Adopted and to be submitted to WP.29.
- (e) Reference document for further sessions.

Annex II

AMENDMENTS TO ECE/TRANS/WP.29/GRSG/2006/7 AND ADD.1
(see para. 7 of this report)

Note: The numbering of the figures has to be checked.

Annex 4,

Figure 29, renumber as Figure 30 and amend the title and pertaining text to read:

"Figure 30

**EXAMPLE OF A BACKREST PROVISIONS FOR A REARWARD-FACING
WHEELCHAIR**

(see Annex 8, paragraph 3.8.5-6.)"

Annex 8,

Paragraph 3.8.4.1.3., amend to read:

"3.8.4.1.3. the support or backrest shall be designed for the wheels or the back of the wheelchair to rest against the support or backrest in order to avoid the wheelchair from tipping over in the vehicle driving direction and shall comply with the provisions of paragraph 3.8.5. ~~or 3.8.6. as appropriate;~~"

Paragraphs 3.8.5. to 3.8.5.2., amend to read:

"3.8.5. Backrest **and support** requirements

3.8.5.1. **A backrest fitted to a wheelchair space in accordance with paragraph 3.8.4. shall be fitted perpendicular to the longitudinal axis of the vehicle and shall be capable of bearing a load of 250 ± 20 daN applied to the centre of the padded surface of the backrest, at a height of not less than 600 mm and of not more than 800 mm measured vertically from the floor of the wheelchair space, for a minimum of 1.5 seconds by means of a block 200 mm x 200 mm in the longitudinal plane of the vehicle towards the front of the vehicle. The backrest shall not deflect more than 100 mm or suffer permanent deformation or damage.**

3.8.5.2. **A support fitted to a wheelchair space in accordance with paragraph 3.8.4. shall be fitted perpendicular to the longitudinal axis of the vehicle and shall be capable of withstanding a force of 250 ± 20 daN applied to the centre of the support, for a minimum of 1.5 seconds in the horizontal plane of the vehicle towards the front of the vehicle in the middle of the support. The**

support shall not deflect more than 100 mm or suffer permanent deformation or damage."

Paragraphs 3.8.5.3. to 3.8.5.8., should be deleted.

Paragraph 3.8.6., amend to read:

"3.8.6. **Example of a backrest meeting the requirements of paragraph 3.8.4.1.3."**

Insert new paragraphs 3.8.6.1. to 3.8.6.6., to read:

3.8.6.1. The bottom edge of a backrest shall be at a height of not less than 350 mm and of not more than 480 mm measured vertically from the floor of the wheelchair space.

3.8.6.2. The top edge of a backrest shall be at a height of not less than 1,300 mm measured vertically from the floor of the wheelchair space.

3.8.6.3. A backrest shall have a width of:

3.8.6.3.1. not less than 270 mm and of not more than 420 mm up to a height of 830 mm measured vertically from the floor of the wheelchair space, and

3.8.6.3.2. not less than 270 mm and of not more than 300 mm at heights exceeding 830 mm measured vertically from the floor of the wheelchair space.

3.8.6.4. A backrest shall be fitted at an angle of not less than four degrees and of not more than eight degrees to the vertical with the bottom edge of the backrest positioned closer to the rear of the vehicle than the top edge.

3.8.6.5. The padded surface of a backrest shall form a single and continuous plane.

3.8.6.6. The padded surface of a backrest shall pass through any point on an imaginary vertical plane situated to the rear of the front end of the wheelchair space and situated not less than 100 mm and not more than 120 mm from the front end of the wheelchair space measured horizontally and not less than 830 mm and not more than 870 mm from the floor of the wheelchair space measured vertically."

Paragraph 3.11.3.1.1., amend to read:

"3.11.3.1.1. Lifts shall only be capable of operation when the vehicle is at standstill. ~~When raising of the platform and before lowering is initiated~~ **Any movement of the platform shall be prevented unless** a device preventing the wheelchair from rolling off ~~shall~~ **has been activated or has** automatically come into operation."

Annex III

CORRIGENDUM TO REGULATION No. 121 ADOPTED AT THE NINETY-SECOND
SESSION OF GRSG (FRENCH ONLY)
(See para. 28 of this report)

Page 3, paragraphe 5.

Au lieu de caractéristiques lire spécifications

Page 7, paragraphe 5.

Au lieu de CARACTÉRISTIQUES lire SPÉCIFICATIONS

Page 10, paragraphes 5.5.1.3, 5.5.1.4 et 5.5.1.5

Au lieu de croisement lire route

Page 16, tableau 1, la note en bas de page 7/

Au lieu de Voir le paragraphe 5.3.5 lire Si un seul et même témoin sert à indiquer une défaillance du dispositif de coussin gonflable, le symbole de mauvais fonctionnement de coussin gonflable (22) doit être utilisé.

Annex IV

INFORMAL GROUPS OF GRSG

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