



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.29/GRSG/69
22 June 2006

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

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 NINETIETH SESSION
(Geneva, 24 to 28 April 2006)

ATTENDANCE

1. GRSG held its ninetieth session from 24 (afternoon) to 28 (morning only) April 2006 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 WP.29 (TRANS/WP.29/690): Belgium; Canada; Czech Republic; Denmark; Finland; France; Germany; Hungary; India; Italy; Japan; Luxembourg; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; South Africa; Spain; Sweden; Switzerland; Turkey; 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 for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA) 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 1 to this report.

1. BUSES AND COACHES

1.1. Regulation No. 36 (Large capacity passenger vehicles)

Documentation: ECE/TRANS/WP.29/GRSG/2006/3.

3. GRSG adopted ECE/TRANS/WP.29/GRSG/2006/3, not amended, and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplement 12 to the 03 series of amendments to Regulation No. 36.

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

Documentation: ECE/TRANS/WP.29/GRSG/2006/4.

4. GRSG adopted ECE/TRANS/WP.29/GRSG/2006/4, not amended, and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplement 9 to the 01 series of amendments to Regulation No. 52.

1.3. Regulation No. 66 (Strength of superstructure)

Documentation: ECE/TRANS/WP.29/GRSG/2006/17; informal documents Nos. GRSG-90-4 and GRSG-90-28 of Annex 1 to this report.

5. GRSG considered and adopted ECE/TRANS/WP.29/GRSG/2006/17, as reproduced below, and requested the secretariat to submit the amended document to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Corrigendum 1 to the 01 series of amendments to Regulation No. 66.

Paragraph 3.2.2.1., correct to read:

"

$M_t = M_k + k \cdot M_m$, where $k = 0.5$ and M_m is the total mass of the restrained occupants (see paragraph 2.15.).

.... "

6. The Chairman of the informal group, that had prepared the proposal for the 01 series of amendments to the Regulation, informed GRSG that the group had not proposed the deletion of the footnote corresponding to paragraph 1. (TRANS/WP.29/GRSG/68, para. 9). He proposed to correct the error and presented GRSG-90-4. The expert from the EC objected the proposal since the ultimate goal of the new established informal group was the extension of the scope of the Regulation to all vehicles of categories M₂ and M₃. However, the rest of GRSG experts preferred to correct the error first and leave the informal group on the Regulation to consider the extension of the scope. Finally, the expert from Spain volunteered to prepare an alternative proposal, for consideration at the next GRSG session, clarifying that only Class I vehicles could be excluded from the scope of the Regulation. The Chairman invited the experts from those Contacting Parties that are not member states of the European Union, inform GRSG on their

practice regarding the exclusion of certain categories of buses and coaches from the scope of Regulation No. 66. The secretariat was requested to distribute GRSG-90-4 with an official symbol for consideration at the next GRSG session.

7. Mr. M. Matolcsy, Chairman of the informal group, also presented GRSG-90-28 and reported on the informal group's results of the first meeting held in Madrid on 16 and 17 January 2006. He recalled that the first task of the informal group was to collect and analyze rollover accident data of small and double-deck vehicles. He also informed GRSG that the next meeting of the informal group would be held in Warsaw on 27 and 28 June 2006. Finally, he informed GRSG that the informal group had decided not to put, for the time being, its documents at the GRSG website.

1.4. Regulation No. 107 (M₂ and M₃ vehicles)

1.4.1. Proposals for Supplement 1 to the 02 series of amendments and further amendments

Documentation: TRANS/WP.29/GRSG/2005/7; ECE/TRANS/WP.29/GRSG/2006/5; informal documents Nos. GRSG-90-18, GRSG-90-24, GRSG-90-26 and GRSG-90-27 of Annex 1 to this report.

8. The expert from Germany recalled the purpose of TRANS/WP.29/GRSG/2005/7 and reiterated his position on the need to harmonize definitions of vehicle masses and axle loads. The experts from Spain and the EC objected the proposal. GRSG noted a study reservation by France. The expert from OICA volunteered to prepare an alternative proposal for the next session. GRSG agreed to resume consideration on this subject at its next session on the basis of TRANS/WP.29/GRSG/2005/7 and the new proposal by OICA.

9. GRSG proceeded with a detailed consideration of ECE/TRANS/WP.29/GRSG/2006/5 taking into account GRSG-90-18, GRSG-90-24, GRSG-90-26 and GRSG-90-27. The expert from the EC maintained his general reservation on paragraph 7.6.11.1. of Annex 3, requesting mandatory inclusion of an arrow in the vicinity of the emergency exit symbol. To the objection of the EC expert to the figure "1,400 mm" in paragraph 7.17.1. of Annex 3, it was recalled that the 1,400 mm value was accepted at the previous session. The expert from the United Kingdom withdrew his reservation on paragraph 3.1. of Annex 8. The secretariat was requested to distribute GRSG-90-24, GRSG-90-26 and GRSG-90-27 with an official symbol for consideration at the next GRSG session.

10. GRSG adopted ECE/TRANS/WP.29/GRSG/2006/5, as amended by Annex 2 to this report, which also included the proposal of GRSG-90-18. The secretariat was requested to submit the amended document to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplement 1 to the draft 02 series of amendments to Regulation No. 107.

1.4.2. "Sleeping coaches"

Documentation: Informal documents No. GRSG-89-9 of Annex 1 to the previous report and Nos. GRSG-90-2 and GRSG-90-3 of Annex 1 to this report.

11. The expert from Denmark introduced GRSG-90-2 on the technical requirements for "sleeping coaches" in his country. He mentioned that these requirements were applicable to the coaches equipped with seats that were convertible into sleeping position. The expert from the Russian Federation, however, mentioned that in his country two compartment coaches, i.e. with conventional seats and non-convertible sleeping berths, were widely used. The expert from France announced his intention to give a presentation at the next session on a survey on the evacuation of passengers from "sleeping coaches" in case of fire.

12. Referring to the GRSG decision to exclude, for the time being, "sleeping coaches" from the scope of Regulation No. 107 (TRANS/WP.29/GRSG/68, para. 20), the expert from Hungary introduced GRSG-90-3. GRSG had an exchange of views on technical prescriptions for "sleeping coaches" and related safety issues, specially restraining of passengers in lying position. The experts from the EC, France, Germany, OICA and Spain pointed out that coaches with transformable seats shall conform to all provisions of the Regulation when seats are in the normal seating position and, therefore, should not be excluded from the scope of the Regulation until new technical provisions could be incorporated. The experts from France, Germany, Spain and OICA were of opinion that only coaches with permanent, non-transformable berths might be excluded from the scope of the Regulation. GRSG recognized that elaboration of harmonized requirements for "sleeping coaches" would be possible when the adequate safety provisions for lying passengers are determined. It was acknowledged that more research was necessary on specific subjects like emergency exits, rollover accident analysis, new restraint systems, installation of laminated glazing to avoid ejection of passengers, etc. The secretariat was requested to distribute GRSG-90-3 with an official symbol for consideration at the next GRSG session. GRSG agreed to keep GRSG-90-2 and GRSG-89-9 as reference documents.

1.4.3. Safety of wheelchair users in vehicles

Documentation: ECE/TRANS/WP.29/GRSG/2006/6; ECE/TRANS/WP.29/GRSG/2006/7.

13. The expert from the United Kingdom presented the final proposal by the informal group (ECE/TRANS/WP.29/GRSG/2006/7) on provisions relating to passengers with reduced mobility. GRSG proceeded with a general discussion on the document. The comments and remarks to this document are reproduced in Annex 3 to this report. GRSG agreed to resume consideration on this subject at its next session and requested experts that made comments to provide written alternative proposals.

14. The experts from Norway and Sweden withdrew ECE/TRANS/WP.29/GRSG/2006/6 since issues related to the calculation of the surface areas were solved by the proposal from the informal group (see para. 13 above). Nevertheless, these experts proposed deletion of Class II definition and volunteered to prepare a new proposal, on vehicle definitions, for consideration at the next session.

1.4.4. Lighting to assist boarding and alighting of passengers

Documentation: TRANS/WP.29/GRSG/2005/16; ECE/TRANS/WP.29/GRSG/2006/8; informal documents Nos. GRSG-90-12 and GRSG-90-29 of Annex 1 to this report.

15. Recalling the discussion at the previous session, the expert from the Russian Federation introduced ECE/TRANS/WP.29/GRSG/2006/8. The part of the proposal regarding the interior lighting illumination provisions did not reach the support of GRSG. Nevertheless, GRSG agreed that provisions for service-door lighting should be taken into account, as far as appropriate, during consideration of the proposals by Sweden and OICA on the same subject.

16. GRSG considered GRSG-90-12, tabled by OICA, as well as GRSG-90-29, tabled by Sweden that superseded TRANS/WP.29/GRSG/2005/16. GRSG noted some comments on these documents and invited experts from Sweden and OICA to prepare a new proposal for consideration at the next session, taking into consideration all the proposals of this agenda item.

1.4.5. Laminated safety glazing

Documentation: Informal documents Nos. GRSG-89-10, GRSG-89-24 and GRSG-89-32 of Annex 1 to the previous report.

17. The expert from Hungary recalled the discussion at the previous session concerning passengers' ejection through windows in the case of rollover accidents and the possibility of using laminated safety glazing to avoid them. GRSG agreed that advantages and disadvantages of hinged windows, as well as any other solution to avoid ejections, should be considered in detail. The experts from Hungary, Sweden and the United Kingdom announced their intention to give presentations on this subject at the next session. GRSG agreed to keep GRSG-89-10, GRSG-89-24 and GRSG-89-32 on its agenda for further reference.

1.4.6. Fire safety in buses

Documentation: Informal documents Nos. GRSG-89-23, GRSG-89-33 of Annex 1 to the previous report and Nos. GRSG-90-5, GRSG-90-16, GRSG-90-32 of Annex 1 to this report.

18. The expert from Sweden presented GRSG-90-16, superseding GRSG-89-33, regarding fire safety and fire properties of materials used in coaches. He concluded that requirements for similar materials used in trams and trains were more stringent than those of Regulation No. 118 and, therefore, could be considered for elaboration of improved requirements for materials to be used in coaches. GRSG noted a report (GRSG-90-32) on bus and coach fires in Norway and Sweden. GRSG also noted GRSG-90-5, tabled by Hungary, on a survey on city bus fires in Budapest. GRSG agreed to resume consideration on this subject at its next session and keep GRSG-89-23, GRSG-90-5, GRSG-90-16 and GRSG-90-32 on its agenda for further reference. The GRSG Chairman invited GRSG experts to prepare proposals to improve safety concerning fire risks.

1.4.7. Frontal collision of buses

Documentation: Informal documents Nos. GRSG-90-30 and GRSG-90-31 of Annex 1 to this report.

19. GRSG followed with interest a presentation (GRSG-90-30) by the expert from Spain on a research concerning frontal collision of buses and coaches. GRSG welcomed the research and acknowledged that more studies were necessary in order to define GRSG position on this subject. GRSG invited the expert from Spain to give the same presentation in a further GRSP session. The Chairman announced his intention to inform WP.29 about the conclusions of the Spanish research as well as to inquire about the possible involvement of the European Enhanced Vehicle Safety Committee (EEVC) in the issue of bus and coach frontal collision including an invitation to EEVC to present concrete proposals for protection against frontal impact in buses and coaches. GRSG agreed to keep this subject on its agenda.

20. GRSG also followed with interest a presentation of GRSG-90-31 by the expert from Hungary providing concise information on the same subject from the Enhanced Coach and Bus Occupant Safety (ECBOS) report.

1.4.8. Provisions for protection against fire risks, doors and emergency exits

Documentation: ECE/TRANS/WP.29/GRSG/2006/9.

21. Referring to a research study carried out in his country, the expert from Germany introduced ECE/TRANS/WP.29/GRSG/2006/9 on fire alarm device installation and on requirements for doors and emergency exits. GRSG supported the document, however, preferred to discuss separately fire risk provisions and emergency exit issues. The expert from Germany volunteered to split his proposal into two new documents for consideration at the next session.

1.4.9. Provisions for driver's workplace

Documentation: ECE/TRANS/WP.29/GRSG/2006/10.

22. Referring to a research study carried out in his country, the expert from Germany introduced ECE/TRANS/WP.29/GRSG/2006/10 on the provisions for driver's workplace. Several GRSG experts welcomed the proposal. The expert from OICA stated that some of the prescriptions should be incorporated in an ISO standard rather than in a Regulation. Finally, GRSG agreed to consider the document in detail at its next session.

1.4.10. Open top buses

Documentation: Informal document No. GRSG-90-26 of Annex 1 to this report.

23. GRSG noted that GRSG-90-26 was considered under agenda item 1.4.1. (see para. 9).

1.5. Inconsistencies in the definitions of Regulations Nos. 36 and 52

Documentation: Informal document No. GRSG-89-8 of Annex 1 to the previous report.

24. GRSG had an exchange of views on GRSG-89-8. Having in mind that Regulations Nos. 36 and 52 would become obsolete (see the adopted proposals of paras. 3 and 4), GRSG agreed to exclude this subject from its agenda.

2. AMENDMENTS TO OTHER REGULATIONS UNDER THE 1958 AGREEMENT

2.1. Regulation No. 18 (Protection of vehicles against unauthorized use)

Documentation: TRANS/WP.29/GRSG/68, Annex 3; informal document No. GRSG-90-6 of Annex 1 to this report.

25. GRSG considered GRSG-90-6, tabled by France, introducing requirements for electrical parking brakes to be also used as devices to prevent unauthorized use. The secretariat was requested to distribute GRSG-90-6 with an official symbol for consideration at the next GRSG session as an alternative proposal to TRANS/WP.29/GRSG/68, Annex 3.

2.2. Regulation No. 26 (External projections)

Documentation: ECE/TRANS/WP.29/GRSG/2006/11.

26. GRSG considered and adopted ECE/TRANS/WP.29/GRSG/2006/11, amended as reproduced below, and requested the secretariat to submit the amended document to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplement 1 to the 03 series of amendments to Regulation No. 26.

Paragraph 6.8.1., amend to read:

" the following sheet metal edges: rear edge of bonnet and front edge of rear luggage boot."

2.3. Regulation No. 34 (Fire risks)

27. The expert from OICA informed GRSG about the ongoing work on elaboration of the provisions for fuel tanks to be approved as separate technical units. He suggested that the transposition of the provisions against fire risk from Regulation No. 107 into Regulation No. 34 should wait the results of the WP.29 mandate to GRSG for consideration of the general issue of safety against increasing fire risks. The expert from the EC questioned whether capacity of fuel tanks should not be limited in the Regulation. GRSG agreed to resume consideration on this subject at its next session.

2.4. Regulation No. 46 (Devices for indirect vision)

Documentation: ECE/TRANS/WP.29/GRSG/2006/12; ECE/TRANS/WP.29/GRSG/2006/13; ECE/TRANS/WP.29/GRSG/2006/18; ECE/TRANS/WP.29/GRSG/2006/19; informal documents No. GRSG-89-26 of Annex 1 to the previous report and Nos. GRSG-90-11 and GRSG-90-34 of Annex 1 to this report.

28. GRSG considered and adopted ECE/TRANS/WP.29/GRSG/2006/19, not amended, and requested the secretariat to submit the amended document to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Corrigendum 1 (Russian only) to the 02 series of amendments to Regulation No. 46.

29. GRSG considered and adopted ECE/TRANS/WP.29/GRSG/2006/13, amended as reproduced below, and requested the secretariat to submit the amended document to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplement 1 to the 02 series of amendments to Regulation No. 46.

Annex 11, paragraph 2. (the table), the minus sign "-" should be added to the values of the horizontal coordinates (ΔX) column, corresponding to the seat-back angles (see the first column) from 5 to 24 degrees.

30. GRSG considered the proposal of ECE/TRANS/WP.29/GRSG/2006/12. The proposal for amending paragraph 2.1.4. did not reach an agreement. Regarding the amendment to paragraph 15.2.1.1.1., GRSG experts showed preference for the French proposal (ECE/TRANS/WP.29/GRSG/2006/18). GRSG agreed to continue consideration of the proposals at the next session. GRSG also agreed to keep GRSG-90-34 as an informal document.

31. The secretariat was requested to distribute GRSG-90-11 with an official symbol for consideration at the next GRSG session. GRSG agreed to keep GRSG-89-26 on its agenda awaiting a concrete proposal by Japan.

2.5. Regulation No. 97 (Vehicle alarm systems)

Documentation: Informal document No. GRSG-90-13 of Annex 1 to this report.

32. GRSG considered and adopted GRSG-90-13, as reproduced below, and requested the secretariat to submit the proposal to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplement 5 to the 01 series of amendments to Regulation No. 97.

Insert a new paragraph 1.4., to read:

"1.4. The fitting of devices specified under Parts II and III to vehicles of categories other than M₁, or N₁ with a maximum mass exceeding 2 tonnes, is optional, but any such device fitted is required to comply with all relevant provisions of this Regulation. Vehicles complying with the provisions of Parts III or IV of Regulation No. 116 are deemed to comply with Parts II and III respectively of this Regulation."

2.6. Draft Regulation on the forward field of vision of drivers

Documentation: TRANS/WP.29/GRSG/2002/9; TRANS/WP.29/GRSG/2005/18.

33. GRSG considered TRANS/WP.29/GRSG/2005/18, tabled by India, proposing to extend the scope of the draft Regulation to the other vehicle categories. The expert from India was requested to prepare a concrete proposal for consideration at the next session.

34. The expert from Japan re-introduced TRANS/WP.29/GRSG/2002/9, proposing to insert into the draft Regulation provisions for the visibility of obstructions at the ground level. He announced that English translation of the respective Japanese requirements was available upon request. GRSG requested the expert from Japan to prepare a revised proposal for consideration at the next session.

2.7. Regulation No. 121 (Hand controls, tell-tales and indicators)

Documentation: ECE/TRANS/WP.29/GRSG/2006/14; informal documents Nos. GRSG-90-10 and GRSG-90-19 of Annex 1 to this report.

35. GRSG considered ECE/TRANS/WP.29/GRSG/2006/14 taking into account the concerns raised by Canada (GRSG-90-10). Finally, GRSG adopted ECE/TRANS/WP.29/GRSG/2006/14, not amended, and requested the secretariat to submit the proposal to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Corrigendum 3 to Regulation No. 121.

36. The expert from OICA introduced GRSG-90-19 proposing additional provisions for low tyre pressure tell-tales. The secretariat was requested to distribute GRSG-90-19 with an official symbol for consideration at the next GRSG session.

2.8. Regulation No. 58 (Rear underrun protection)

Documentation: ECE/TRANS/WP.29/GRSG/2006/20; informal documents Nos. GRSG-90-21 and GRSG-90-33 of Annex 1 to this report.

37. The expert from the EC introduced ECE/TRANS/WP.29/GRSG/2006/20 suggesting to align the provisions of Regulation No. 58 with those laid down in Directive 2006/20/EC. GRSG considered the proposal together with GRSG-90-21 and GRSG-90-33. Following the discussion, the experts from the EC and France volunteered to prepare a new proposal for consideration at the next session.

2.9. Regulation No. 116 (Protection of motor vehicles against unauthorized use)

Documentation: Informal document No. GRSG-90-14 of Annex 1 to this report.

38. The expert from OICA withdrew GRSG-90-14.

2.10. Regulation No. 122 (Heating systems)

Documentation: Informal document No. GRSG-90-15 of Annex 1 to this report.

39. GRSG considered and adopted GRSG-90-15, as reproduced below, and requested the secretariat to submit the proposal to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Corrigendum 2 to Regulation No. 122.

Annex 1, Part 1, Appendix 1,

Paragraphs 3.3. to 3.6., renumber as paragraphs 3.2.1., 3.2.2., 3.2.3., 3.2.4., 3.3., 3.3.1. and 3.4.

Annex 3, paragraph 6., for paragraph 5.2. read paragraph 6.2.

Annex 7, the title, correct to read:

"ADDITIONAL REQUIREMENTS FOR COMBUSTION HEATERS"

Annex 9, paragraph 3.3., correct to read:

"3.3. FL vehicles

3.3.1. The combustion heaters shall be put out of operation "

2.11. Regulation No. 105 (ADR vehicles)

Documentation: Informal documents Nos. GRSG-90-17 and GRSG-90-25 of Annex 1 to this report.

40. GRSG considered both documents and agreed to resume consideration on this subject at its next session. The secretariat was requested to distribute them with an official symbol for consideration at the next GRSG session, taking into account comments by WP.15 at its eightieth session.

2.12. Regulation No. 43 (Safety glazing)

Documentation: Informal document No. GRSG-90-23 of Annex 1 to this report.

41. GRSG had an exchange of views on GRSG-90-23 and agreed to resume consideration on this subject at its next session. The secretariat was requested to distribute GRSG-90-23 with an official symbol for consideration at the next session.

3. 1998 AGREEMENT

3.1. Draft gtr on safety glazing

Documentation: TRANS/WP.29/GRSG/2005/9.

42. 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 two meetings held in Brussels, from 21 to 23 February 2006, and in Geneva, on 25 and 26 April 2006. He concluded that the group would transmit a final document, superseding TRANS/WP.29/GRSG/2005/9, for consideration at the next session. The expert from the EC raised concerns regarding the non-inclusion of basic prescriptions of Regulation No. 43 into the text of the gtr.

3.2. Draft gtr on identification of controls, tell-tales and indicators

Documentation: TRANS/WP.29/GRSG/2004/16; ECE/TRANS/WP.29/GRSG/2006/15; informal documents No. GRSG-87-25 of Annex 1 to the report of eighty-seventh session and Nos. GRSG-88-22, GRSG-88-23 of Annex 1 to the report of eighty-eighth session.

43. The expert from Canada introduced ECE/TRANS/WP.29/GRSG/2006/15 reflecting a preliminary text of the draft gtr. He informed GRSG about the ongoing second phase research on the symbol recognition, conducted by the Alliance of Automobile Manufacturers (AAM). He concluded that Canada would transmit the final draft gtr, superseding ECE/TRANS/WP.29/GRSG/2006/15, for consideration at the next GRSG session. GRSG agreed to keep TRANS/WP.29/GRSG/2004/16, GRSG-87-25, GRSG-88-22 and GRSG-88-23 on its agenda as reference documents for further discussions.

4. OTHER BUSINESS

4.1. Events Data Recorder (EDR)

44. Recalling the discussion on the subject at the previous session (see TRANS/WP.29/GRSG/68, para. 52), the expert from France informed that the mid-term report on VERONICA (Vehicle Event Recording based on Intelligent Crash Assessment) project was not available in February 2006 as initially expected. Therefore, the informal group did not convene its meeting in Geneva prior to the GRSG session proper. GRSG agreed to resume consideration on the subject at its next session.

4.2. Draft Horizontal Regulation (Country codes, vehicle categories and definitions)

Documentation: TRANS/WP.29/GRSG/2005/15; informal documents Nos. GRSG-90-7, GRSG-90-8 and GRSG-90-9 of Annex 1 to this report.

45. GRSG considered in detail GRSG-90-7, superseding TRANS/WP.29/GRSG/2005/15, in conjunction with GRSG-90-8 and GRSG-90-9. Comments from several experts were discussed and the Chairman invited experts to send their comments, in due time, to the expert

from the EC (manfred.kohler@cec.eu.int) in order to allow him, taking into account the experts' comments, the submission of a new document, that would supersede the above-mentioned documents, for consideration at the next session.

4.3. Clarification of the scope of Regulations covered by GRSG

Documentation: ECE/TRANS/WP.29/GRSG/2006/2; ECE/TRANS/WP.29/GRSG/2006/16 and Corr.1; informal document No. GRSG-90-20 of Annex 1 to this report.

46. The Chairman informed GRSG that GRSP had taken over the responsibility of clarifying the scope of Regulation No. 80. Therefore, GRSG agreed to remove ECE/TRANS/WP.29/GRSG/2006/2 from the agenda.

47. GRSG considered in detail ECE/TRANS/WP.29/GRSG/2006/16 and Corr.1, tabled by the EC, proposing to clarify the scope of Regulations Nos. 34, 43, 46, 73 and 81.

48. GRSG adopted the proposed text concerning Regulation No. 34, amended as reproduced below, and requested the secretariat to submit the amended document to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplement 2 to the 02 series of amendments to Regulation No. 34.

Paragraph 1.2., amend to read:

"1.2. PART II: at the request of the manufacturer to the approval of vehicles of categories M, N and O approved to Part I of this Regulation fitted with liquid fuel tank(s) with regard to the prevention of fire risks in the event of a frontal and/or lateral and/or rear collision."

49. GRSG adopted the proposed text concerning Regulation No. 43, not amended, and requested the secretariat to submit the document to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplement 9 to Regulation No. 43.

50. GRSG adopted the proposed text concerning Regulation No. 46, not amended, and requested the secretariat to submit the document to WP.29 and AC.1, for consideration at their November 2006 sessions, as a part of (see para. 29) draft Supplement 1 to the 02 series of amendments to Regulation No. 46.

51. Proposed amendments to Regulation No. 73 (ECE/TRANS/WP.29/GRSG/2006/16 and GRSG-90-20) did not reach an agreement of GRSG. It was agreed to resume consideration on this subject at the next GRSG session.

52. GRSG adopted the proposed text concerning Regulation No. 81, amended as reproduced below, and requested the secretariat to submit the amended document to WP.29 and AC.1, for consideration at their November 2006 sessions, as draft Supplement 2 to Regulation No. 81.

Paragraphs 1.1. and 1.2., amend to read (footnote */ becomes footnote 2/ and its text remains unchanged):

"1.1. To rear view mirrors intended to be installed on vehicles of category L 1/ without bodywork partly or wholly enclosing the driver and

1.2. To the installation of rear view mirrors on vehicles of category L without bodywork partly or wholly enclosing the driver. 2/"

4.4. ITC Round Table on transport and security

53. GRSG noted that ITC Round Table on Transport Security took place on 8 February in conjunction with the sixty-eight session of ITC held from 7 to 9 February 2006. ITC report as well as the programme and presentations from the Round Table are available at the Transport Division website (ITC report: <http://www.unece.org/trans/doc/2006/itc/ECE-TRANS-166e.doc>; Round Table programme and presentations: http://www.unece.org/trans/main/itc/itcrt_sec.html).

4.5. Increasing fire risk on heavy-duty vehicles (HDV)

Documentation: Informal document No. GRSG-90-22 of Annex 1 to this report.

54. GRSG noted GRSG-90-22 concerning the WP.29 request to consider the increasing fire risk on heavy-duty vehicles (see ECE/TRANS/WP.29/1050, para. 18). The experts were invited to reflect on this WP.29 request and also consider the fire risk on vehicles of categories M₂, M₃ and O. GRSG agreed to resume consideration on this subject at its next session.

4.6. Tribute to Mr. L. Stanway

55. GRSG was informed that Mr. Len Stanway (United Kingdom) took his early retirement at the end of 2005. GRSG expressed, in-absentia, its appreciation to Mr. Stanway for his immense contribution in the field of vehicle general safety, in particular on buses and coaches, as well as for his active participation during all GRSG sessions since 1974. GRSG wished him a long and happy retirement.

5. AGENDA FOR THE NINETY-FIRST SESSION

56. On the proposal of its Chairman, GRSG agreed on the following provisional agenda for the ninety-first session to be held in Geneva from 17 (starting at 14.30h) to 20 (concluding at 12.30h) October 2006: 1/

1. BUSES AND COACHES

1.1. Regulation No. 66 (Strength of superstructure)

1.2. Regulation No. 107 (M₂ and M₃ vehicles):

1.2.1. proposals for Supplement 1 to the 02 series of amendments and further amendments;

1.2.2. "sleeping coaches";

1.2.3. safety of wheelchair users in vehicles;

1.2.4. lighting to assist boarding and alighting of passengers;

- 1.2.5. laminated safety glazing;
- 1.2.6. fire safety in buses;
- 1.2.7. frontal collision of buses;
- 1.2.8. requirements for service doors, windows and emergency exits;
- 1.2.9. provisions for driver's workplace.
- 1.3. Regulation No. 118 (Burning behaviour of materials)

2. AMENDMENTS TO OTHER REGULATIONS UNDER THE 1958 AGREEMENT
 - 2.1. Regulation No. 18 (Protection of vehicles against unauthorized use)
 - 2.2. Regulation No. 34 (Fire risks)
 - 2.3. Regulation No. 43 (Safety glazing)
 - 2.4. Regulation No. 46 (Devices for indirect vision)
 - 2.5. Regulation No. 58 (Rear underrun protection)
 - 2.6. Regulation No. 105 (ADR vehicles)
 - 2.7. Regulation No. 116 (Protection of motor vehicles against unauthorized use)
 - 2.8. Regulation No. 121 (Hand controls, tell-tales and indicators)

3. DRAFT REGULATIONS UNDER 1958 AGREEMENT
 - 3.1. Regulation on the forward field of vision of drivers
 - 3.2. Horizontal Regulation (Country codes, vehicle categories and definitions)

4. 1998 AGREEMENT
 - 4.1. Draft gtr on safety glazing
 - 4.2. Draft gtr on identification of controls, tell-tales and indicators

5. OTHER BUSINESS
 - 5.1. Events Data Recorder (EDR)
 - 5.2. Clarification of the scope of Regulations covered by GRSG
 - 5.3. Election of officers

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>

Annex 1

LIST OF INFORMAL DOCUMENTS GRSG-90-... DISTRIBUTED WITHOUT AN
OFFICIAL SYMBOL DURING THE NINETIETH SESSION OF GRSG

<u>No.</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>	<u>Follow- up</u>
1. and Rev.1	GRSG Chairman	-	E	Provisional agenda item running order	(c)
2.	Denmark	1.4.2.	E	Technical requirements for sleeping coaches in Denmark	(e)
3.	Hungary	1.4.2.	E	Proposal for draft amendments to Regulation No. 107 – (Exclusion of "sleeping coaches" from the scope of the Regulation)	(b)
4.	Hungary	1.3.	E	Proposal for draft amendments to Regulation No. 66 – (Re-insertion of the footnote */ in the scope of the Regulation)	(b)
5.	Hungary	1.4.6.	E	Bus fires in city buses	(e)
6.	France	2.1.	E	Proposal for draft amendments to Regulation No. 18.03	(b)
7.	European Commission	4.2.	E	Proposal for a new draft horizontal Regulation on country codes, vehicle categories and definitions	(c)
8.	European Commission	4.2.	E	Comments and editing notes regarding informal document No. GRSG-90-7	(c)
9.	Hungary	4.2.	E	Proposed amendments to the draft horizontal Regulation – (TRANS/WP.29/GRSG/2005/15)	(c)
10.	Canada	2.7.	E	Canadian comments on the proposal for Corrigendum to Regulation No. 121 – (ECE/TRANS/WP.29/GRSG/2006/14)	(c)
11.	Germany	2.4.	E	Proposal for draft amendments to Regulation No. 46	(b)
12.	OICA	1.4.4.	E	Proposal for draft amendments to Regulation No. 107	(c)
13.	OICA	2.5.	E	Proposal for draft amendments to Regulation No. 97 – (Vehicle alarm systems)	(d)
14.	OICA	2.9.	E	Proposal for draft amendments to Regulation No. 116 – (Protection of motor vehicles against unauthorized use)	(c)
15.	OICA	2.10.	E	Draft corrigendum to Regulation No. 122 – (Heating systems)	(d)
16.	Norway/ Sweden	1.4.6.	E	Fire safety in buses	(e)

17.	OICA	2.11.	E	Proposal for draft 04 series of amendments to Regulation No. 105 – (ADR vehicles)	(b)*
18.	OICA	1.4.1.	E	Proposal for Supplement 1 to the draft 02 series of amendments to Regulation No. 107 – (M2 and M3 vehicles)	(d)
19.	OICA	2.7.	E	Proposal for draft amendments to Regulation No. 121 – (Hand controls, tell-tales and indicators)	(b)
20.	CLCCR	4.3.	E	Clarification of the scope of Regulations covered by GRSG – (Regulation No. 73)	(c)
21.	Japan	2.8.	E	Japanese comments on ECE/TRANS/WP.29/GRSG/2006/20 – (Regulation No. 58)	(c)
22.	Secretariat	4.5.	E	Increasing fire risk on heavy-duty vehicles	(a)
23.	Belgium	2.12.	E	Proposal for Corrigendum 1 to Supplement 6 of Regulation No. 43 – (Safety glazing materials)	(b)
24.	European Commission	1.4.1.	E	Comments by the expert from the EC on paragraph 7.6.11.1. concerning the use of a pictogram to identify emergency exits (see ECE/TRANS/WP.29/GRSG/2006/5)	(b)**
25.	Secretariat	2.11.	E	Amendments to informal document No. GRSG-90-17 – (ADR vehicles)	(b)*
26.	European Commission	1.4.10.	E	Proposal for draft amendments to Regulation No. 107 (M2 and M3 vehicles)	(b)
27.	European Commission	1.4.1.	E	Pictograms in case of evacuation	(b)**
28.	Chairman of inf. group	1.3.	E	Report of the IG/R.66 meeting (Madrid, 16-17 January 2006)	(c)
29.	Sweden	1.4.4.	E	Service-door lighting	(c)
30.	Spain	1.4.7.	E	Frontal Collision Buses and Coaches. Research and Problems – APSN Workshop on Bus and Truck Passive Safety	(c)
31.	Hungary	1.4.7.	E	Frontal Collision of Buses – Information learned from the ECBOS Summary Report	(c)
32.	Norway/ Sweden	1.4.6.	E	Fire Safety in Buses. WP1 report: Bus and coach fires in Sweden and Norway	(e)
33.	Netherlands	2.8.	E	Remarks to ECE/TRANS/WP.29/GRSG/2006/20 (Regulation No. 58: Rear underrun protection)	(c)
34.	United Kingdom	2.4.	E	UK Comments on the various documents under agenda item 2.4. – (Regulation No. 46: Devices for indirect vision)	(a)

Reconsideration of informal documents from previous GRSG sessions
(referring to agenda item and follow-up decision of the current session)

<u>No.</u>	<u>Transmitted by</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>	<u>Follow-up</u>
87-25	OICA	3.2.	E	OICA comments on document TRANS/WP.29/GRSG/2004/16	(e)
88-22	India	3.2.	E	Comments on the draft gtr on Identification of Controls, Tell-tales and indicators	(e)
88-23	India	3.2.	E	Comments on the draft gtr on Identification of Controls, Tell-tales and indicators	(e)
89-8	Hungary	1.5.	E	Inconsistencies in the definitions of bus regulations	(c)
89-9	Hungary	1.4.2.	E	Information about sleeping coaches	(e)
89-10	Hungary/ Sweden	1.4.5.	E	Laminated safety glazing as side windows on buses	(e)
89-23	Norway/ Sweden	1.4.6.	E	Fire safety in buses	(e)
89-24	Sweden	1.4.5.	E	Rollover situation for coaches – a serious risk for injuries	(e)
89-26	Japan	2.4.	E	Proposal for Step-2 revision of Regulation No. 46 (Rear view mirrors)	(a)
89-32	Sweden	1.4.5.	E	Coach roll-over crash (Ängelsberg)	(e)
89-33	Sweden	1.4.6.	E	Fire safety in buses	(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.
- * To be merged with the other corresponding document.
- ** To be merged with the other corresponding document.

Annex 2

AMENDMENTS TO DOCUMENT ECE/TRANS/WP.29/GRSG/2006/5 ADOPTED
AT THE NINETIETH SESSION OF GRSG
(See paras. 9 and 10 of the report)

Paragraph 4.4.1. the reference to footnote 2/ and footnote 2/, renumber as footnote 3/ and amend to read:

"3/ 49 for Cyprus, 50 for Malta, 51 for the Republic of Korea, 52 for Malaysia and 53 for Thailand. Subsequent numbers shall be assigned "

Annex 3,

Paragraph 7.6.4.6., amend to read (only the order of subparagraphs has changed):

"7.6.4.6. If the direct view is not adequate, an automatically-operated service door.

In the case of double-deck vehicles of Class I, staircase on the upper deck.

In the case of a service door standing 1 m behind the vehicle.

Driving mirrors may be used to view required for driving is still met.

In the case of doors situated behind deemed to be a sufficient optical device."

Paragraph 7.6.11.1., amend to read (with deletion of both notes and the picture):

"7.6.11.1. Each emergency exit shall be marked, inside and outside the vehicle, by the symbol reproduced in Annex 4, figure 29. An additional symbol (e.g. arrow), indicating where to find the emergency exit, may be added."

Paragraph 7.17.2., amend to read:

" , or more than 45 mm;

- the size of any aperture between a guard rail and any adjacent guard rail or panel shall not exceed 200 mm;

- it shall be firmly attached "

Annex 4,

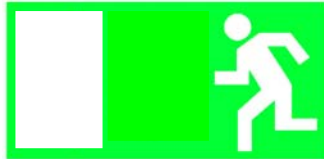
Figure 1, Test gauge 1, the internal 400 mm line at height 700 mm should be deleted.

Insert a new figure 29, to read:

"Figure 29

EMERGENCY EXIT MARKING SYMBOL

(See Annex 3, paragraph 7.6.11.1.)



Colour: green basis with white symbols

Size: at least 130 mm wide and 50 mm high

Reference for safety symbols: ISO 7010: 2003

Reference for the design principles of safety symbols: ISO 3864-1: 2002"

Annex 8,

Paragraph 3.1., the note should be deleted.

Paragraph 3.11.4.3.4., proposal for amendments should be deleted.

Annex 3

COMMENTS AND REMARKS TO ECE/TRANS/WP.29/GRSG/2006/7
(See para. 13 of the report)

Paragraph 1.4.

The expert from the EC suggested to clarify whether this paragraph is applicable to all classes of vehicles of categories M₂ and M₃. The expert from CLCCR suggested to delete this paragraph.

Paragraph 7.7.9.1.

The expert from CLCCR preferred to maintain the existing text of the Regulation.

Annex 8,

Paragraph 3.2.2.

The expert from France indicated that the proposed text should be clarified. He added that a dedicated space should be provided for a guide dog and the use of a gangway for that purpose would not be acceptable.

Paragraph 3.5.

The expert from the Russian Federation wondered if the requirements for the floor slope should not be aligned with those for the slope of gangway in paragraph 7.7.6. of Annex 3 i.e. conditions for activation of the kneeling system, differentiation of requirements according to the different classes of vehicles, etc.

Note by the secretariat: A general comment, not related with the proposed amendments.

Paragraphs 3.8.2. and 3.8.3.

The expert from Hungary suggested to round figures for force values in several paragraphs, e.g. paragraph 3.8.2.4.1.1., since there was no technical justification for many of those figures.

Paragraphs 3.8.5. and 3.8.6.

The experts from Germany, the Netherlands and OICA considered that paragraph 3.8.6. gives a general requirement and paragraph 3.8.5. gives a specific example. They suggested inverting the order of the two paragraphs in question. In addition, they considered paragraph 3.8.5. to be as design restrictive. The experts from Sweden and Poland preferred to maintain the order as laid down in the proposal, given that, in their opinion, paragraph 3.8.6. is an alternative to the main prescriptions of paragraph 3.8.5.

Paragraph 3.11.2.

The expert from the Russian Federation suggested removing this paragraph to Annex 3.

Note by the secretariat: A general comment, not related with the proposed amendments.

Paragraph 3.11.4.3.3.

The expert from Spain suggested that the application point of the reactive force on the ramp should be specified, in order to reach a uniform test method.

Annex 4

INFORMAL WORKING GROUPS OF GRSG

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