



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.29/GRSG/74  
19 November 2008

Original: ENGLISH

**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

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-FIFTH SESSION  
(Geneva, 21 to 24 October 2008)**

**CONTENTS**

	<u>Paragraphs</u>	<u>Page</u>
I. ATTENDANCE .....	1-2	4
II. ADOPTION OF THE AGENDA (Agenda item 1) .....	3	4
III. REGULATION No. 66 (Strength of the superstructure) (Agenda item 2) .....	4-8	4
IV. REGULATION No. 107 (M2 and M3 vehicles) (Agenda item 3) .....	9-23	5
A. Proposals for further amendments .....	9-14	5
B. Laminated safety glazing .....	15	6
C. Fire safety in buses .....	16	6
D. Frontal collision of buses .....	17-20	6
E. Requirements for service doors, windows and emergency exits .....	21-22	7
F. Provisions for the driver's workplace .....	23	7

**CONTENTS (continued)**

	<u>Paragraphs</u>	<u>Page</u>
V. REGULATION No. 118 (Burning behaviour of materials) (Agenda item 4) .....	24-25	8
VI. REGULATION No. 34 (Fire risks) (Agenda item 5) .....	26-27	8
VII. REGULATION No. 43 (Safety glazing) (Agenda item 6).....	28-30	8
VIII. REGULATION No. 46 (Devices for indirect vision) (Agenda item 7) .....	31-34	9
IX. REGULATION No. 97 (Vehicle alarm systems (VAS)) (Agenda item 8) .....	35	10
X. REGULATION No. 105 (ADR vehicles) (Agenda item 9) .....	36	10
XI. REGULATION No. 116 (Protection of motor vehicles against unauthorized use) (Agenda item 10) .....	37	10
XII. REGULATION No. 121 (Hand controls, tell-tales and indicators) (Agenda item 11) .....	38-39	10
XIII. REGULATION No. 125 (Forward field of vision of drivers) (Agenda item 12) .....	40	11
XIV. GLOBAL TECHNICAL REGULATIONS UNDER THE 1998 AGREEMENT (Agenda item 13) .....	41	11
A. Proposal to develop a gtr on motorcycle controls, tell-tales and indicators .....	41	11
XV. TRANSPORT AND SECURITY RELATED TO VEHICLES (Agenda item 14) .....	42	11
XVI. ELECTION OF OFFICERS (Agenda item 15).....	43	12
XVII. OTHER BUSINESS (Agenda item 16) .....	44-50	12
A. Draft horizontal regulation on country codes, vehicle categories and definitions .....	44	12
B. General questions related to the scope of UNECE Regulations .....	45	12
C. Definition of non-road mobile machinery .....	46	12

**CONTENTS (continued)**

	<u>Paragraphs</u>	<u>Page</u>
D. Alcohol Ignition Interlocks .....	47	12
E. REGULATION No. 73 (Lateral protection devices) .....	48	13
F. Revision and extension of approvals .....	49	13
G. REGULATION No. 110 (Specific components for CNG).....	50	13
XVIII. AGENDA FOR THE NEXT SESSION .....	51	13

Annexes

I. LIST OF INFORMAL DOCUMENTS DISTRIBUTED DURING THE SESSION (GRSG-95-...) .....		15
II. 1 <sup>st</sup> PROPOSAL TO REGULATION No. 107.....		18
III. 2 <sup>nd</sup> PROPOSAL TO REGULATION No. 107.....		19
III. PROPOSALS TO REGULATION No. 43 .....		22
IV. INFORMAL GROUPS OF GRSG .....		24

## **I. ATTENDANCE**

1. The Working Party on General Safety Provisions (GRSG) held its ninety-fifth session from 21 (afternoon) to 24 (morning only) October 2008 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 and TRANS/WP.29/690/Amend.1): Belgium; Canada; Czech Republic; France; Germany; Hungary; India; Italy; Japan; Luxembourg; Netherlands; Norway; People's Republic of China; Poland; Republic of Korea; Rumania; Russian Federation; South Africa; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland. 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) and International Road Transport Union (IRU). Upon the special invitation of the Chairman, experts from the All Terrain Vehicle European Association (ATVEA), the International Association of the Body and Trailer Building Industry (CLCCR) and the Transportation Technical Supervision (TDT) project participated.

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

## **II. ADOPTION OF THE AGENDA (Agenda item 1)**

Documentation: ECE/TRANS/WP.29/GRSG/2008/18; Informal document No. GRSG-95-01

3. GRSG inserted new agenda items 16(e) (Regulation No. 73 (Lateral protection devices)), 16(f) (Revision and extension of approvals) and 16(g) (Regulation No. 110 (Specific components for CNG)) and adopted the agenda proposed for the ninety-fifth session (ECE/TRANS/WP.29/GRSG/2008/18) as well as the running order (GRSG-95-01).

## **III. REGULATION No. 66 (Strength of superstructure) (Agenda item 2)**

Documentation: Informal documents Nos. GRSG-95-7, GRSG-95-8 and GRSG-95-9

4. The Chairman of the informal group on Regulation No. 66 reported on the progress made by the group at its sixth meeting, held in Warsaw, on 17 and 18 June 2008 (GRSG-95-7).

5. GRSG considered a summary document recommending the principles for further amendments to Regulation No. 66 (GRSG-95-8) as well as the corresponding comments by the expert from Hungary (GRSG-95-9). The expert from Hungary expressed his concerns on the proposed recommendations and suggested that Regulation No. 66 should also include double-deck coaches in its scope. The expert from Germany explained that the summary document reflected the compromise of the work done by the informal group and represented the opinion of the majority.

6. With regard to the extension of the scope of Regulation No. 66 to vehicles with less than 16 passengers, the experts from Hungary, Poland and the Russian Federation were in favour of

including these vehicles with 9 to 15 passengers. However, the experts from Germany, Netherlands and the EC raised their objections in the absence of an extensive justification. The expert from United Kingdom stated that buses derived from commercial vehicles should be excluded from the scope of Regulation No. 66. The expert from OICA underlined the need to consider a costs/benefit analysis before taking any decision.

7. Following the discussion, GRSG considered the summary document as an acceptable proposal for the extension of the scope of the Regulation. On these basis, the expert from Germany volunteered to prepare a proposal for consideration at the next GRSG session. The Chairman of the informal group suggested suspending further meetings awaiting the GRSG position on the proposal by Germany.

8. It was recalled that the 02 series of amendments to Regulation No. 107 deleted the text of its Annex 5 (Strength of superstructures). The provisions with regard to the strength of superstructures are only in Regulation No. 66.

#### **IV. REGULATION No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles) (Agenda item 3)**

##### **A. Proposals for further amendments (Agenda item 3(a))**

Documentation: ECE/TRANS/WP.29/GRSG/2008/2, ECE/TRANS/WP.29/GRSG/2008/19, ECE/TRANS/WP.29/GRSG/2008/20, ECE/TRANS/WP.29/GRSG/2008/21 and ECE/TRANS/WP.29/GRSG/2008/28; informal documents Nos. GRSG-95-14 and GRSG-95-15

9. GRSG considered ECE/TRANS/WP.29/GRSG/2008/19 proposing clarifications to the definitions of the Regulation. The expert from OICA suggested some improvements to the text (GRSG-95-14). GRSG adopted ECE/TRANS/WP.29/GRSG/2008/19, as amended below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2009 sessions, as draft Supplement 4 to the 02 series of amendments to Regulation No. 107.

Paragraph 3.6.1., amend to read:

"3.6.1. .... special area shall be slip resistant **and the maximum slope in any direction shall not exceed 5 percent. In the case of a rearward facing wheelchair complying with the requirements specified in paragraph 3.8.4., the slope in the longitudinal direction shall not exceed 8 per cent provided that this slope inclines upwards from the front end to the rear end of the special area.**"

10. GRSG considered and adopted ECE/TRANS/WP.29/GRSG/2008/20, as reproduced in Annex II to this report. The secretariat was requested to submit it to WP.29 and AC.1 for consideration at their March 2009 sessions, as part (see para. 9 above) of draft Supplement 4 to the 02 series of amendments to Regulation No. 107.

11. GRSG adopted ECE/TRANS/WP.29/GRSG/2008/21 and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2009 sessions, as Corrigendum 1 to the 02 series of amendments to Regulation No. 107 (French only).

12. GRSG also adopted ECE/TRANS/WP.29/GRSG/2008/28 and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2009 sessions, as proposal for Corrigendum 2 to the 02 series of amendments to Regulation No. 107 (Russian only).

13. GRSG noted that the Working Party on Passive Safety (GRSP) had reviewed the definitions of vehicle classes, especially with regard to the mandatory installation of safety belts in buses and coaches. Thus, GRSG agreed to withdraw ECE/TRANS/WP.29/GRSG/2008/2.

14. GRSG considered GRSG-95-15 to correct and to standardise the text of Regulation No. 107. GRSG agreed to resume consideration at its next session and request the secretariat to distribute GRSG-95-15 with an official symbol.

#### **B. Laminated safety glazing (Agenda item 3(b))**

15. GRSG noted that no new information was given on this subject. GRSG agreed to keep this item on the agenda for the next session.

#### **C. Fire safety in buses (Agenda item 3(c))**

Documentation: ECE/TRANS/WP.29/GRSG/2008/22

16. GRSG considered ECE/TRANS/WP.29/GRSG/2008/22 and agreed on the need to complement the proposal with more precise technical requirements. The expert from Germany volunteered to prepare, in cooperation with the expert from France, a new proposal taking into account all the comments received, including those regarding approval marking, for consideration at the next GRSG session.

#### **D. Frontal collision of buses (Agenda item 3(d))**

Documentation: ECE/TRANS/WP.29/GRSG/2007/33; informal documents Nos. GRSG-95-13 and GRSG-95-20

17. GRSG agreed to continue developing the draft Regulation on Frontal collision of buses. Further results from the research work currently conducted by the European Enhanced Vehicle-Safety Committee (EEVC) would be included into the draft Regulation in a second step approach, if needed.

18. GRSG considered ECE/TRANS/WP.29/GRSG/2007/33 and GRSG-95-20 as well as the general comments to it by the expert from Hungary (GRSG-95-13). GRSG agreed on the scope as contained in GRSG-95-20. Concerning the definitions, it was agreed to delete paragraph 2.9. (units of measurement) and to retain only the definitions necessary for this Regulation.

19. Concerning the impact energy, some experts requested a justification for the proposed value (44 kJ). The EC expert suggested a value of 1507 kJ. The expert from Sweden stated that the new Regulation should be developed in alignment with the amendments to Regulation No. 29. He added that the securing of the pendulum (chain versus rigid bars) considerably affected the results. In this respect, he suggested an impact energy of 80 kJ. The expert from

Hungary offered to provide a study considering different impact energy values. The expert from the United Kingdom requested a further evaluation of the security benefit of the draft Regulation. The EC expert was of the opinion that the computer simulation test (Annex 5) should be validated by Technical Services and raised a reservation to the proposal. The expert from Belgium joined the EC regarding the reservation.

20. Following the discussion, the expert from Germany volunteered to prepare a revised proposal. For that purpose, the Chairman invited GRSG experts to send their comments to the expert in order to take them into account. It was agreed to keep GRSG-95-13 as a reference document.

#### **E. Requirements for service doors, windows and emergency exits (Agenda item 3 (e))**

Documentation: ECE/TRANS/WP.29/GRSG/2008/23; informal documents Nos. GRSG-95-16, GRSG-95-23, GRSG-95-24 and GRSG-95-31

21. GRSG considered ECE/TRANS/WP.29/GRSG/2008/23, taking into account the comments by the expert from OICA (GRSG-95-16). GRSG adopted the proposal, as amended below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2009 sessions, as part (see paras. 9 and 10 above) of the proposal for Supplement 4 to the 02 series of amendments to Regulation No. 107.

Annex 3, paragraph 7.6.2.3., amend to read:

"7.6.2.3. .... that their number, ~~from the mandatory minimum number~~, on each of the sides ..... specified in paragraph 7.6.1.). **Any exits in excess of the required minimum number need not be substantially balanced on each of the two sides.**"

22. The expert from Poland introduced GRSG-95-23 and GRSG-95-24 concerning different interpretations of type approval authorities regarding the consideration of the driver's door as an emergency door. The expert from Spain presented additional information (GRSG-95-31) on this subject. As no agreement could be reached, the expert from Poland volunteered to organize an expert meeting to prepare an official proposal on this subject, for consideration at a further GRSG session. The proposal is expected to cover all aspects related to emergency exits. All interested experts were invited to participate in that meeting intended to be held in Poland.

#### **F. Provisions for the driver's workplace (Agenda item 3(f))**

Documentation: ECE/TRANS/WP.29/GRSG/2008/8/Rev.1; informal documents Nos. GRSG-95-6, GRSG-95-17 and GRSG-95-28

23. GRSG considered GRSG-95-28 superseding ECE/TRANS/WP.29/GRSG/2008/8/Rev.1, GRSG-95-6 and GRSG-95-17. GRSG adopted the proposal as reproduced in Annex III to this report and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2009 sessions, of draft Supplement 5 to the 02 series of amendments to Regulation No. 107.

## **V. REGULATION No. 118 (Burning behaviour of materials) (Agenda item 4)**

Documentation: Informal documents Nos. GRSG-95-19 and GRSG-95-30

24. GRSG followed with interest a presentation by the expert from Norway (GRSG-95-30) in order to increase fire safety buses. The expert proposed four new fire tests including flame spread for surface linings, flame spread for floorings, a test for the production of smoke and toxic gases and, finally, a measurement procedure for the heat release from the seat. He explained that these new test methods should not be added to the existing methods in Regulation No. 118, but should replace them. Other experts underlined the need to include a cost/benefit analysis, taking also into account the increase of the vehicle mass, due to the replacement of materials.

25. GRSG experts considered the proposal by Norway and Sweden (GRSG-95-19). GRSG requested to take into account the research work on this subject by the United States of America as well as fire detection systems (see para. 16), passenger's evacuation and other evaluations (see para. 24). The experts from Norway and Sweden announced their intention to submit a revised proposal for consideration at the next GRSG session, taking into account the comments received and adding the transitional provisions.

## **VI. REGULATION No. 34 (Fire risks) (Agenda item 5)**

Documentation: ECE/TRANS/WP.29/GRSG/2008/24; informal document No. GRSG-95-3

26. GRSG considered ECE/TRANS/WP.29/GRSG/2008/24 regarding the type approval of fuel tanks as a separate technical unit. GRSG adopted the proposal, not amended, and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their March 2009 sessions, as draft Supplement 3 to the 02 series of amendments to Regulation No. 34.

27. The expert from the Netherlands introduced GRSG-95-3 concerning the results of a study conducted by the Dutch Safety Board (DSB) on the prevention against fire risks caused by leakage of fuel. The expert from United Kingdom underlined the importance of this subject and announced to report, at the next GRSG session, on further research work conducted in his country. The expert from the Netherlands volunteered to prepare a proposal on this subject, for consideration at the next session, taking into account the comments received. He invited all experts to send him any research work conducted on this matter. The expert from OICA informed GRSG that the Working Party on the Transport of Dangerous Goods (WP.15) was also working on this subject and volunteered to share all information regarding this matter with GRSG and WP.15.

## **VII. REGULATION No. 43 (Safety glazing) (Agenda item 6)**

Documentation: ECE/TRANS/WP.29/GRSG/2008/15, ECE/TRANS/WP.29/GRSG/2008/16; Informal documents Nos. GRSG-95-4, GRSG-95-5 and GRSG-95-26

28. GRSG considered GRSG-95-4 and GRSG-95-5 superseding, respectively, ECE/TRANS/WP.29/GRSG/2008/15 and ECE/TRANS/WP.29/GRSG/2008/16. GRSG adopted



both documents as reproduced in Annex IV. The secretariat was requested to submit both proposals to WP.29 and AC.1 for consideration at their March 2009 sessions, as draft Supplement 12 to Regulation No. 43. The EC expert raised a reservation on GRSG-95-4.

29. The secretariat recalled the WP.29 agreement to initiate the amendment of Regulation No. 43 in order to align it to the provisions of the global technical regulation (gtr) No. 6 (glazing materials) (ECE/TRANS/WP.29/1068, para.27). The expert from CLEPA presented GRSG-95-26 giving a view on how to transpose the provisions of gtr No. 6 into Regulation No. 43. She explained that CLEPA was working on a proposal to keep in line Regulation No. 43 and gtr No. 6, especially with regard to the scope, the technical specifications and the structure. GRSG requested the expert from CLEPA to provide the proposal, at its current draft, to the secretariat for its distribution as an informal document and agreed to have a detailed discussion at its next session.

30. The expert from Germany announced his intention to present, at the next GRSG session, a proposal on technical requirements for plastic glazing materials.

#### **VIII. REGULATION No. 46 (Devices for indirect vision) (Agenda item 7)**

Documentation: ECE/TRANS/WP.29/GRSG/2008/3, ECE/TRANS/WP.29/GRSG/2008/25; ECE/TRANS/WP.29/GRSG/2008/26; informal documents Nos. GRSG-95-21 and GRSG-95-27

31. GRSG resumed consideration of ECE/TRANS/WP.29/GRSG/2008/3 regarding camera monitor requirements, including detection distance and blooming tests. Due to the complexity of these issues, the experts from Germany and the Netherlands suggested setting up an informal group on camera monitor systems with a mandate of one year, starting at the beginning of 2009. The expert from the Russian Federation supported that proposal. The experts from United Kingdom and OICA raised their concerns, because an ISO group is working already on this subject.

32. Following the discussion, GRSG agreed to establish a new informal group on camera monitor system (CMS) under the chairmanship of the Netherlands. The GRSG Chairman announced his intention to seek consent of WP.29, at its November 2008 session, on that establishment. GRSG invited the expert from the Netherlands to prepare the Terms of Reference and the Rules of Procedure of the informal group for consideration during the next GRSG session. GRSG referred ECE/TRANS/WP.29/GRSG/2008/3 and ECE/TRANS/WP.29/GRSG/2008/25 to the new informal group for a consideration.

33. GRSG followed with interest a presentation (GRSG-95-27) by the EC expert on the purpose of ECE/TRANS/WP.29/GRSG/2008/26. The expert from OICA announced his intention to compare the tables of the proposal with those of Regulation No. 125. GRSG agreed to resume consideration of ECE/TRANS/WP.29/GRSG/2008/26 at its next session.

34. The expert from the United Kingdom informed GRSG about road accidents in his country involving left-hand drive heavy-goods vehicles as a result of the driver's incapability to see an adjacent smaller vehicle on dual-carriage-ways and motorways due to blind spots (GRSG-95-21). He added that his country intended to solve, as a provisional solution, the

problem by providing the vehicles concerned with Fresnel lens. He requested all GRSG experts to send him similar research studies carried out by other countries, if available. He announced that he would organize an expert meeting, expected to be held in London by the end of 2008. All experts interested to participate in that meeting were invited to contact Mr. MacDonald (donald.macdonald@dft.gsi.gov.uk).

#### **IX. REGULATION No. 97 (Vehicle alarm system (VAS)) (Agenda item 8)**

Documentation: ECE/TRANS/WP.29/GRSG/2008/5/Rev.1

35. For the same reasons as for Regulation No. 116 (see para. 37 below), the expert from Japan agreed to revise and update his proposal.

#### **X. REGULATION No. 105 (ADR vehicles) (Agenda item 9)**

Documentation: ECE/TRANS/WP.29/2008/97

36. With regard to ECE/TRANS/WP.29/2008/97, GRSG confirmed that only the square brackets should be deleted and the text be maintained.

#### **XI. REGULATION No. 116 (Protection of motor vehicles against unauthorized use) (Agenda item 10)**

Documentation: ECE/TRANS/WP.29/GRSG/2008/4/Rev.1

37. GRSG considered ECE/TRANS/WP.29/GRSG/2008/4/Rev.1 transmitted by the expert from Japan. GRSG noted a number of comments concerning the difficulty to type approve vehicle alarm systems (VAS) as separate technical units. The expert from Japan agreed to revise the proposal for consideration at the next session, taking into account the comments received.

#### **XII. REGULATION No. 121 (Hand controls, tell-tales and indicators) (Agenda item 11)**

Documentation: ECE/TRANS/WP.29/GRSG/2008/27

38. GRSG considered ECE/TRANS/WP.29/GRSG/2008/27 presented by OICA and adopted the proposal, as amended below:

Table 1, the new footnote 19/, amend to read:

"19/ The functions "start" and "stop" may be combined in one control. **As an alternative** to the prescribed symbol(s) it is allowed to use the text "START" and/or "STOP" or a combination of symbols and text. Text can be displayed in uppercase and/or lowercase letters."

39. GRSG requested the secretariat to submit the amended proposal to WP.29 and AC.1 for consideration at their March 2009 sessions, as draft Supplement 3 to Regulation No. 121.

### **XIII. REGULATION No. 125 (Forward field of vision of drivers) (Agenda item 12)**

Documentation: Informal document No. GRSG-95-2

40. The expert from the Netherlands introduced GRSG-95-2 containing information about the measuring method for the forward field of vision in case of an adjustable steering column. GRSG noted a number of comments. The expert mentioned that he would prepare an updated proposal for the next GRSG session, taking into account the comments received.

### **XIV. GLOBAL TECHNICAL REGULATIONS UNDER THE 1998 AGREEMENT (Agenda item 13)**

#### **A. Proposal to develop a gtr on motorcycle controls, tell-tales and indicators (Agenda item 13(a))**

Documentation: Informal document No. GRSG-95-12

41. Upon the request of AC.3 (ECE/TRANS/WP.29/1064, para. 103), the expert from IMMA introduced GRSG-95-12 regarding the study results on the worldwide use of symbols for controls, tell-tales and indicators. GRSG agreed on the document, as amended below, and requested the secretariat to submit it to WP.29 and AC.3 for consideration at their November 2008 sessions.

Annex I, the analysis, Icon 2 and 3

Comprehension 5 or better [%], amend to read:

"0 -"

Comments, amend to read:

"~~Low scores because~~ Not used in cars"

### **XV. TRANSPORT AND SECURITY RELATED TO VEHICLES (Agenda item 14)**

Documentation: Informal document No. GRSG-95-29

42. GRSG approved the report on Transport and Security activities related to road vehicles (GRSG-95-29) tabled by the GRSG Chairman and the Chairman of the Informal Group on Advance Vehicle Security Systems (AVSS). It was agreed to incorporate the references to the corresponding Regulations on vehicle safety. GRSG agree to submit the amended report to WP.29 for its consideration and, if approved, for further transmission to the Director of the Transport Division. GRSG agreed to suspend the activities of the informal group on AVSS, subject to the endorsement of WP.29.

## **XVI. ELECTION OF OFFICERS (Agenda item 15)**

43. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690/Amend.1), GRSG called for the election of officers on 22 October 2008. The representatives of the Contracting Parties unanimously re-elected Mr. A. Erario (Italy) as Chairman and Mr. M. Matolcsy (Hungary) as Vice-Chairman for the GRSG sessions scheduled for the year 2009.

## **XVII. OTHER BUSINESS (Agenda item 16)**

### **A. Draft horizontal regulation on country codes, vehicle categories and definitions (Agenda item 16(a))**

Documentation: ECE/TRANS/WP.29/GRSG/2008/29 and Corr.1

44. The EC expert informed GRSG that the EC had not yet reached a final position on the draft Regulation. GRSG agreed to suspend to consider this item for the time being.

### **B. General questions related to the scope of UNECE Regulations (Agenda item 16(b))**

Documentation: Informal document No. GRSG-95-10

45. GRSG considered GRSG-95-10, superseding GRSG-94-07 and GRSG-94-11, regarding the coexistence of Contracting Parties' national requirements and the UNECE Regulations. A number of experts reported that their national prescriptions were perfectly compatible with the UNECE Regulations. The GRSG Chairman invited the experts to send written inputs to the expert of Hungary in order to prepare a revised document for consideration at the next GRSG session. The expert from the Russian Federation offered his cooperation to prepare the proposal jointly with the expert from Hungary.

### **C. Definition of non-road mobile machinery (Agenda item 16(c))**

46. No new information was received on this new item (see WP.29 report ECE/TRANS/WP.29/1066, para 26). The expert from OICA volunteered to prepare, in collaboration with the secretariat, an official document based on the definition of paragraph 4.8. of the draft Horizontal Regulation (ECE/TRANS/WP.29/2008/46).

### **D. Alcohol ignition interlocks (Agenda item 16(d))**

Documentation: Informal document No. GRSG-95-22.

47. Upon the request of WP.29 (ECE/TRANS/WP.29/1068, para. 53), the expert from Sweden introduced GRSG-95-22 regarding alcohol ignition interlocks. The experts from Canada, France and Japan provided information about their national programs on this subject. The expert from IMMA reported that WP.1 had already discussed alcohol ignition interlocks and that it would be

useful to know about their progress on this matter. The expert from Sweden volunteered to transmit a proposal taking into account the information received.

**E. Regulation No. 73 (Lateral protection devices) (Agenda item 16(e))**

Documentation: Informal document No. GRSG-95-11.

48. The expert from CLCCR introduced GRSG-95-11, proposing a consolidated text of Regulation No. 73 that aims at allowing the type approval of lateral protections as separate technical unit. The experts from France, the Netherlands and Sweden supported the document. GRSG noted some comments. The expert from CLCCR announced that he would prepare a proposal taking into account all the comments and information received. GRSG agreed to resume consideration of this subject at its next session.

**F. Revisions and extensions of approvals (Agenda item 16(f))**

Documentation: Informal document No. GRSG-95-18.

49. GRSG experts considered the OICA request for comments on the introduction of the term "revision" of an approval in the framework of the 1958 Agreement (GRSG-95-18). The experts noted that this option was not contained in the communication forms and that it would be very difficult to amend all the Regulations in this respect. The GRSG Chairman asked the expert from OICA to prepare, as an example, a proposal for amendments to an existing Regulation for consideration at the next GRSG session in order to receive first comments. All experts were invited to send their suggestions on this matter to the expert from OICA, Mr. McKenzie (amckenzie@smtt.co.uk).

**G. Regulation No. 110 (Specific components for CNG) (Agenda item 16(g))**

Documentation: Informal document No. GRSG-95-25.

50. GRSG considered a proposal on the harmonization of fuelling connectors (GRSG-95-25). Following the discussion, GRSG requested that secretariat should distribute GRSG-95-25 with an official symbol for consideration at the next session.

**XVIII. AGENDA FOR THE NEXT SESSION**

51. GRSG agreed on the following provisional agenda for the ninety-sixth session to be held in Geneva from 4 (starting at 2.30 p.m.) to 8 (concluding at 12.30 p.m.) May 2009.

1. Adoption of the agenda
2. Regulation No. 66 (Strength of superstructure)
3. Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles):
  - 3(a) Proposals for further amendments;
  - 3(b) Laminated safety glazing;
  - 3(c) Fire safety in buses;
  - 3(d) Requirements for service doors, windows and emergency exits;

- 3(e) Provisions for the driver's workplace.
4. Proposal for a new draft Regulation on Frontal collision of buses
5. Regulation No. 118 (Burning behaviour of materials)
6. Regulation No. 34 (Fire risks)
7. Regulation No. 43 (Safety glazing)
8. Regulation No. 46 (Devices for indirect vision)
9. Regulation No. 73 (Lateral protection devices)
10. Regulation No. 97 (Vehicle alarm systems (VAS))
11. Regulation No. 110 (Specific components for CNG)
11. Regulation No. 116 (Protection of motor vehicles against unauthorized use)
12. Regulation No. 125 (Forward field of vision of drivers)
13. Global technical regulations under the 1998 Agreement
14. General question related to the scope of the Regulations annexed to the 1958 Agreement
15. Definition of non-road mobile machinery
16. Alcohol ignition interlocks
17. Revisions and extensions of approvals
18. Other business

Annex I

LIST OF INFORMAL DOCUMENTS (GRSG-95-... )  
DISTRIBUTED WITHOUT AN OFFICIAL SYMBOL DURING THE SESSION

No.	Transmitted by	Agenda item	Language	Title	Follow-up
1	GRSG Chairman	1.	E	Running order of the provisional agenda	(c)
2	Netherlands	12.	E	Proposal for draft amendments to Regulation No. 125	(c)
3	Netherlands	5.	E	Consideration for draft amendments to Regulation No. 34	(c)
4	Spain	6.	E	Proposal for Supplement 11 to Regulation No. 43 (Safety glazing)	(d)
5	Spain	6.	E	Proposal for Supplement 11 to Regulation No. 43 (Safety glazing)	(d)
6	France	3(f)	E	Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Proposal for amendments concerning driver's workplace	(c)
7	IG-R66 Chairman	2.	E	Report of the informal group on Regulation No.66 on its sixth meeting (Warsaw, 17-18 June 2008)	(c)
8	IG-R66 Chairman	2.	E	Proposal for draft amendments to Regulation No. 66; summary document	(c)
9	Hungary	2.	E	Arguments of the dissenting opinion to the summary document proposed by the majority of the Informal Group on Regulation No. 66	(c)
10	Hungary	16(b)	E	General questions related to the scope of UNECE Regulations	(c)
11	CLCCR	16(e)	E	Regulation No. 73 (Lateral protection devices) – Proposal for draft 01 series of amendments	(c)
12	IMMA	13(a)	E	Analysis regarding gtr on motorcycle controls, tell-tales and indicators	(d)
13	Hungary	3(d)	E	Comments and proposals to the German proposal: ECE/TRANS/WP.29/GRSG/2007/33	(e)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
14	OICA	3(a)	E	Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Proposal for further amendments	(c)
15	OICA	3(a)	E	Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Proposal for further amendments	(b)
16 and Rev.1	OICA	3(e)	E	Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Proposal for amendments concerning requirements for service doors, windows and emergency exits	(d)
17	OICA	3(f)	E	Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Proposal for amendments concerning driver's workplace	(c)
18	OICA	16(f)	E	Revisions and extensions of approvals	(c)
19	Norway and Sweden	4	E	Regulation No. 118 (Burning behaviour of materials) – Proposal for amendments	(c)
20	Germany	3(d)	E	Proposal for frontal collision of buses	(c)
21	United Kingdom	7	E	Regulation No. 46 (Devices for indirect vision) – Improving vision from N <sub>2</sub> and N <sub>3</sub> vehicles	(c)
22	Sweden	16(d)	E	Alcohol ignition interlocks	(c)
23	Poland	3(e)	E	Regulation No.107 (M <sub>2</sub> and M <sub>3</sub> vehicles) - Proposal for further amendments concerning requirements for service doors, windows and emergency exits	(c)
24	Poland	3(e)	E	Presentation concerning requirements for service doors and emergency exits	(c)
25	ISO	16(g)	E	Regulation No. 110 (Specific components for CNG) - Proposal for draft amendments	(b)
26	CLEPA	6	E	Revision of Regulation No. 43 to recognize the requirements specified in the global technical regulation	(c)
27	European Comission	7	E	Regulation No. 46 (Devices for indirect vision) – Proposal on the requirements for the determination of the ocular points when the driver seat has fixed seat-back angle or when the design torso line cannot be set at 25°	(c)
28	France	3(f)	E	Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) Provisions for driver's workplace	(d)



No.	Transmitted by	Agenda item	Language	Title	Follow-up
29	Chairman of GRSG and Chairman of the IG on AVSS	14	E	Report on transport and security activities in the area of road	(c)
30	Norway and Sweden	4	E	Ensuring fire safety in buses	(c)
31	Spain	3(e)	E	Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Comments on question PL1	(c)

Notes:

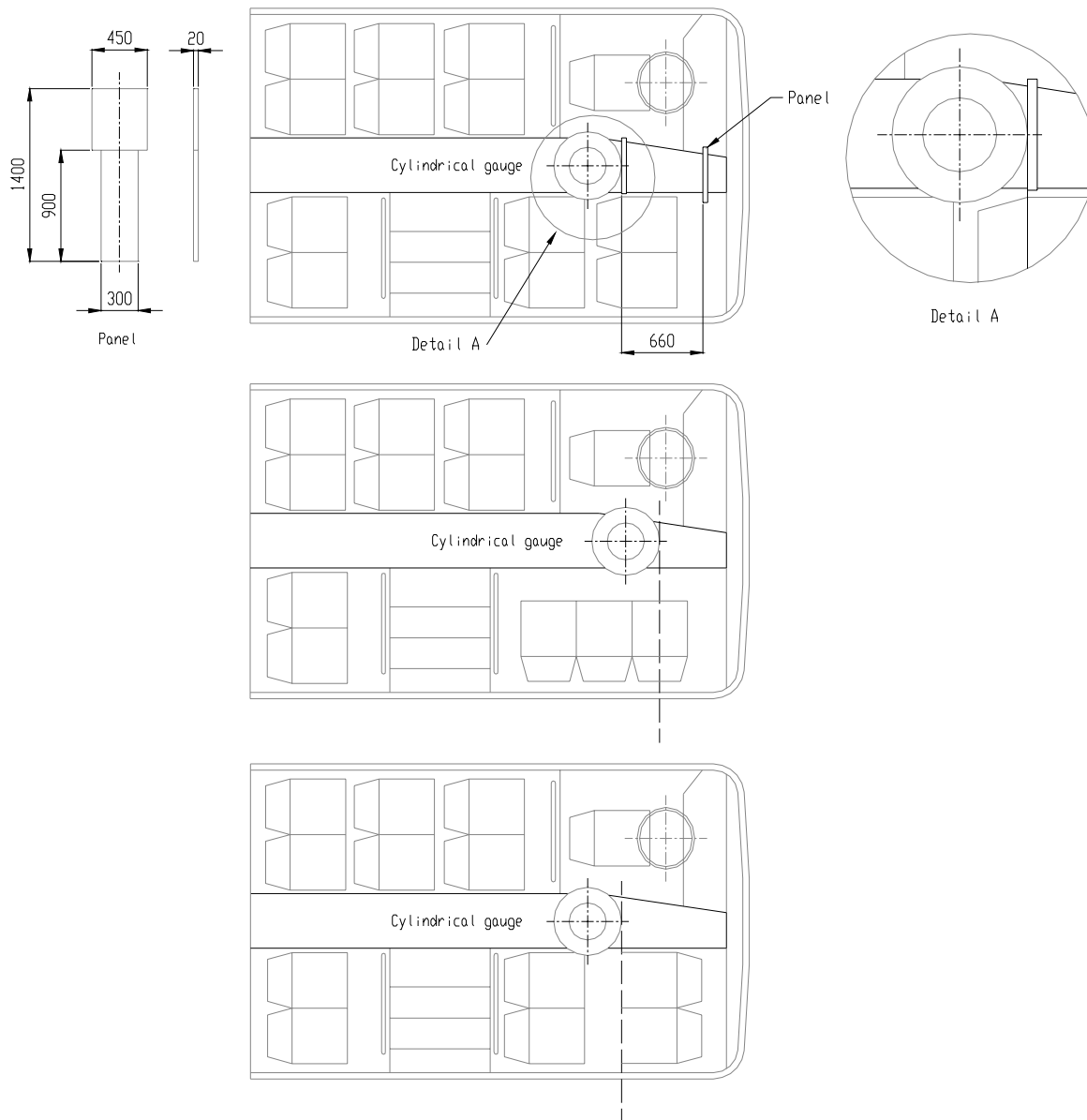
- (a) Continue consideration at the next GRSG session as an informal document
- (b) Continue consideration at the next GRSG session as an official document
- (c) Consideration completed or to be superseded
- (d) Adopted and to be submitted to WP.29
- (e) Reference document for further sessions

Annex II

1<sup>st</sup> PROPOSAL TO REGULATION No.107  
ECE/TRANS/WP.29/GRSG/2008/20 ADOPTED AS FOLLOWS  
(Regulation No. 107, see para. 10. of this report)

Annex 4, Figure 7, amend to read:

" Figure 7  
FORWARD LIMITATION OF THE GANGWAY  
(see Annex 3, paragraph 7.7.5.1.1.1.)



Annex III

2<sup>nd</sup> PROPOSAL TO REGULATION No.107  
GRSG-95-28 ADOPTED AS FOLLOWS  
(Regulation No. 107, see para. 23. of this report)

Insert new paragraphs 10.5. and 10.6., to read:

- "10.6. As from the official date of entry into force of the Supplement 5 to the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by the Supplement 5 to the 02 series of amendments.
- 10.5. As from 12 months after the date of entry into force, 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 Supplement 5 to the 02 series of amendments.
- 10.6 As from 24 months after the date of entry into force, Contracting Parties applying this Regulation may refuse first national registration (first entry into service) of a vehicle which does not meet the requirements of Supplement 5 to the 02 series of amendments to this Regulation. "

Annex 3,

Insert new paragraphs 7.7.13 to 7.7.14.7.1., to read

- "7.7.13. Driver's compartment
- 7.7.13.1. The driver shall be protected from standing passengers and from passengers seated immediately behind the driver's compartment who may be projected into the driver's compartment in the event of braking or cornering. This requirement shall be deemed to be satisfied if:
- 7.7.13.1.1. the rear of the driver's compartment is enclosed by a partition; or
- 7.7.13.1.2. in the case of passenger seats located immediately behind the driver's compartment either a guard or, in the case of a vehicle of Class A or B, a safety-belt is fitted. For vehicles having an area available for standing passengers immediately behind the driver's compartment, the option of fitting a safety-belt shall not apply. Where fitted, a guard shall comply with the requirements specified in paragraphs 7.7.13.1.2.1. to 7.7.13.1.2.3. (see Annex 4, figure 30).
- 7.7.13.1.2.1. The minimum height of the guard measured from the floor on which the passenger's feet rest shall be 800 mm.

- 7.7.13.1.2.2. The width of the guard shall extend inwards from the wall of the vehicle at least as far as 100 mm beyond the longitudinal centre line of the innermost relevant passenger seat, but in any case shall extend at least as far as the innermost point of the driver's seat.
- 7.7.13.1.2.3. The distance between the uppermost edge of an area destined to hold any object (e.g. a table) and the uppermost edge of a guard shall be at least 90 mm.
- 7.7.13.2. The driver's compartment shall be protected from objects liable to roll into it from the passenger area immediately behind the compartment in the case of heavy braking. This requirement shall be deemed to be satisfied when a ball of 50 mm diameter cannot roll into the driver's compartment from the passenger area immediately behind the compartment.
- 7.7.13.3. The driver shall be protected from the sun and from the effects of glare and reflections caused by artificial interior lighting. Any lighting likely to affect adversely and significantly the driver's vision shall be capable of being operated only while the vehicle is at rest.
- 7.7.13.4. The vehicle shall be provided with devices allowing defrosting and demisting of the windscreen.
- 7.7.14. Driver's seat
- 7.7.14.1. The driver's seat shall be independent of other seats.
- 7.7.14.2. The seat back shall either be curved or the driver's area shall be provided with armrests positioned in such a way that the driver is neither constrained during vehicle manoeuvring operations, nor becomes unbalanced by transverse accelerations which can occur in service.
- 7.7.14.3. The minimum width of the seat cushion, (dimension F, see annex 4, figure 9) measured from a vertical plane passing through the centre of the seat, shall be:
- 7.7.14.3.1. 200 mm in the case of Class A or B;
- 7.7.14.3.2. 225 mm in the case of Class I, II or III.
- 7.7.14.4. The minimum depth of the seat cushion, (dimension K, see annex 4, figure 11a) measured from a vertical plane passing through the centre of the seat, shall be:
- 7.7.14.4.1. 350 mm in the case of Class A or B;
- 7.7.14.4.2. 400 mm in the case of Class I, II or III.

- 7.7.14.5. The minimum overall width of the seat back measured up to a height of 250 mm above the horizontal plane tangential to the uppermost surface of the uncompressed seat cushion shall be 450 mm.
- 7.7.14.6. The distance between armrests shall ensure a free space for the driver, as defined in paragraph 7.7.14.2., of not less than 450 mm.
- 7.7.14.7. The seat shall be adjustable in its longitudinal and vertical positions and in its seat back inclination. It shall lock automatically in the selected position and, if fitted with a swivelling mechanism, it shall lock automatically when in the driving position. The seat shall be equipped with a suspension system
- 7.7.14.7.1. The suspension system and the vertical position adjustment are not mandatory for vehicle of Class A or B."

Paragraph 7.8.3., amend to read:

"7.8.3. (Reserved)"

Add a new amendment to the existing paragraph 7.12.1., to read:

"7.12.1. .... Class A or B, a **safety-belt** shall be fitted. Where fitted, the guard shall ....."

Annex IV

PROPOSALS TO REGULATION No.43  
ADOPTED AMENDMENTS TO REGULATION No. 43 ON THE BASIS OF  
GRSG-95-4 and GRSG-95-5  
(Regulation No. 43, see para. 28. of this report)

Insert new paragraph 5.5.8., to read:

"5.5.8. XI in the case of a laminated glass pane other than windscreen."

Add new paragraphs 12.3. to 12.5., to read:

"12.3. As from the official date of entry into force of Supplement 12 to this Regulation, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by Supplement 12 to the Regulation in its original form.

12.4. As from 24 months after the date of entry into force, Contracting Parties applying this Regulation shall grant approvals only if the type of component or separate unit to be approved meets the requirements of Supplement 12 to the Regulation.

12.5. As from 24 months after the date of entry into force of Supplement 12, the Contracting Parties applying this Regulation may refuse to recognize the approval of safety glazing not bearing the symbols prescribed in paragraph 5.5. of this Regulation. "

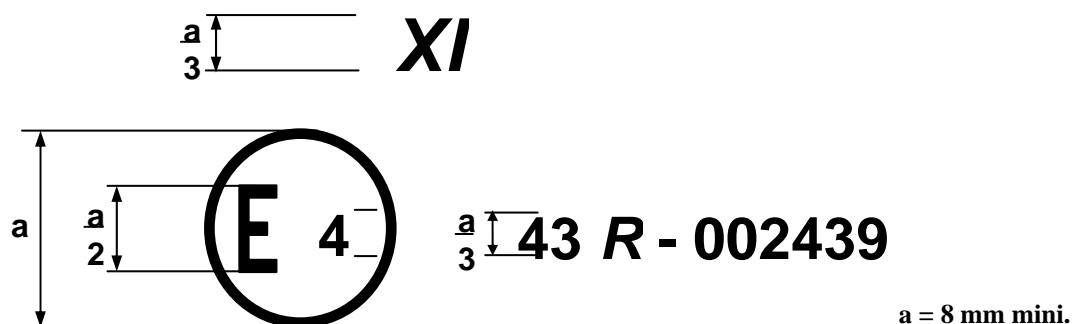
Annex 2,

Amend the paragraph below the approval mark example Glass panes other than windscreens having a regular light transmittance <70 per cent in page 41, to read:

"The above approval mark affixed to a glass pane other than a windscreen to which the requirements of annex 3, paragraph 9.1.4., are applicable shows that the component concerned has been approved in the Netherlands (E4) pursuant to Regulation No. 43 under approval No. 002439. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 43."

Add the following approval mark examples, to read:

"Laminated glass panels other than windscreens



The above approval mark affixed to a laminated glass pane other than a windscreen, shows that the component concerned has been approved in the Netherlands (E 4) pursuant to Regulation No. 43 under approval No. 002439. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 43."

Annex 20, paragraph 2.7., amend to read

"2.7.            Double-glazed units

2.7.1.        The tests to be performed are those specified in this annex for each glass pane composing the double-glazed unit, with the same frequency and the same requirements.

2.7.2.        In the case of double-glazed units, light transmission measurement shall be performed with the requirements of Annex 3, paragraph 9.1."

Annex V

INFORMAL GROUPS OF GRSG

<u>Informal group</u>	<u>Chairman</u>	<u>Secretary</u>
Strength of bus superstructures	Mr. M. Matolcsy (Hungary) Tel: +36 1 202 0656 Fax: +36 1 202 0252 E-mail: m-matolcsy@mail.datanet.hu	
Advanced Vehicle Security System (AVSS)	Mr. F. Wrobel (Germany) Tel: +49 461 316 2024 Fax: +49 461 316 1741 E-mail: frank.wrobel@kba.de	

-----