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Working Party on General Safety Provisions

REPORT OF THE WORKING PARTY ON GENERAL SAFETY PROVISIONS
ON ITS NINETY-THIRD SESSION
(Geneva, 23 to 26 October 2007)

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I. ATTENDANCE

1. The Working Party on General Safety Provisions (GRSG) held its ninety-third session from 23 (afternoon) to 26 (morning only) October 2007 in Geneva, under the chairmanship of Mr. A. Erario (Italy). Experts from the following countries participated in the work, following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690): Belgium; Canada; Czech Republic; Denmark; Finland; France; Germany; Hungary; India; Italy; Japan; Luxembourg; Netherlands; Norway; People's Republic of China; Poland; Republic of Korea; Russian Federation; South Africa; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland; United States of America. Representatives of the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: European Association of Automobile Suppliers (CLEPA); International Motorcycle Manufacturers Association (IMMA); International Organization of Motor Vehicle Manufacturers (OICA); International Organization of Standardization (ISO) and International Road Transport Union (IRU). Upon the special invitation of the Chairman, an expert from the Comité de Liaison des Constructeurs de Carosseries et Remorques (CLCCR) participated.

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

II. ADOPTION OF THE AGENDA

3. GRSG considered and adopted the agenda proposed for the ninety-third session (ECE/TRANS/WP.29/GRSG/2007/17).

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

Documentation: ECE/TRANS/WP.29/GRSG/2007/18, informal document No. GRSG-93-04, reference document No. GRSG-92-5

4. GRSG considered and adopted the proposal clarifying the scope of the Regulation (ECE/TRANS/WP.29/GRSG/2007/18) as reproduced in Annex II to this report. The experts from Hungary and from the Russian Federation reserved their position. The secretariat would submit the proposal to WP.29 and AC.1, for consideration at their March 2008 sessions, as draft Supplement 1 to the 01 series of amendments to Regulation No. 66. Informal document No. GRSG-92-5 is superseded.

5. The Chairman of the informal group on Regulation No. 66 reported on their fourth meeting, held in Prague, on 12 and 13 June 2007 (GRSG-93-04). He informed GRSG that the informal group would hold its next meeting in Madrid, on 17 and 18 January 2008.

6. GRSG agreed with the proposal of the secretariat not to indicate any longer reference documents on the agendas of further sessions. However, they remain available on the WP.29 website.

IV. REGULATION No. 107 (M₂ and M₃ vehicles) (Agenda item 3)

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

Documentation: ECE/TRANS/WP.29/GRSG/2007/19, ECE/TRANS/WP.29/GRSG/2007/30, ECE/TRANS/WP.29/2007/84, informal documents Nos. GRSG-93-03, GRSG 93-06, GRSG-93-16, GRSG-93-21, GRSG-93-22 and GRSG-93-26

7. GRSG followed with interest a presentation by the expert from the United States of America on the National Highway Safety Administration's (NHTSA) approach to motor coach safety (GRSG-93-06).

8. GRSG considered and adopted draft amendments (GRSG-93-03) to document ECE/TRANS/WP.29/2007/84, as reproduced in Annex III to this report. The secretariat would submit the proposal to WP.29 and AC.1 for consideration at their November sessions, as part of the proposal for Supplement 1 to the 02 series of amendments to Regulation No. 107. GRSG took note of the amendments (GRSG-93-16) proposed to the same document by the European Commission and regretted that they were submitted directly to WP.29 (WP.29-143-06) without giving the possibility to GRSG to consider them. The expert of OICA withdrew his proposal (ECE/TRANS/GRSG/2007/19). The proposal of the expert from the Russian Federation (ECE/TRANS/GRSG/2007/30) did not reach agreement. He would revise his proposal for consideration at the next session. Informal document No. GRSG-93-26 would be transformed in official document for consideration at the next session. After having considered informal documents Nos. GRSG-93-21 and GRSG-93-22, GRSG experts found that they would need a more detailed study. The expert from Spain was requested to revise and combine them into one document for consideration at the next session.

B. Sleeper coaches (Agenda item 3 (b))

Documentation: ECE/TRANS/WP.29/GRSG/2007/3), reference documents Nos. GRSG-89-9 and GRSG-90-2.

9. The secretariat informed GRSG on the decision of WP.29 that the amendments of passive safety Regulations should remain under the GRSP responsibility. The secretariat had requested also information from the Working Party on Road Safety (WP.1) about the existence, if any, of conditions for the circulation of such vehicles in the Vienna Convention. As regards the reference documents see para. 6 above.

C. Laminated safety glazing (Agenda item 3 (c))

Documentation: Informal documents Nos. GRSG-93-14, reference documents Nos. GRSG 89-10, GRSG-89-24, GRSG-89-32, GRSG-91-07) GRSG-91-20 and GRSG-92-20

10. GRSG took note of experiences with laminated safety glazing windows in rollover accidents (GRSG-93-14). As regards the reference documents see para. 6 above.

D. Fire safety in buses (Agenda item 3 (d))

Documentation: ECE/TRANS/WP.29/GRSG/2007/6; ECE/TRANS/WP.29/GRSG/2007/20; informal documents Nos.GRSG-93-15 and GRSG-93-27, reference documents Nos. GRSG-89-23; GRSG-90-05; GRSG-90-32 and GRSG-91-10

11. GRSG followed with interest a presentation by the expert from the United States of America on motor coach fire safety analysis (GRSG-93-27). GRSG took note of the experiences described by the experts from Norway and Sweden (GRSG-93-15). Further information on the subject were announced by the same experts for the next session.

12. Consideration of document ECE/TRANS/WP.29/GRSG/2007/20 was postponed for the next session. Document ECE/TRANS/WP.29/GRSG/2007/6 would be replaced by a revised proposal. As regards the reference documents see para. 6 above.

E. Frontal collision of buses (Agenda item 3 (e))

Documentation: ECE/TRANS/WP.29/GRSG/2007/33

13. The expert from Germany presented a proposal for a draft Regulation on the protection of the driver and crew-member of buses in the case of a frontal collision (ECE/TRANS/WP.29/GRSG/2007/33). The consideration of the document would be continued at the next session. The Chairman of GRSG would inform WP.29 about this proposal for a new draft Regulation.

F. Requirements for service doors, windows and emergency exits (Agenda item 3 (f))

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

14. GRSG adopted the proposal in ECE/TRANS/WP.29/GRSG/2007/29 as modified and reproduced in Annex IV to this report. It would be submitted to WP.29 and AC.1, for consideration at their March 2008 sessions, as draft Supplement 2 to the 02 series of amendments to Regulation No. 107.

G. Provisions for the driver's workplace (Agenda item 3 (g))

Documentation: ECE/TRANS/WP.29/GRSG/2006/10; ECE/TRANS/WP.29/GRSG/2007/8/Rev.1 and reference document No. GRSG-92-15

15. GRSG had a general exchange of views on documents ECE/TRANS/WP.29/GRSG/2006/10 and ECE/TRANS/WP.29/GRSG/2007/8/Rev.1 and agreed that the proposals would need further discussion at the next session. As regards the reference document see para. 6 above.

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

Documentation: Reference documents Nos. GRSG-90-16, GRSG-91-19 and GRSG-92-18

16. GRSG agreed to resume consideration of this issue at its next session. As regards the reference documents see para. 6 above.

VI. REGULATION No. 18 (Protection of vehicles against unauthorized use) (Agenda item 5)

Documentation: ECE/TRANS/WP.29/GRSG/2007/21, ECE/TRANS/WP.29/GRSG/2007/31, and informal document No. GRSG-93-11

17. The expert from France withdrew document ECE/TRANS/WP.29/GRSG/2007/21.

18. GRSG adopted ECE/TRANS/WP.29/GRSG/2007/31 and GRSG-93-11, as reproduced in Annex V to this report, with a reservation from the expert from the United Kingdom. They would be submitted to WP.29 and AC.1, for consideration at their March 2008 sessions, as draft Supplement 2 to the 03 series of amendments to Regulation No. 18.

VII. REGULATION No. 34 (Fire risks) (Agenda item 6)

Documentation: ECE/TRANS/WP.29/GRSG/2007/22

19. The expert from OICA withdrew ECE/TRANS/WP.29/GRSG/2007/22. Consideration of the subject would be resumed at the next session, on the basis of a new proposal.

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

Documentation: ECE/TRANS/WP.29/GRSG/2007/11; ECE/TRANS/WP.29/GRSG/2007/23 and ECE/TRANS/WP.29/GRSG/2007/24, informal documents GRSG-93-05, GRSG-93-10, GRSG-93-17 and GRSG-93-23

20. Due to the amendment proposals already submitted to WP.29 and AC.1, document ECE/TRANS/WP.29/GRSG/2007/11 was considered obsolete. The experts from the Netherlands and from the European Commission would submit updated proposals for the next session.

21. The proposal of document ECE/TRANS/WP.29/GRSG/2007/23, aimed at the correction of a proposal (ECE/TRANS/WP.29/2007/82), which was already submitted to WP.29 and AC.1 for consideration at their November 2007 sessions, was adopted by GRSG as reproduced below:

Paragraph 15.1.4., add at the end:

"...Regulation No. 43, Annex 21; this last provision does not apply to Class I mirrors."

The secretariat would submit it to WP.29 and AC.1 for consideration at their November 2007 sessions.

22. GRSG considered document GRSG-93-05, taking also into account the comments on it made by the expert from Germany (GRSG-93-23). The expert from the Netherlands should confirm to the secretariat his proposal (GRSG-93-05), thus permitting its distribution with an official symbol for the next session. The expert from OICA withdrew document GRSG-93-10.

23. The proposals in GRSG-93-17 (superseding ECE/TRANS/WP.29/GRSG/24) were also adopted as reproduced in Annex VI to this report. It would be submitted for consideration to WP.29 and AC.1 at their March 2008 sessions as draft Supplement 3 to the 02 series of amendments to Regulation No. 46. As regards the reference documents see para. 6 above.

IX. REGULATION No. 105 (ADR vehicles) (Agenda item 8)

24. GRSG had an exchange of views on the harmonization necessary between Regulation No.13, Annex 5 and Regulation No. 105 concerning O₁ vehicles. Finally GRSG agreed to wait for the results of next session of WP.15, in the light of which the secretariat would submit proposals to solve the question.

X. REGULATION No. 116 (Protection of motor vehicles against unauthorized use) (Agenda item 9)

Documentation: ECE/TRANS/WP.29/GRSG/2007/25, ECE/TRANS/WP.29/GRSG/2007/34, informal documents Nos. GRSG-93-09, GRSG-93-12 and GRSG-93-13

25. The expert from France withdrew document ECE/TRANS/WP.29/GRSG/2007/25. GRSG adopted the proposal ECE/TRANS/WP.29/GRSG/2007/34 to Regulation No.116 with the following modification (see GRSG-93-09):

Paragraph 5.3.2.2. (of ECE/TRANS/WP.29/GRSG/2007/34), amend to read:

"5.3.2.2. A device to prevent unauthorized use by acting on brakes shall brake at least one wheel on each side of at least one axle."

The proposal would be submitted to WP.29 and AC.1 for consideration at their March 2008 sessions as Supplement 2 to the original version of Regulation No. 116. The expert from the United Kingdom reserved his position on the proposed amendment.

26. Consideration of informal documents Nos. GRSG-93-12 and GRSG-93-13 was postponed to the next session. The secretariat would distribute the proposals with an official symbol.

XI. REGULATION No. 121 (Hand controls, tell-tales and indicators) (Agenda item 10)

Documentation: ECE/TRANS/WP.29/GRSG/2007/26

27. GRSG adopted, without amendment, ECE/TRANS/WP.29/GRSG/2007/26. The proposal would be submitted to WP.29 and AC.1 for consideration at their March 2008 sessions as Supplement 2 to the original text of Regulation No. 121.

XII. REGULATION No. 125 (Forward field of vision of drivers) (Agenda item 11)

Documentation: Informal document No. GRSG-93-19, GRSG-93-19bis, reference documents ECE/TRANS/WP.29/GRSG/2002/9 and ECE/TRANS/WP.29/GRSG/2005/18

28. GRSG followed with interest a presentation by the expert from India (GRSG-93-19 and GRSG-93-19bis). GRSG is waiting now concrete proposals from the expert from India. The expert from Hungary announced that he also would make proposals on measurement method of the forward field of vision of drivers. As regards the reference documents see para. 6 above.

XIII. DRAFT HORIZONTAL REGULATION ON COUNTRY CODES, VEHICLE CATEGORIES AND DEFINITIONS (Agenda item 12)

Documentation: ECE/TRANS/WP.29/GRSG/2006/34/Rev.1, informal documents Nos. GRSG- 93-07 and GRSG- 93-08

29. GRSG considered the documents transmitted for this subject and adopted the proposal as reproduced in document ECE/TRANS/WP.29/2008/46 which would be submitted to WP.29 and AC.1 for consideration at their March 2008 sessions. As there was no unanimity on the maximum design speed, the value of 50 km/h was kept in square brackets. The expert from IMMA reiterated his suggestion to exclude L₆ and L₇ category vehicles either from the draft Horizontal Regulation, or from the Consolidated Resolution on the Construction of Vehicles (R.E.3) and not to include them in the scope of any Regulation.

XIV. GLOBAL TECHNICAL REGULATIONS UNDER THE 1998 AGREEMENT

A. Draft gtr on safety glazing (Agenda item 13 (a))

Documentation: ECE/TRANS/WP.29/GRSG/2007/28, informal documents Nos. GRSG-93-24 and GRSG-93-25

30. GRSG considered and adopted document ECE/TRANS/WP.29/GRSG/2007/28 with the amendment proposed in GRSG-93-24. The consolidated text is reproduced in document ECE/TRANS/WP.29/2008/47. GRSG adopted also the "Final report on the development of the global technical regulation concerning safety glazing materials for motor vehicles" (GRSG-93-25). The two documents would be submitted to WP.29 and AC.3 for consideration at their March 2008 sessions.

31. The expert from the United States of America did not agree that the benefits of a head-form test were justified. To justify having this test in a gtr, even as an option, it should be demonstrated that there is a safety need, and that this test addresses that need. Since this would be a new test in the United States of America, it could not be adopted unless the costs can be justified by the benefits that will be achieved. Therefore, at this time, the United States of America agreed to put the head-form test in square brackets and request AC.3 for advice at its November 2007 session.

**B. Draft gtr on identification of controls, tell-tales and indicators
(Agenda item 13 (b))**

Documentation: ECE/TRANS/WP.29/GRSG/2007/27, ECE/TRANS/WP.29/GRSG/2006/15, informal document GRSG-93-20, reference documents Nos, GRSG-91-34 and GRSG-91-37

32. GRSG had a general exchange of views on the Canadian (ECE/TRANS/WP.29/GRSG/2006/15) and the American (ECE/TRANS/WP.29/GRSG/2007/27) proposals differing essentially in the number of symbols to include into the gtr.

33. The expert from the United States of America proposed, as a first step, the inclusion into the gtr of only eight symbols that had proved to be comprehensible, while the expert from Canada was in favour of 48. As GRSG could not reach an agreement, it decided to inform WP.29 and AC.3 and to request guidance. For the reference documents see para 6 above.

XV. EVENTS DATA RECORDER (EDR) (Agenda item 14)

34. The expert from France informed GRSG that the ongoing research on this subject was still under way and announced the presence of an expert from the VERONICA (Vehicle Event Recording based on Intelligent Crash Assessment) project at the next GRSG session

XVI. INCREASING FIRE RISK ON HEAVY-DUTY VEHICLES (Agenda item 15)

Documentation: Reference document No. GRSG-90-22

35. In the light of a general exchange of views, GRSG agreed to continue to study other fire risk sources not related to tyres at its next session. The expert from the United Kingdom would provide statistical data, collected in his country. For reference document GRSG-90-22 see para. 6 of this report.

XVII. TRANSPORT AND SECURITY RELATED TO VEHICLES (Agenda item 16)

36. The secretariat recalled the attention of GRSG on the information already given at the previous session (ECE/TRANS/WP.29/GRSG/71, para.38).

XVIII. MARKING OF GTRS AND THEIR INTERACTION WITH THE MARKING OF UNECE REGULATIONS (Agenda item 17)

Documentation: ECE/TRANS/W.P.29/GRSG/2007/32

37. GRSG took note of document ECE/TRANS/WP.29/GRSG/2007/32, the consideration of which was deferred to the next session. The expert from OICA drew the attention of GRSG to the proposals his organization had submitted to WP.29 on this subject (WP.29-142-05).

XIX. ELECTION OF OFFICERS (Agenda item 18)

38. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690), GRSG called the election of officers on 26 October 2006. 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 2008.

XX. REGULATION No. 110 (Equipment for compressed natural gases (CNG)) (Agenda item 19)

Documentation: Informal document No. GRSG-93-18

39. GRSG took note of the decision of WP.29 that it should undertake the further responsibility for Regulations Nos. 67 and 110 (ECE/TRANS/WP.29/1062, para: 41). The expert from Italy would prepare a document for consideration by GRSG.

40. GRSG took note also of some information on the ISO Roundtable on global harmonization of regulations (GRSG-93-18).

XXI. REGULATION No. 67 (Equipment for liquefied petroleum gases (LPG)) (Agenda item 20)

41. See para. 39 above.

XXII. AGENDA FOR THE NEXT SESSION (Agenda item 21)

42. GRSG agreed on the following provisional agenda for the ninety-fourth session to be held in Geneva from 21 (starting at 14.30h) to 25 (concluding at 12.30h) April 2008.

1. Adoption of the agenda
2. Regulation No. 66 (Strength of superstructure)
3. Regulation No. 107 (M₂ and M₃ vehicles):
 - 3 (a) Proposals for further amendments;
 - 3 (b) Sleeper coaches;
 - 3 (c) Laminated safety glazing;
 - 3 (d) Fire safety in buses;
 - 3 (e) Frontal collision of buses;
 - 3 (f) Requirements for service doors, windows and emergency exits;
 - 3 (g) Provisions for the driver's workplace.
4. Regulation No. 118 (Burning behaviour of materials)
5. Regulation No. 18 (Protection of vehicles against unauthorized use)
6. Regulation No. 34 (Fire risks)
7. Regulation No. 46 (Devices for indirect vision)
8. Regulation No. 105 (ADR vehicles)
9. Regulation No. 116 (Protection of motor vehicles against unauthorized use)
10. Regulation No. 121 (Hand controls, tell-tales and indicators)
11. Regulation No. 25 (Forward field of vision of drivers)
12. Draft gr on identification of controls, tell-tales and indicators

13. Events Data Recorder (EDR)
14. Increasing fire risk on heavy-duty vehicles
15. Transport and security related to vehicles
16. Regulation No.110 (Equipment for liquefied petroleum gases (LPG))

XXIII. OTHER BUSINESS (Agenda item 22)

43. GRSG took note of the progress in the preparation of the ISO standard on wheelchairs (GRSG-93-01).

44. The expert from the Russian Federation requested GRSG experts to provide him with national requirements for school buses, in particular on the height of steps.

Annex I

LIST OF INFORMAL DOCUMENTS (GRSG-93-...)
DISTRIBUTED WITHOUT AN OFFICIAL SYMBOL DURING THE SESSION

No.	Transmitted by	Agenda item	Language	Title	Follo w-up
1	ISO	19.	E	Assistive products for persons with disability-Wheelchairs	(c)
2	Chairman		E	Running order of the provisional	(c)
3	Secretariat	3 (a)	E	Proposal for amendments to document ECE/TRANS/WP.29/2007/84	(d)
4	Chairman of the I.G.	2.	E	Report of the informal group IG/R.66 on its third meeting (Held in Prague, 12-13 June, 2007)	(c)
5	Netherlands	4.	E	Proposal for amendments to Regulation No. 46 (Devices for indirect vision)	(b)
6	United States of America	3 (a)	E	NHTSA's Approach to Motor-coach Safety)	(c)
7	Hungary	12	E	Proposed amendments and comments to ECE/TRANS/WP.29/GRSG/2006/34/ Rev.1 (Draft of Horizontal Regulation)	(c)
8	OICA	12.	E	Proposal for amendment to document ECE/TRANS/WP.29/GRSG/2006/34/Rev.1 (Draft horizontal Regulation on country codes, vehicle categories and definitions)	(c)
9	OICA and CLEPA	9.	E	Proposal for amendment to document ECE/TRANS/WP.29/GRSG/2007/34 (Regulation No. 116: protection of vehicles against unauthorized use)	(c)

No.	Transmitted by	Agenda item	Language	Title	Follo w-up
10	OICA	7.	E	Proposal for a draft amendments to document ECE/TRANS/WP.29/GRSG/2007/24 Regulation No. 46 (Devices for indirect vision)	(c)
11	OICA and CLEPA	5.	E	Proposal for draft amendments to ECE/TRANS/WP.29/GRSG/2007/31 Regulation No. 18 (Protection of vehicles against unauthorized use)	(d)
12	Japan	9.	E	Proposal for draft amendments to Regulation No. 116 (Protection of vehicles against unauthorized use)	(b)
13	Japan	9.	E	Proposal for draft amendments to Regulation No 97 (Vehicle alarm systems)	(b)
14	Hungary	3 (c)	E	Laminated safety glazing. (Some experiences with windows and wind-screens in bus rollover)	(c)
15	Norway and Sweden	3 (d)	E	Fire safety in buses	(c)
16	European Commission	3 (a)	E	Communication to GRSG concerning Informal Document WP.29-143-06	(c)
17	OICA	7.	E	Proposal for draft amendment to Regulation N° 46 (Devices for indirect vision)	(d)
18	ISO	19.	E	ISO Roundtable on global harmonization of regulations, codes and standards for gaseous fuels and vehicles	(c)
19	India	11.	E	Direct forward field of drivers vision (Vehicles of category other than M1)	(c)
19 bis	India	11	E	Direct forward field of drivers vision (Vehicles of category other than M1)	(c)
20	Canada	13 (b)	E	Amendment proposal the draft gtr concerning hand controls, tell-tales and indicators on category 1 and 2 vehicles	(c)
21	Spain	3 (a)	E	Proposal for draft amendment to Regulation No. 107 (M2 and M3 vehicles)	(c)

No.	Transmitted by	Agenda item	Language	Title	Follo w-up
22	Spain	3 (a)	E	Proposal for draft amendment to Regulation No. 107 (M2 and M3 vehicles)	(c)
23	Germany	7.	E	Comments to the informal document GRSG-93-05 concerning Regulation N° 46 (Devices for indirect vision)	(c)
24	Informal group on safety glazing	13 (a)	E	Draft corrigendum to the draft gtr concerning safety glazing materials for motor vehicles	(d)
25	Germany	13 (a)	E	Final report on the development of the gtr on safety glazing materials for motor vehicles	(d)
26	Germany	3 (a)	E	Amendment proposals to Regulation No. 107	(b)
27	USA	3 (d)	E	Motor-coach fire safety analysis	(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

AMENDMENT PROPOSAL TO REGULATION No. 66
(Strength of the superstructure)

Proposal for Supplement 1 to the 01 series of amendments
(see para. 4 of this report)

Paragraph 1., (including the insertion of a reference to footnote 1/ and the corresponding footnote 1/) amend to read:

"1. SCOPE

1.1. This Regulation applies to single-deck rigid or articulated vehicles belonging to Classes II or III 1/.

1.2. At the request of the manufacturer, this Regulation may also apply to single-deck rigid or articulated vehicles belonging to Classes other than II or III.

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)."

Paragraph 4.4.1., the reference to footnote 1/ and footnote 1/, renumber as footnote 2/ and amend to read:

"2/ 1 for Germany, 10 for Serbia, 50 for Malta, 51 for the Republic of Korea, 52 for Malaysia, 53 for Thailand and 56 for Montenegro. Subsequent numbers shall be assigned "

Annex III

AMENDMENT PROPOSAL TO ECE/TRANS/WP.29/2007/84
(see para. 8. of this report)

Page 4, paragraph 7.6.11.1., second line

For exist read exit

Page 8, first and second lines

For Figure 30 read Figure 29

Page 23, paragraph 3.8.6., amend to read:

"3.8.6 . Example of a backrest meeting the requirements of paragraph 3.8.4.1.3. (see Annex 4 figure 29)."

Annex IV

AMENDMENT PROPOSAL TO REGULATION No. 107
(M2 and M3 vehicles)

Draft Supplement 2 to the 02 series of amendments
(See para. 14 of this report)

Annex 3, paragraph 7.6.7.2., amend to read:

"7.6.7.2. Emergency doors, during their use as such, shall not be of the power-operated type unless, once one of the controls prescribed in paragraph 7.6.5.1. has been actuated and returned to its normal position, the doors do not close again until the driver subsequently operates a closing control. Activation of one of the controls prescribed in paragraph 7.6.5.1. shall cause the door to open to a width that the gauge as defined in paragraph 7.7.2.1. can pass through within a maximum of 8 seconds after the operation of the control, or enable the door to be easily opened by hand to a width that the gauge can pass through within a maximum of 8 seconds after the operation of the control. In addition emergency doors shall not be of the sliding type except in the case of vehicles having a capacity not exceeding 22 passengers. For these vehicles a sliding door, which has been shown to be capable of being opened without the use of tools after a frontal barrier collision test in accordance with Regulation No. 33, can be accepted as an emergency door."

Annex V

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

Draft Supplement 2 to the 03 series of amendments
(See para.18 of this report)

Text of the Regulation,

Paragraph 2.3., amend to read:

- "2.3. "Protective device" means a system designed to prevent unauthorized normal activation of the engine or other source of main engine power of the vehicle in combination with at least one system which:
- (a) locks the steering; or
 - (b) locks the transmission; or
 - (c) locks the gearshift control; or
 - (d) locks brakes.

In the case of a system which locks brakes, deactivation of the device shall not automatically release the brakes contrary to the driver's intention."

Paragraph 5.9.2., amend to read:

- "5.9.2. In the case of devices acting on the steering, transmission, ~~or~~ gear shift control or brakes, if the action of key withdrawal activates the device, it shall either necessitate a minimum movement of 2 mm before activation of the device or incorporate an override facility to prevent accidental removal or partial withdrawal of the key."

Paragraph 5.12., amend to read:

- "5.12. Devices to prevent unauthorized use by preventing release of ~~the~~ brakes of the vehicle shall only be permitted when the working parts of the brakes are held in a locked position by a purely mechanical device. In this case the prescriptions of paragraph 5.11. do not apply."

Paragraph 6.2., amend to read:

- "6.2. Devices to prevent unauthorized use by acting on the transmission or brakes"

Insert a new paragraph 6.2.2., to read:

- "6.2.2. A device to prevent unauthorized use by acting on brakes shall brake at least one wheel on each side of at least one axle."

Paragraphs 6.2.2. to 6.2.6., renumber as paragraph 6.2.3. to 6.2.7.

Paragraph 6.2.4. (new), amend to read:

"6.2.4. It shall not be possible for the transmission or brakes to be blocked inadvertently when the key is in the lock of the device to prevent unauthorized use, even if the device preventing starting of the engine has come into action or been set to act. This does not apply wherever the requirements of paragraph 6.2. of this Regulation are met by devices used for another purpose in addition and the lock under the conditions above is necessary for this additional function (e.g. electrical parking brake)."

Paragraph 6.2.5. (new), amend to read:

"6.2.5. The protective device shall be so designed and constructed that it remains fully effective even after some degree of wear as a result of 2,500 locking cycles in each direction. In the case of protective device acting on brakes, each mechanical or electrical sub-part of the device is concerned."

Paragraph 6.2.6. (new), amend to read:

"6.2.6. If the protective device in which the transmission is or the brakes are locked, it shall be so designed"

Paragraph 6.2.7. (new), amend to read:

"6.2.7. In the case when a protective device acting on the transmission is used, it shall be strong enough to withstand, without damage likely to compromise safety, the application in both directions and in static conditions of a torque 50 per cent greater than the maximum torque that can normally be applied to the transmission. In determining the level of this testing torque account shall be taken, not of the maximum engine torque, but of the maximum torque that can be transmitted by the clutch or by the automatic transmission."

Insert new paragraphs 6.2.8. and 6.2.9., to read:

"6.2.8. In the case of a vehicle equipped with a protective device acting on brakes, the device must be capable of holding the laden vehicle stationary on an 18 per cent up or down-gradient."

6.2.9. In the case of a vehicle equipped with a protective device acting on brakes, the requirements of this Regulation shall not be construed as a departure from the requirements of Regulation 13 or 13-H even in the case of a failure."

Annex VI

AMENDMENT PROPOSAL TO REGULATION No. 46

(Devices for indirect vision)

Draft Supplement 3 to the 02 series of amendments

(See para. 23 of this report)

Insert a new paragraph 2.1.2.13., to read

"2.1.2.13. "surveillance camera-monitor-recording device" means a camera and either a monitor or recording equipment other than the camera-monitor device defined in paragraph 2.1.2. which can be fitted to the inside or outside of the vehicle in order to provide fields of vision other than those specified in paragraph 15.2.4 or to provide a security system within or around the vehicle."

Insert a new paragraph 15.3.6., to read:

"15.3.6. The provisions of this Regulation do not apply to the surveillance camera-monitor-recording devices defined in paragraphs 2.1.2.13. Exterior surveillance cameras either shall be mounted at least 2 m above the ground when the vehicle is under a load corresponding to its maximum technical permissible mass, or, if their lower edge is less than 2 m from the ground, shall not project more than 50 mm beyond the overall width of the vehicle measured without this device and have a radii of curvature of not less than 2.5 mm."

Annex VII

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