



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.29/GRSG/2006/16
9 February 2006

Original: ENGLISH
ENGLISH AND FRENCH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

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

Working Party on General Safety Provisions (GRSG)

(Ninetieth session, 24-28 April 2006,
agenda item 4.3.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATIONS Nos. 34, 43, 46, 73 and 81

Transmitted by the expert from the European Commission (EC)

Note: The text reproduced below was prepared by the expert from the EC in order to make the scope of the above-mentioned Regulations more precise. The proposal concerning Regulation No. 34 is based on TRANS/WP.29/GRSP/2005/13, transmitted to GRSG by GRSP during its thirty-eighth session (ECE/TRANS/WP.29/GRSP/38, para. 32). The proposals concerning Regulations Nos. 43, 46, 73 and 81 are based on TRANS/WP.29/GRSG/2005/25, discussed at the eighty-ninth session of GRSG (TRANS/WP.29/GRSG/68, paras. 57 to 59). The modifications to the existing text of the Regulations are marked in **bold** characters.

Note: This document is distributed to the Experts on General Safety Provisions only.

A.1. PROPOSAL

REGULATION No. 34 – (Fire risks)

Paragraphs 1. to 1.3. and the corresponding footnote 1/, amend to read:

"1. SCOPE

This Regulation **applies:**

- 1.1. PART I: **to** the approval of vehicles of categories M, N and O 1/ with regard to the tank(s) for liquid fuel.
- 1.2. PART II: **at the request of the manufacturer to the approval of these vehicles with regard to the prevention of fire risks in the event of a frontal, lateral or rear collision.**

1/ As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 **as last amended by Amend.4**)."

Note by secretariat:

The remaining footnotes to be renumbered accordingly after the adoption of the proposal.

B.1. JUSTIFICATION

The current scope is correct, but it can be simplified.

A.2. PROPOSAL

REGULATION No. 43 – (Safety glazing)

Paragraphs 1. and 1.1., insert a reference to a new footnote 1/, the corresponding footnote 1/ and amend to read:

"1. SCOPE

This Regulation applies to:

- safety glazing materials intended for installation as windscreens or other panes, or as partitioning, on vehicles of category L, M, N, O, and T 1/;
- vehicles of category M, N and O with regard to the installation of these materials;

in both cases, to the exclusion of glazing for lighting and light-signalling devices and instrument panels, of special bullet-proof glazing and of double-windows.

1/ As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 **as last amended by Amend.4**)."

Note by secretariat:

The remaining footnotes to be renumbered accordingly after the adoption of the proposal.

B.2. JUSTIFICATION

At the eighty-ninth GRSG meeting, it was decided that the scope should clearly distinguish between the applicability for components and the one for vehicles with regard to the installation. The current Regulation includes prescriptions for the installation on vehicles of categories M, N and O (see Annex 21). On the component side, the current wording "power driven vehicles" includes also vehicles of category L and T. Paragraph 9.1.2.2. of Annex 3 indicates that category T should be included at least for the component side. It reads as follows:

"For the windcreens of M₁ vehicles the test shall be carried out in test area B defined in Annex 18, paragraph 2.3., excluding any opaque obscuration impinging on it.

For windcreens of other categories of vehicles, the test shall be carried out in the zone I defined in paragraph 9.2.5.2.3. of this annex.

However, for agricultural and forestry tractors and for construction-site vehicles for which it is not possible to determine zone I, the test shall be carried out in zone I' as defined in paragraph 9.2.5.3. of this annex."

But see also paragraphs 9.2.2.3., 9.2.5.3., 9.2.6. (chart) and 9.2.6.2. which refer partly to the installation.

A.3. PROPOSAL

REGULATION No. 46 – (Devices for indirect vision)

Paragraphs 1. to 1.2.2. and the corresponding footnote 1/, amend to read:

"1. SCOPE

This Regulation applies:

- to devices for indirect vision **for vehicles of category M, N, and of category L 1/ with bodywork at least partly enclosing the driver,**
- **to the installation of devices for indirect vision on vehicles of category M and N.**

1/ As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 **as last amended by Amend.4).**"

B.3. JUSTIFICATION

At the eighty-ninth GRSG session, it was decided that the scope should clearly distinguish between the applicability for components and the applicability for vehicles with regard to the installation.

This proposal and the proposal for Regulation No. 81 should be considered together. IMMA announced that they will submit a proposal for installation prescriptions for L category vehicles with bodywork at least partly enclosing the driver either for Regulation No. 46 or for Regulation No. 81. For the time being, it seems best not to cover the installation for these vehicles as there are no prescriptions. However, the devices themselves are much more similar to those used on M and N category vehicles. Therefore, the approval for the devices should be done according to Regulation No. 46.

A.4. PROPOSAL

REGULATION No. 73 – (Lateral protection)

The list of contents, annexes, Annex 3 should be deleted.

Paragraph 1. and the corresponding footnote 1/, amend to read:

"1. SCOPE

This Regulation applies to complete vehicles of categories N₂, N₃, O₃ and O₄ 1/ with regard to the lateral protection. It does not apply to:

- Tractors for semi-trailers;
- Trailers specially designed and constructed for the carriage **of indivisible loads longer than 10 m**, such as timber, steel bars, etc.;
- Vehicles designed and constructed for special purposes where it is not possible, for practical reasons, to fit such lateral protection.

1/ As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4)."

Note: A study reservation by the Netherlands, Sweden and IRU regarding the 10 m limit.

Annex 3, should be deleted.

B.4. JUSTIFICATION

The current scope is imprecise inasmuch as it is not clear what "very long loads" are. In the eighty-ninth GRSG session, some experts wished to examine the question again prior to a final decision. Annex 3 becomes superfluous with the reference to R.E.3.

1/ As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4)."

A.5. PROPOSAL

REGULATION No. 81 – (Rear view mirrors (motorcycles/mopeds))

Paragraphs 1. to 1.2., insert a reference to a new footnote 1/, the corresponding footnote 1/ and amend to read:

"1. SCOPE

This Regulation applies:

- 1.1. To rear view mirrors intended to be installed **on vehicles of categories L₁ to L₇** 1/ **without** bodywork partly or wholly enclosing the driver and
- 1.2. To the installation of rear view mirrors **on these vehicles.** */

1/ **As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4).**"

Note by secretariat:

The remaining footnotes to be renumbered accordingly after the adoption of the proposal.

B.5. JUSTIFICATION

It should be referred to the vehicle categories of R.E.3.

This proposal and the proposal for Regulation No. 46 should be considered together.
