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### World Forum for Harmonization of Vehicle Regulations

#### Working Party on General Safety Provisions

104<sup>th</sup> session

Geneva, 15–19 April 2013

## Report of the Working Party on General Safety Provisions on its 104<sup>th</sup> session (15–19 April 2013)

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<sup>1</sup> For practical reasons, this annex has been published as an addendum with the symbol ECE/TRANS/WP.29/GRSG/83/Add.1.

## I. Attendance

1. The Working Party on General Safety Provisions (GRSG) held its 104th session from 15 (afternoon) to 19 April 2013 (morning) in Geneva. The meeting was chaired by 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, ECE/TRANS/WP.29/690/Amend.1 and Amend.2): Belgium, Canada, China, Czech Republic, Finland, France, Germany, Hungary, India, Italy, Japan, Latvia, Luxembourg, Netherlands, Norway, Poland, Qatar, Republic of Korea, Romania, Russian Federation, Saudi Arabia, Serbia, South Africa, Spain, Sweden, Switzerland, Turkey, United Arab Emirates and United Kingdom of Great Britain and Northern Ireland. An expert from the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: European Association of Automotive Suppliers (CLEPA), European Liquefied Petroleum Gas Association (AEGPL), Fédération Internationale de l'Automobile (FIA), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU), International Association for Natural Gas Vehicles (IANGV/NGV Global) and Natural Gas Vehicles Association Europe (NGVA Europe). Upon the special invitation of the Chair, an expert from the International Association of the Body and Trailer Building Industry (CLCCR) participated.

## II. Adoption of the agenda (agenda item 1)

*Documentation:* ECE/TRANS/WP.29/GRSG/2013/1  
Informal documents GRSG-104-01, GRSG-104-31 and  
GRSG-104-31-Rev.1

2. GRSG considered and adopted the agenda proposed for the 104<sup>th</sup> session (ECE/TRANS/WP.29/GRSG/2013/1) with the addition of the following agenda items:

- 14(a) Draft Amendment 1 to Global Technical Regulation No. 12
- 14(b) Regulation No. 18 (Antitheft for motor vehicles)
- 14(c) Need to develop a new Regulation on odometer equipment
- 14(d) Draft amendment to Regulation No. 121
- 14(e) Safety of infant-carrying vehicles
- 14(f) Cruise control function

3. GRSG also adopted the running order for the session as proposed in GRSG-104-01 and the updated agenda GRSG-104-31-Rev.1. GRSG noted that the follow-up actions for the documentation would be reflected after the session in GRSG-104-31-Rev.2.

4. The informal documents distributed during the session are listed in Annex I of this report.

### III. Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles) (agenda item 2)

#### A. Proposals for further amendments

*Documentation:* ECE/TRANS/WP.29/GRSG/2012/2  
ECE/TRANS/WP.29/GRSG/2012/23  
ECE/TRANS/WP.29/GRSG/2013/2  
ECE/TRANS/WP.29/GRSG/2013/3  
ECE/TRANS/WP.29/GRSG/2013/9  
Informal documents GRSG-104-02, GRSG-104-03, GRSG-104-04, GRSG-104-07, GRSG-104-08, GRSG-104-10, GRSG-104-13, GRSG-104-15 and GRSG-104-16

5. Recalling the purpose of ECE/TRANS/WP.29/GRSG/2013/2, the expert from the Russian Federation proposed amending the provisions on the installation height of interior emergency controls in Class B vehicles. The expert from OICA introduced GRSG-104-15 proposing an alternative text. GRSG adopted the proposal, as reproduced below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their November 2013 sessions, as draft Supplement 3 to the 04 series of amendments to UN Regulation No. 107.

*Annex 3, paragraph 7.6.5.1.2., amend to read:*

"7.6.5.1.2. In the case of interior controls, are placed on, or within 300 mm of, the door, at a height (except in the case of interior controls for the door referred to in Annex 8, paragraph 3.9.1.) of not less than **1,000 mm** above the first step;"

6. The expert from the Russian Federation introduced GRSG-104-07 to align the provisions of the Russian version of UN Regulation No. 107 with those of the English and French version. GRSG adopted the proposal, as reproduced in Annex II of this report, and requested the secretariat to submit the amendment to WP.29 and AC.1 for consideration at their November 2013 sessions as Corrigendum 4 to Revision 3 to UN Regulation No. 107.

7. The expert from Italy introduced ECE/TRANS/WP.29/GRSG/2013/3 on new requirements allowing the installation of systems to control the access of passengers on board. GRSG noted a number of comments and agreed to resume consideration of this subject at the next GRSG session in October 2013 on the basis of a revised proposal.

8. Referring to the discussion on this subject at the previous session of GRSG, the expert from EC presented ECE/TRANS/WP.29/GRSG/2013/9 proposing revised provisions for vehicles of Class I to provide a specific area for a pram or pushchair. Referring to GRSG-104-16, the expert from OICA proposed a number of clarifications. GRSG adopted the proposal, as reproduced in Annex III, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their November 2013 sessions, as draft Supplement 1 to the 05 series of amendments to UN Regulation No. 107.

9. The expert from Germany introduced GRSG-104-02 proposing new requirements for the main engine compartment door to prevent accidents. GRSG welcomed that proposal and noted a number of comments. GRSG agreed to resume consideration at its next session in October 2013, on the basis of an official document.

10. The expert from Germany proposed reviewing the minimum number of priority seats in buses and coaches (GRSG-104-03). GRSG noted general support on this subject and requested the secretariat to distribute GRSG-104-03 with an official symbol for further consideration at its next session.

11. Referring to GRSG-104-04, the expert from Germany suggested activating automatically the hazard warning lights in case of a detection of a temperature excess in the engine and/or heater compartment. GRSG noted a number of concerns. Following the discussion, the expert from Germany volunteered to prepare a revised proposal for consideration at the next GRSG session taking into account the comments received.

12. The expert from Germany introduced GRSG-104-08 clarifying the requirements for low floor vehicles. GRSG agreed in principle on the proposal. The expert from EC considered that the text needed to be clarified. The Chair invited the expert from Germany to prepare a revised proposal for consideration at the next GRSG session in October 2013.

13. The expert from Hungary proposed simplifying the current provisions of paragraph 7.6.8.2. in Annex 3 of the UN Regulation (GRSG-104-10). GRSG noted a number of concerns. The expert from Hungary volunteered to prepare a revised proposal for consideration at the next session of GRSG.

14. The expert from Belgium introduced GRSG-104-13 amending the safety prescriptions for trolleybuses to update these according to the respective electrical standard EN 50502. GRSG noted general support and a number of concerns. GRSG agreed to resume consideration at its next session on the basis of an official document. The Chair invited all experts to send, in due time, their written comments to the expert from Belgium to allow him to prepare a revised proposal.

15. Recalling the discussion at the previous session of GRSG on the installation of automatic fire suppression systems in the engine compartment of buses and coaches, the expert from Sweden announced that a concrete proposal will be presented for consideration at the next session of GRSG.

16. The expert from the Russian Federation gave a presentation on the possible transport of bicycles on buses. GRSG welcomed that presentation and exchanged views on this subject.

## **B. Requirements for service doors, windows and emergency exits**

*Documentation:* ECE/TRANS/WP.29/GRSG/2012/15  
Informal documents GRSG-103-29, GRSG-104-05, GRSG-104-11, GRSG-104-17, GRSG-104-22 and GRSG-104-23

17. Referring to informal document GRSG-103-29 superseding ECE/TRANS/WP.29/GRSG/2012/15, the Chair recalled the outcome of discussion at the previous session of GRSG on the new requirements for service doors, windows and emergency exits. The Chair of the informal group on the informal group on Service Doors, Windows and Emergency Exits in buses and coaches (SDWEE) introduced GRSG-104-22 containing a revised text for the amendments to UN Regulation No. 107. The experts from Germany, the Russian Federation and OICA introduced GRSG-104-05, GRSG-104-23 and GRSG-104-17 proposing some improvements to the proposed text.

18. The expert from Hungary presented GRSG-104-11 proposing additional

amendments to the provisions on the access to escape hatches. GRSG welcomed the proposal but preferred to consider these amendments in a further stage of improvements to the Regulation. GRSG agreed to resume consideration of this proposal at its next session and invited the secretariat to distribute GRSG-104-11 with an official symbol. The expert from Belgium announced his intention to submit a proposal exempting certain bus classes from the requirements on the installation of an emergency exit at the rear of the vehicle, for consideration at the next GRSG session.

19. Finally, GRSG adopted ECE/TRANS/WP.29/GRSG/2012/15, as reproduced in Annex IV (based on GRSG-103-29-Rev.1), and requested the secretariat to submit the document to WP.29 and AC.1 for consideration at their November 2013 sessions, as draft 06 series of amendments to UN Regulation No. 107, subject to a final review at the next GRSG session in October 2013.

20. GRSG acknowledged the work done by the informal group on SDWEE.

#### **IV. Regulation No. 34 (Prevention of fire risks) (agenda item 3)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2013/4  
Informal document GRSG-104-47

21. The expert from Japan presented GRSG-104-47 justifying the amendments proposed in ECE/TRANS/WP.29/GRSG/2013/4 to prevent vehicles from fire risks under certain conditions in the event of a rear collision. GRSG noted a number of comments. GRSG also noted a general concern to avoid options or alternatives in the text of UN Regulations.

22. Following the discussion, GRSG agreed to resume consideration of this proposal at its next session and invited the expert from Japan to review the proposed text in view of the concern raised and to provide, if possible, further elements on costs and benefits and additional statistical data as evidence for such amendments to UN Regulation No. 34. GRSG agreed to keep ECE/TRANS/WP.29/GRSG/2013/4 on the agenda as a reference document.

#### **V. Regulation No. 43 (Safety glazing) (agenda item 4)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2012/26  
Informal documents GRSG-104-24, GRSG-104-40, GRSG-104-41, GRSG-104-42, GRSG-104-43 and GRSG-104-48

23. The expert from Germany, chairing the Informal group on Plastic Glazing (IGPG), reported on the progress made by the group during its sixth meeting in January 2013 (GRSG-104-24). He presented GRSG-104-43 proposing a first set of amendments to UN Regulation No. 43 that would introduce requirements on plastic glazing for windscreens and laminated plastic panes other than windscreens. He underlined the need to further discuss the abrasion tests for plastic windscreen material and initiate round robin tests to ensure the accuracy of the equipment and tools for such tests. In this respect, he sought the consent of GRSG to extend the mandate of the informal group (GRSG-104-40) and, accordingly, he presented the amended Terms of References of IGPG (GRSG-104-41) and also the updated time schedule (GRSG-104-42) for concluding these tasks. GRSG welcomed that information and endorse the request. GRSG agreed to keep

GRSG-104-43 on the agenda as a reference document. The GRSG Chair volunteered to inform WP.29 on the extended mandate of IGPG.

24. The expert from Germany introduced GRSG-104-48 proposing a number of editorial corrections to Revision 3 of UN Regulation No. 43. GRSG adopted the proposed corrections, as reproduced in Annex V to this report, and requested the secretariat to submit the amendment to WP.29 and AC.1 for consideration at their November 2013 sessions as Corrigendum 2 to Revision 3 to UN Regulation No. 43.

25. Recalling the discussion at the previous session of GRSG on difficulties fulfilling the barometric pressure conditions required for the impact test (due to a high altitude of the test location), the expert from Germany announced his intention to prepare a concrete proposal for consideration at the next GRSG sessions.

## **VI. Regulation No. 46 (Devices for indirect vision) (agenda item 5)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2011/23/Rev.1  
ECE/TRANS/WP.29/GRSG/2013/5 and Corr.1  
Informal documents GRSG-104-25, GRSG-104-26, GRSG-104-30, GRSG-104-45 and GRSG-104-46

26. The expert from Japan introduced ECE/TRANS/WP.29/GRSG/2013/5 and its Corr.1 proposing to increase the safety benefits of the driver's field of vision and the pedestrian safety in narrow streets. The expert from OICA requested details on the formula used for the range of a blind area. The expert from Japan presented their concept of obstacles aiming at improving the driver's vision of pedestrian or other vulnerable road user approaching the vehicle (GRSG-104-45). He also presented the results of a study on this subject (GRSG-104-46). GRSG welcomed the initiative by Japan and noted a number of comments. The experts from EC, France and Germany raised a study reservation on the proposed amendments.

27. GRSG agreed to resume consideration on this subject at its next session in October 2013 on the basis of a revised document by Japan, if available, or to keep otherwise ECE/TRANS/WP.29/GRSG/2013/5 on the agenda as a reference document.

28. Recalling the purpose of ECE/TRANS/WP.29/GRSG/2011/23/Rev.1 to allow replacement of all mirrors with camera-monitor systems (CMS), the experts from ISO and OICA reported on the progress (GRSG-104-30) made by the ISO Task Force on the standardization of camera-monitor systems (ISO 16505). GRSG noted that the ISO standard was expected to be published by mid 2014. GRSG had an exchange of views on a number of safety aspect of the new camera-monitor systems. The Chair welcomed the offer by Germany to share, at a further session of GRSG, more detailed research results on this subject. GRSG agreed to have, at the next session, a detailed consideration of all the safety aspects linked to CMS and to keep ECE/TRANS/WP.29/GRSG/2011/23/Rev.1 on the agenda as a reference document awaiting the conclusion of the ISO Task Force.

29. The expert from OICA introduced GRSG-104-25 and GRSG-104-26 clarifying the transitional provisions of the 03 series and the 04 series of amendments, respectively, to UN Regulation No. 46. GRSG agreed to resume

consideration of this subject at its next session and invited the secretariat to distribute GRSG-104-25 and GRSG-104-26 with an official symbol (in two different parts).

## VII. Regulation No. 58 (Rear under run protection) (agenda item 6)

*Documentation:* ECE/TRANS/WP.29/GRSG/2011/19  
Informal documents GRSG-104-49, GRSG-104-50 and  
GRSG-104-51

30. The expert from FIA presented GRSG-104-49 underlining the need to review the requirements of UN Regulation No. 58 for an improved and effective passenger vehicle occupant protection in the event of a rear impact with a heavy duty vehicle. He also introduced the position of his organization on this subject (GRSG-104-50). GRSG welcomed that information.

31. Recalling the discussion on ECE/TRANS/WP.29/GRSG/2011/19 at the previous session of GRSG, the expert from Germany gave some preliminary information (GRSG-104-51) on a cost-benefit analysis carried out in Germany on this subject. He volunteered to send the final report of the study, once published, to all GRSG experts. GRSG agreed to resume consideration at its next session in October 2013, on the basis of a revised proposal to be submitted by Germany taking into account the results of the cost-benefit analysis.

## VIII. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)) (agenda item 7)

*Documentation:* ECE/TRANS/WP.29/GRSG/2012/18  
ECE/TRANS/WP.29/GRSG/2012/19  
ECE/TRANS/WP.29/GRSG/2013/6  
ECE/TRANS/WP.29/GRSG/2013/10  
ECE/TRANS/WP.29/GRSG/2013/11  
ECE/TRANS/WP.29/GRSG/2013/12  
Informal document GRSG-104-18

32. The expert from Germany presented ECE/TRANS/WP.29/GRSG/2013/6 superseding ECE/TRANS/WP.29/GRSG/2012/18 and clarifying the provisions of UN Regulation No. 67 with respect to hose assemblies. GRSG adopted the document, as amended below, and requested the secretariat to submit the amendments to WP.29 and AC.1 for consideration at their November 2013 sessions as draft Supplement 13 to the 01 series of amendments to UN Regulation No. 67.

*Paragraph 2.7.1., the text in square brackets, amend to read (removing the square brackets):*

"The assembly instruction shall be written in the language of the country to which the type **of hose or couplings** will be delivered, or at least in English. It shall include detailed characteristics of equipment used for the **assembly** operation."

33. The expert from CLEPA introduced ECE/TRANS/WP.29/GRSG/2013/10 proposing to introduce into UN Regulation No. 67 type approval provisions for



electronic control units (ECUs). GRSG adopted the document, not amended, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their November 2013 sessions as part (see para. 32 above) of draft Supplement 13 to the 01 series of amendments to UN Regulation No. 67.

34. The expert from CLEPA presented ECE/TRANS/WP.29/GRSG/2013/11, ECE/TRANS/WP.29/GRSG/2013/12 and GRSG-104-18 proposing to introduce into UN Regulation No. 67 type approval provisions for fuel selection systems respectively for "valve control at the stop-start function". Recalling the discussion on the same subject under agenda item 8 on UN Regulation No. 110 (see paras. 38 and 39 below), GRSG agreed to resume consideration on this matter at its next session. In this respect, the Chair invited the expert from CLEPA to prepare, if necessary, updated proposals.

## **IX. Regulation No. 110 (Specific equipment for CNG) (agenda item 8)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2013/7  
ECE/TRANS/WP.29/GRSG/2013/10  
ECE/TRANS/WP.29/GRSG/2013/11  
ECE/TRANS/WP.29/GRSG/2013/12  
Informal documents GRSG-104-09, GRSG-104-12, GRSG-104-19, GRSG-104-32, GRSG-104-33, GRSG-104-34, GRSG-104-35, GRSG-104-36, GRSG-104-37 and GRSG-104-38

35. On behalf of the task force on Liquefied Natural Gas vehicles (LNG), the expert from the Netherlands introduced ECE/TRANS/WP.29/GRSG/2013/7 proposing to insert into UN Regulation No. 110 new provisions for vehicles using LNG in their propulsion systems. He also presented GRSG-104-34, GRSG-104-35, GRSG-104-36, GRSG-104-37 and GRSG-104-38 proposing further improvements to the text as agreed by the task force during its meeting on 15 April 2013, prior to the GRSG session. GRSG noted GRSG-104-32 justifying the need for such amendments as well as GRSG-104-33 listing a number of questions and answers on general LNG background issues.

36. GRSG acknowledged the work done by the LNG task force and considered ECE/TRANS/WP.29/GRSG/2013/7 in detail. GRSG adopted the document, as reproduced in GRSG-104-44, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their November 2013 sessions as draft Supplement 1 to the 01 series of amendments to UN Regulation No. 110, subject to a final review of GRSG-104-44 by the Working Party on Pollution and Energy (GRPE) at its forthcoming session in June 2013, particularly on environmental issues.

37. The expert from CLEPA introduced ECE/TRANS/WP.29/GRSG/2013/10 proposing to introduce into UN Regulation No. 110 type approval provisions for electronic control units (ECUs). GRSG adopted the document, as amended, and agreed to reflect the adopted text in GRSG-104-44, mentioned above.

38. The expert from CLEPA presented ECE/TRANS/WP.29/GRSG/2013/11 proposing to introduce into UN Regulation No. 110 type approval provisions for fuel selection systems. GRSG noted a number of concerns and preferred to refer the proposal to the informal group on Gaseous Fuelled Vehicles (GFV) for detailed consideration at the forthcoming session in Brussels. GRSG agreed to

resume consideration on this subject at its next session on the basis of a revised document by CLEPA.

39. The expert from CLEPA also proposed to introduce type approval provisions for "valve control at the stop-start function" into UN Regulation No. 110 (ECE/TRANS/WP.29/GRSG/2013/12). The expert from OICA presented GRSG-104-19 improving the proposed text. GRSG agreed in principle on the both proposals, but preferred again to refer the proposal to GFV for detailed review. GRSG agreed to resume consideration on this subject at its next session on the basis of a revised document by CLEPA.

## **X. Revisions and extensions of approvals (agenda item 9)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2013/8

40. The expert from OICA presented ECE/TRANS/WP.29/GRSG/2013/8 proposing to introduce the concept of "revision of approvals" into some UN Regulations under the responsibility of GRSG, especially UN Regulations Nos. 18, 34, 35, 43 and 58. GRSG adopted the document, not amended, and requested the secretariat to submit the amendments to WP.29 and AC.1, as part of upcoming amendments to the corresponding UN Regulations. In this respect, the document will be kept on the agenda of GRSG, pending the submission of the adopted text to WP.29 and AC.1.

## **XI. International Whole Vehicle Type Approval (agenda item 10)**

*Documentation:* Informal documents GRSG-104-39 and GRSG-104-39-Rev.1

41. The GRSG ambassador on the International Whole Vehicle Type Approval (IWVTA) introduced GRSG-104-39 aimed at reviewing all candidate Regulations identified for the IWVTA scheme under the responsibility of GRSG. GRSG considered in detail the proposal and agreed on the actions for each item, as reflected in the revised document GRSG-104-39-Rev.1.

42. The IWVTA ambassador volunteered to report back to the informal group. GRSG agreed to resume consideration of this subject at its next session and invited all experts to think about possible sponsorships to amend the identified UN Regulations.

## **XII. Abbreviations and acronyms used in UN Regulations (agenda item 11)**

*Documentation:* Informal document GRSP-51-03

43. Recalling the discussion at the previous session on abbreviations and acronyms used in UN Regulations, GRSG noted that the UN Regulations under the responsibility of GRSG have a very different scope with any link to other Regulations and do not use same definitions. Therefore, GRSG decided that there was no need for such a list of abbreviations and acronyms.

### **XIII. Advanced Driver Assistance Systems (agenda item 12)**

*Documentation:* Informal documents WP.29-157-06, GRSG-103-15 and GRSG-104-20

44. Upon the request of the World Forum WP.29, (ECE/TRANS/WP.29/1085, para. 19 and ECE/TRANS/WP.29/1097, para. 14), GRSG considered a proposal on harmonized requirements for high-priority warning signals (GRSG-103-15) and on design/control principles (WP.29-157-06) of Advanced Driver Assistance Systems (ADAS). GRSG noted no comments on GRSG-103-15. The expert from OICA introduced GRSG-104-20 proposing a number of amendments to WP.29-157-06. GRSG endorsed the proposed amendments. The Chair volunteered to inform WP.29 on the results and requested the secretariat to submit GRSG-104-20 to WP.29 for consideration at its session in June 2013 (see WP.29-160-10).

### **XIV. 1997 Agreement on periodical technical inspections - Rule No. 2 (agenda item 13)**

*Documentation:* ECE/TRANS/WP.29/2013/32  
ECE/TRANS/WP.29/2013/64

45. Upon the decision of WP.29 (see reports ECE/TRANS/WP.29/1099, para. 69 and ECE/TRANS/WP.29/1102, para. 73), GRSG considered both official documents ECE/TRANS/WP.29/2013/32 and ECE/TRANS/WP.29/2013/64 proposing amendments to UN Rule No. 2 and to UN Rule No. 1 respectively. These documents align the provisions with the corresponding European Union directives. GRSG noted a number of amendments as reflected in Annex VI of this report. The Chair volunteered to inform WP.29 on the results and requested the secretariat to submit the amendments to WP.29 for consideration at its session in June 2013 (see WP.29-160-11 and WP.29-160-12).

### **XV. Other business (agenda item 14)**

#### **A. Draft Amendment 1 to global technical regulation No. 12**

*Documentation:* ECE/TRANS/WP.29/2013/34 and Amend.1  
Informal document GRSG-104-29

46. Recalling the adoption at its previous session of an amendment to UN GTR No. 12 to introduce editorial corrections and to align the provisions with those of UN Regulation No. 60, GRSG noted ECE/TRANS/WP.29/2013/34/Amend.1, presented at the March 2013 session of the Executive Committee (AC.3) of the 1998 Agreement (see ECE/TRANS/WP.29/1102, para. 89), supplementing the draft Amendment 1 to UN GTR No. 12. The expert from Italy presented GRSG-104-29 clarifying the proposed amendments. GRSG endorsed ECE/TRANS/WP.29/2013/34/Amend.1, as reproduced in Annex VII, and requested the secretariat to submit them to WP.29 and AC.3 for consideration at their June 2013 sessions (see ECE/TRANS/WP.29/2013/34/Amend.1/Corr.1).

## **B. Regulation No. 18 (Antitheft for motor vehicles)**

*Documentation:* Informal document GRSG-104-06

47. The expert from Germany introduced GRSG-104-06 clarifying the scope of UN Regulation No. 18. GRSG welcomed that proposal and agreed to resume consideration at its next session in October 2013, on the basis of an official document.

## **C. Need to develop a new Regulation on odometer equipment**

*Documentation:* Informal document GRSG-104-14

48. The expert from Belgium proposed to develop new provisions concerning the approval of vehicles with regard to the odometer equipment and its installation (GRSG-104-14). GRSG noted a number of comments and concerns, as this subject seemed to be linked to consumer protection rather than to safety issues. The expert from Japan stated that in his country, only the presence of an odometer was regulated, without any performance requirements. Following the discussion, GRSG preferred to resume consideration at its next session in October 2013, on the basis of a concrete proposal by Belgium.

## **D. Draft amendment to Regulation No. 121**

*Documentation:* Informal document GRSG-104-21

49. The expert from OICA introduced GRSG-104-21 correcting the generic provisions on automatic functions in table 1 of Supplement 7 to UN Regulation No. 121. GRSG adopted the proposal, as reproduced in Annex VIII of this report, and requested the secretariat to submit the amendment to WP.29 and AC.1 for consideration at their November 2013 sessions as Corrigendum 1 to Supplement 7 to UN Regulation No. 121.

50. Referring to GRSG-104-21, the expert from Canada questioned the interpretation of the generic provisions for symbols with or without the letter A. GRSG agreed to resume consideration of this subject at its next session.

## **E. Safety of infant-carrying vehicles**

*Documentation:* Informal documents GRSG-104-27 and GRSG-104-28

51. The expert from Japan presented GRSG-104-27 on the need to develop national guidelines for improving the safety in infant-carrying vehicles. He also presented GRSG-104-28 containing more detailed information justifying the need for such guidelines. GRSG welcomed that information and noted a number of comments. Following the discussion, the Chair invited all experts to send further comments on this subject to the delegation of Japan.

## F. Cruise control function

52. The expert from the United Arab Emirates reported on some recent incidents in his region involving the deactivation of the cruise control function on some vehicle types. GRSG noted some comments and acknowledged that the cruise control function was not yet covered by UN Regulations. The Chair invited all interested experts to research this subject and to inform the expert from the United Arab Emirates (e-mail: jasim@esma.ae) or to report back to GRSG at its next session in October 2013.

## XVI. Provisional agenda for the 105<sup>th</sup> session

53. The following provisional agenda was adopted for the 105<sup>th</sup> session of GRSG, scheduled to be held in Geneva from 8 (starting at 2.30 p.m.) to 11 (concluding at 12.30 p.m.) October 2013<sup>2</sup>:

1. Adoption of the agenda.
2. Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles):
  - (a) Proposals for further amendments;
  - (b) Requirements for service doors, windows and emergency exits.
3. Regulation No. 18 (Anti-theft for motor vehicles).
4. Regulation No. 34 (Fuel tanks).
5. Regulation No. 43 (Safety glazing).
6. Regulation No. 46 (Devices for indirect vision).
7. Regulation No. 58 (Rear underrun protection).
8. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)).
9. Regulation No. 110 (Specific components for CNG).
10. Regulation No. 121 (Identification of controls, tell-tales and indicators).
11. Revisions and extensions of approvals
12. International Whole Vehicle Type Approval.
13. Need to develop a new Regulation on odometer equipment.
14. Cruise control function.
15. Election of officers.
16. Other business.

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<sup>2</sup> GRSG noted that the deadline for submission of official documents to the UNECE secretariat was 12 July 2013, twelve weeks prior to the session.

## Annex I

### List of informal documents considered during the session

#### List of informal documents (GRSG-104-...) distributed during the session (English only)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1	(GRSG Chair) Running order of the 104 <sup>th</sup> session of GRSG (15-19 April 2013)	(f)
2	(Germany) Proposal for draft amendments to UN Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Prevention of accidents	(c)
3	(Germany) Proposal for draft amendments to UN Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Minimum number of priority seats	(c)
4	(Germany) Proposal for draft amendments to UN Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Hazards warning light in case of excess temperatures	(f)
5	(Germany) Proposal for draft amendments to UN Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Accessibility of emergency windows	(b)
6	(Germany) Proposal for draft amendments to UN Regulation No. 18 (Anti-theft)	(c)
7	(Russian Federation) Proposal for draft Corrigendum to Revision 3 to UN Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Russian version only	(a)
8	(Germany) Proposal for draft amendments to UN Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Low floor vehicles	(e)
9	(IRU) Need for measures to mitigate fire risks of CNG and LNG vehicles: UN Regulation No. 110 (CNG and LNG)	(f)
10	(Hungary) Proposal for amendments to Un Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Emergency windows	(e)
11	(Hungary) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2012/15 prepared by the informal group SDWEE (Regulation No. 107: Access to escape hatches)	(c)
12	(The Netherlands) Request for information on the pressure relief device for CNG (Regulation No. 110)	(f)
13	(Belgium) Proposal for draft amendments to Annex 12 of Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Additional safety prescriptions for trolleybuses	(c/e)
14	(Belgium) Proposal for new uniform provisions concerning the approval of vehicles with regard to the odometer equipment including its installation	(e)
15	(OICA) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2013/2 (Proposal for Supplement 3 to the 04 series of amendments to UN Regulation No. 107 - M <sub>2</sub> and M <sub>3</sub> vehicles)	(c)
16	(OICA) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2013/9 (Proposal for the 06 series of amendments to UN Regulation No. 107 - M <sub>2</sub> and M <sub>3</sub> vehicles)	(c)
17	(OICA) Proposal for amendments to informal document GRSG-103-29 (Proposal for draft 06 series of amendments to UN Regulation No. 107 - M <sub>2</sub> and M <sub>3</sub> vehicles)	(b)
18	(OICA) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2013/9 (UN Regulation No. 67 - Equipment for LPG)	(e)
19	(OICA) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2013/12 (UN Regulation No. 110 - Specific equipment for CNG)	(e)
20	(OICA) Comments to the draft Design Principles for Control Systems of ADAS (Informal document WP.29-157-06)	(a)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
21	(OICA) Proposal for amendments to Regulation No. 121 (Identification of controls, tell-tales and indicators)	(c)
22	(SDWEE Informal Group) - Proposal for amendments to UN Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles)	(b)
23	(Russian Federation) - Comments and proposal for amendments to documents ECE/TRANS/WP.29/GRSG/2012/15 and GRSG-103-29 (Draft 06 series of amendments to Regulation No. 107)	(f)
24	(Germany) 5th Progress Report of the Informal Group on Plastic Glazing	(f)
25	(OICA) Proposal for amendments to the 03 series of amendments to Regulation No. 46 (rear-view mirrors)	(c)
26	(OICA) Proposal for amendments to the 04 series of amendments to Regulation No. 46 (rear-view mirrors)	(c)
27	(Japan) Development of guidelines for improvement of vehicle safety regarding infant-carrying vehicles	(f)
28	(Japan) Guidelines for improvement of vehicle safety regarding infant-carrying vehicles	(f)
29	(Italy) - Draft corrigendum/correction to ECE/TRANS/WP.29/2013/34 proposing Amendment 1 to GTR No. 12 (Controls, tell-tales and indicators for two-wheeled vehicles)	(a)
30	(OICA/ISO) - 3rd Progress Report of ISO/TC22/SC17/WG2 (ISO 16505)	(f)
31-Rev.2	(Secretariat) - Updated agenda of the 104th session of GRSG (15-19 April 2013)	()
32	(Chairman of the LNG Task Force (the Netherlands)) - LNG Heavy Duty Trucks. Case studies	(f)
33	(Chair of the LNG Task Force (the Netherlands)) - LNG amendments to UN Regulation No. 110: some background on specific issues	(f)
34	(Chair of the LNG Task Force (the Netherlands)) - Proposal for amendments to UN Regulation No. 110	(b)
35	(Chair of the LNG Task Force (the Netherlands)) - Proposal for amendments to UN Regulation No. 110	(b)
36	(Chair of the LNG Task Force (the Netherlands)) - Proposal for amendments to UN Regulation No. 110	(b)
37	(Chair of the LNG Task Force (the Netherlands)) - Proposal for amendments to UN Regulation No. 110	(b)
38	(Chair of the LNG Task Force (the Netherlands)) - Proposal for amendments to UN Regulation No. 110	(b)
39-Rev.1	(IWVTA Ambassador) - Priority of discussion on technical requirements for IWVTA and draft report to IWVTA informal meeting	(f)
40	(Germany) - Prolongation of the Draft Schedule of the Informal Group on Plastic Glazing	(f)
41	(Germany) - GRSG informal group on the introduction of plastic glazing for windscreens and laminated plastic panes other than windscreens in UN Regulation No. 43. Terms of reference and rules of procedure	(c)
42	(Germany) - Draft Schedule of the Informal Group on Plastic Glazing	(c)
43	(Germany) - Draft proposal for amendments to Regulation No. 43 (Safety glazing)	(f)
44	(Secretariat) - Proposal for Supplement 1 to the 01 series of amendments to UN Regulation No. 110 (LNG)	(b/g)
45	(Japan) - Concept of obstacles (Regulations Nos. 46 and 125)	(f)
46	(Japan) - Concept of the exclusion of blind areas (Regulation No. 46)	(f)
47	(Japan) - Comparison of rear collision standards (UN Regulations and Japanese safety regulations)	(f)
48	(Germany) - Proposal for a Corrigendum to UN Regulation No. 43 (Safety glazing)	(f)
49	(FIA) - Heavy Goods Vehicle Under Run Protection	(f)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
50	(FIA) - Position on Improved Heavy Goods Vehicle Rear Under-Run Protection	(f)
51	(Germany) - UN Regulation No. 58 - Rear under-run protection devices - Information on the cost benefit analysis performed by Germany	(f)

**List of informal documents distributed during previous GRSG or other sessions (English only)**

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
103-15	(Secretariat) WP.29 Request for comments by its GRs on: Guidelines on establishing requirements for high-priority warning signals	(f)
103-29	(Secretariat) Text of ECE/TRANS/WP.29/GRSG/2012/15 as revised during the 103rd GRSG session (2-5 October 2012)	(b)
103-29-Rev.1	(Secretariat) Text of ECE/TRANS/WP.29/GRSG/2012/15 as revised during the 104th GRSG session (15-19 April 2013)	(b)
GRSP-51-03	(EC) Abbreviations and Acronyms used in the UN Regulations of GRSP (and other GRs) (1958 Agreement)	(f)
WP.29-157-06	(ITS) Design principles for Control Systems of ADAS	(c)

*Notes:*

- (a) Adopted/endorsed with no change for consideration at WP.29.
- (b) Adopted/endorsed with changes for consideration at WP.29.
- (c) Resume consideration on the basis of an official document.
- (d) Kept as reference document/continue consideration.
- (e) Revised proposal for the next session.
- (f) Consideration completed or to be superseded.
- (g) Transmitted to GRPE for endorsement.



## **Annex II**

### **Draft amendments to Regulation No. 107 (para. 6)**

(see ECE/TRANS/WP.29/GRSG/83/Add.1)

## **Annex III**

### **Draft amendments to Regulation No. 107 (para. 8)**

(see ECE/TRANS/WP.29/GRSG/83/Add.1)

## **Annex IV**

### **Draft amendments to Regulation No. 107 (para. 19)**

(see ECE/TRANS/WP.29/GRSG/83/Add.1)

## **Annex V**

### **Draft amendments to Regulation No. 43 (para. 24)**

(see ECE/TRANS/WP.29/GRSG/83/Add.1)

## Annex VI

### **Draft amendments to Rules Nos. 1 and 2 (para. 45)**

#### **A. Corrigendum to ECE/TRANS/WP.29/2013/32 (UN Rule No. 2)**

*Page 10, the table in the annex, item 1.2.2., third column, remove category O<sub>1</sub> vehicles.*

#### **B. Corrigendum to ECE/TRANS/WP.29/2013/64 (UN Rule No. 1)**

*Page 4, paragraph 3., second and third rows, second column, for "after first registration" read "after **the first entry into service or the** first registration".*

*Page 16, paragraph 5., second row, first and third columns, for "fluid leaks" read "**liquid or gas** leaks".*

## Annex VII

### Corrigendum to Amendment 1 to global technical regulation No. 12 (para. 46)

#### Amendments to ECE/TRANS/WP.29/2013/34/Amend.1

*Page 2, the proposed paragraph 4.1., correct to read:*

"4.1. General

A vehicle, if fitted with a control, tell-tale or indicator identified in Table 1, shall comply with the requirements of this global technical regulation with respect to the location, identification, operation, illumination, and colour of that control, tell-tale or indicator.

**Note:** For functions for which no symbol is available in Table 1, the manufacturer may use a symbol following the appropriate standards. Where no symbol is available, the manufacturer may use a symbol of its own conception. Such a symbol shall not cause confusion with any symbol specified in Table 1."

*Pages 5 and 6, symbols Nos. 11 to 13, column 4, for "on the handlebars" read "On the handlebars".*

*Page 6, symbols No. 13, column 4, second subparagraph, for "Alternatively, may be on" read "**Alternatively, on**" (deleting the words "may be").*




## Annex VIII

### Draft amendments to Regulation No. 121 (para. 49)

#### A. Corrigendum 1 to Supplement 7 to Regulation No. 121

Table 1, amend to read (correcting row "3a" to read "3" and deleting row 3b):

"

No.	Column 1 Item	Column 2 Symbol <sup>2</sup>	Column 3 Function	Column 4 Illumination	Column 5 Colour
...	...	...	...	...	...
3a	Headlamp high beams	 1, 13, 18	Control	No	-
			Tell-tale	Yes	Blue
3b	Automatic main beam functions	 OR  4, 6, 13	Control	No	-
			Tell-tale	Yes	-
...	...	...	...	...	...

..."

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**Annex IX****GRSG informal groups**

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<i>Informal group</i>	<i>Chair</i>	<i>Secretary</i>
Camera Monitor Systems (CMS)	Mr. H. Jongenelen (Netherlands) Tel: +31 79 3458268 Fax: +31 793458041 e-mail: hjongenelen@rdw.nl	
Plastic glazing (IGPG)	Mr. K. Preusser (Germany) Tel: +49 230443623 Fax: +49 2304467544 e-mail: dr.klaus.preusser@schwerte.de	Mr. O. Fontaine (OICA) Tel: +33 1-43590013 Fax: +33 1-45638441 e-mail: ofontaine@oica.net

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