

GRE Comments on UN Regulations Nos. 107 (Buses and coaches) and 121 (Identification of controls, tell-tales and indicators)

At its recent April 2016 session, the Working Party on Lighting and Light-Signalling (GRE) considered a number of issues, which may have an impact on UN Regulations Nos. 107 and 121 under the responsibility of GRSG and, therefore, requested the secretariat to bring them to the attention of GRSG experts, as follows:

A. UN Regulation No. 107 (Buses and coaches)

1. The GRE Task Force on electromagnetic compatibility (EMC) reported about the progress in the preparation of amendments to UN Regulation No. 10, including EMC of trolleybuses (the issue that was initially referred to GRE from a GRSG proposal on new provisions for trolley buses to UN Regulation No. 107). As stated in UN Regulation No. 107, trolleybuses are dual-mode vehicles: (i) the trolley mode, when connected to the Overhead Contact Line (OCL) and (ii) the bus mode, when not connected to the OCL. The Task Force identified several other UN Regulations that might need to be updated to take this duality into account (see informal documents GRE-75-18 and GRE-75-13). At the GRE session, the expert from OICA announced their intention to submit to GRSG an informal document on this issue.

B. UN Regulation No. 121 (Identification of controls, tell-tales and indicators)

2. GRE also adopted amendment proposals to UN Regulations Nos. 7, 87 and 48 on tell-tales indicating a failure (ECE/TRANS/WP.29/GRE/2016/7, ECE/TRANS/WP.29/GRE/2016/12 and ECE/TRANS/WP.29/GRE/2016/17) and decided to submit them to the November 2016 session of WP.29 for consideration. Some GRE experts pointed out that the proposed amendments might have an impact on paragraph 5.4. of UN Regulation No. 121 and, therefore, may also require an amendment to the UN regulation. GRE experts could not reach consensus on this issue and concluded that GRSG should consider this issue and take a decision.