



# Economic and Social Council

Distr.: General  
19 November 2013

Original: English

## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### Working Party on General Safety Provisions

#### 105<sup>th</sup> session

Geneva, 8–11 October 2013

## Report of the Working Party on General Safety Provisions on its 105<sup>th</sup> session (8–11 October 2013)

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## I. Attendance

1. The Working Party on General Safety Provisions (GRSG) held its 105th session from 8 (afternoon) to 11 October 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, Kyrgyzstan, Japan, Latvia, Netherlands, Norway, Poland, Qatar, Republic of Korea, Russian Federation, Saudi Arabia, South Africa, Spain, Sweden, Switzerland, Turkey 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/2013/13 and its Add.1  
Informal documents GRSG-105-01-Rev.1

2. GRSG considered and adopted the agenda proposed for the 105<sup>th</sup> session (ECE/TRANS/WP.29/GRSG/2013/13 and its Add.1).
3. GRSG also adopted the running order for the session as proposed in GRSG-105-01-Rev.1.
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/2013/14  
ECE/TRANS/WP.29/GRSG/2013/15  
ECE/TRANS/WP.29/GRSG/2013/16  
ECE/TRANS/WP.29/GRSG/2013/22  
Informal documents GRSG-105-03, GRSG-105-04-Rev.1,  
GRSG-105-08, GRSG-105-13, GRSG-105-14, GRSG-105-15,  
GRSG-105-16, GRSG-105-32 and GRSG-105-33

5. The expert from Germany introduced ECE/TRANS/WP.29/GRSG/2013/14 proposing new requirements to prevent accidents in the case of an open engine access panel. The expert from OICA presented GRSG-105-14 improving the text

of the proposal. GRSG noted a number of concerns and questioned the need to regulate the issues related to health and safety of maintenance staff. GRSG agreed to resume consideration, if deemed necessary, of a revised proposal by Germany.

6. The expert from Germany proposed reviewing the minimum number of priority seats in buses and coaches (ECE/TRANS/WP.29/GRSG/2013/15) in order to align the provisions of UN Regulation No. 107 with those of the corresponding EU Directive. GRSG also considered GRSG-105-15 (tabled by OICA) and adopted the proposal, as reproduced below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2014 sessions, as draft Supplement 4 to the 04 series of amendments to UN Regulation No. 107.

*Annex 3, paragraph 7.7.8.5.3., amend to read:*

"7.7.8.5.3. The minimum number of priority seats complying with the requirements of Annex 8, paragraph 3.2. shall be four in Class I, two in Class II and one in Class A and B. **In the case of vehicles of Class III or Class B subject to the requirements of Annex 8, the minimum number of priority seats shall be two in Class III and one in Class B.**

A seat that folds out of the way when not in use shall not be designated as a priority seat."

7. The expert from Germany introduced ECE/TRANS/WP.29/GRSG/2013/22 clarifying the technical provisions for gangway barriers in vehicles of Classes I and A. GRSG adopted the proposal, as reproduced below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2014 sessions, as part (see para. 6 above) of draft Supplement 4 to the 04 series of amendments to UN Regulation No. 107.

*Annex 3, paragraph 7.7.5.1., amend to read:*

"7.7.5.1. The gangway(s) of a vehicle shall be so designed and constructed ...  
... the monitor or display device shall remain in the retracted position.

**If a vehicle of Class I, II or A is fitted with a barrier, the gauging device according to Annex 4, Figure 6, may come into contact with the barrier provided that the maximum force necessary to move such barrier out of the way does not exceed 50 Newton measured at the point of contact between the gauging device according to Annex 4, Figure 6 and the barrier and applied perpendicular to the barrier.**

**The maximum force shall apply to both directions of movement of the gauging device.**

**If the vehicle is equipped with a lift adjacent to the barrier, the barrier may be temporarily blocked during the operation of the lift."**

8. The expert from Belgium introduced ECE/TRANS/WP.29/GRSG/2013/16 amending the safety prescriptions for trolleybuses to update these according to the respective electrical standard EN 50502. The expert from the Russian Federation introduced GRSG-105-13 listing a number of suggestions to improve the proposed text. GRSG noted some comments supporting the proposals. 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. GRSG agreed to resume consideration at its next session on the basis of a revised official document.

9. The expert from Germany presented GRSG-105-03 clarifying the requirements for low floor vehicles. GRSG noted general support on the proposal and requested the secretariat to distribute GRSG-105-03 with an official symbol for further consideration at its next session.

10. 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-105-33). GRSG noted a number of concerns on the use of hazard warning lights specified in the 1968 Vienna Convention. GRSG agreed to resume consideration of the proposal at the next session on the basis of an official symbol.

11. The expert from Hungary proposed simplifying the current provisions of paragraph 7.6.8.2. in Annex 3 of UN Regulation No. 107 (GRSG-105-04-Rev.1). GRSG noted general support and agreed to resume for consideration of the proposal at its next session. Thus, the secretariat was requested to distribute GRSG-105-04-Rev.1 with an official symbol.

12. The expert from OICA introduced GRSG-105-16 clarifying the current transitional provisions of UN Regulation No. 107. GRSG requested the secretariat to distribute GRSG-105-16 (including all transitional provisions) with an official symbol for further consideration at the next session.

13. The expert from Sweden gave a presentation (GRSG-105-32) justifying the new test requirements for automatic fire suppression systems in the engine compartment of buses and coaches (GRSG-105-08). GRSG welcomed the proposal and noted general support. Following the discussion, GRSG agreed to have a detailed consideration of the proposal at its next session and requested the secretariat to distribute GRSG-105-08 with an official symbol.

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

*Documentation:* ECE/TRANS/WP.29/2013/100,  
ECE/TRANS/WP.29/GRSG/2013/17  
Informal document GRSG-105-05

14. As agreed at its previous session, GRSG reviewed draft 06 series of amendments to UN Regulation No. 107 (ECE/TRANS/WP.29/2013/100). The expert from Germany underlined the need to clarify the definition of "overnight locking systems". GRSG preferred not to stop the adoption of the official document at the November 2013 session of WP.29. The experts from Germany and OICA volunteered to prepare a concrete proposal for amendments to paragraph 2.41., for consideration at the next GRSG session.

15. The expert from Hungary presented GRSG-105-05 superseding ECE/TRANS/WP.29/GRSG/2013/17 and proposing amendments to the provisions on the access to escape hatches. GRSG noted a number of concerns and study reservations. Following the discussion, GRSG agreed to resume consideration of the proposal at its next session and to take a final decision. For that purpose, the Chair invited all experts to be prepared to present their positions. The secretariat was requested to distribute GRSG-105-05 with an official symbol.

#### **IV. Regulation No. 18 (Anti-theft of motor vehicles) (agenda item 3)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2013/20

16. The expert from Germany introduced ECE/TRANS/WP.29/GRSG/2013/20 clarifying the scope of UN Regulation No. 18 with the possibility for motor vehicles to not apply this Regulation if no device to prevent unauthorized use of the vehicle is fitted. GRSG welcomed the initiative to insert the provisions as "if fitted requirements".

17. GRSG adopted the proposal, as reproduced below, and requested the secretariat to submit the amendment to WP.29 and AC.1 for consideration at their March 2014 sessions as draft Supplement 3 to the 03 series of amendments to UN Regulation No. 18.

*Paragraph 1.1. (Scope), amend to read (keeping the reference to footnote <sup>1</sup>):*

"1.1. This Regulation applies to motor vehicles having at least three wheels with the exception of those of category M<sub>1</sub> and N<sub>1</sub><sup>(1)</sup>, with regard to their protection against unauthorized use, **if devices to prevent unauthorized use covered by this Regulation are fitted.**"

18. GRSG agreed to remove this item from the agenda of the next session.

#### **V. Regulation No. 34 (Prevention of fire risks) (agenda item 4)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2013/4  
Informal document GRSG-105-11

19. The expert from Japan presented GRSG-105-11 amending the proposal 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 and study reservations.

20. Following the discussion, GRSG agreed to keep both document on the agenda and to have a final review at the next session. The Chair invited the expert from Japan to provide, if possible, further elements on costs and benefits and additional statistical data as evidence for such amendments to UN Regulation No. 34.

#### **VI. Regulation No. 43 (Safety glazing) (agenda item 5)**

*Documentation:* Informal documents GRSG-105-09 and GRSG-105-24

21. GRSG noted the consent of the World Forum for Harmonization of Vehicle Regulations (WP.29) on the extension of the mandate of the Informal Group on Plastic Glazing (IGPG). The expert from Germany, chairing IGPG, presented GRSG-105-09 on the work progress made by the group during its seventh meeting in June 2013. He also reported on the progress made in the two subgroups developing a wiper test and the Taber test. He informed GRSG that the Round Robin tests were expected for October 2013. He announced the intention of IGPG to convene again in Paris on 27-28 November 2013 in order to prepare a concrete

proposal for amendments to UN Regulation No. 43 for consideration at the next GRSG session.

22. The expert from Germany introduced GRSG-105-24 proposing an amendment to UN Regulation No. 43 to cope the difficulties of technical services located at high altitudes to fulfil the barometric pressure conditions required for the impact test. GRSG noted some comments and agreed to resume consideration of this subject at its next session. For this purpose, the secretariat was invited to distribute GRSG-105-24 with an official symbol.

## **VII. Regulation No. 46 (Devices for indirect vision) (agenda item 6)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2013/18  
ECE/TRANS/WP.29/GRSG/2013/19  
ECE/TRANS/WP.29/GRSG/2013/21  
ECE/TRANS/WP.29/GRSG/2013/23  
Informal documents GRSG-105-17, GRSG-105-18, GRSG-105-19, GRSG-105-22, GRSG-105-25, GRSG-105-27 and GRSG-105-28

23. Regarding ECE/TRANS/WP.29/GRSG/2011/23/Rev.1 to allow replacement of all mirrors with camera-monitor systems (CMS), GRSG noted no new information made by ISO on the progress in the publication of the updated standard on camera-monitor systems (ISO 16505), expected by mid-2014. Thus, GRSG agreed to keep ECE/TRANS/WP.29/GRSG/2011/23/Rev.1 on the agenda as a reference document.

24. The expert from Germany introduced GRSG-105-27 proposing to re-establish the informal group on Camera-Monitor Systems (CMS). The expert from the Netherlands committed to continue the chairmanship of CMS. The expert from OICA informed GRSG that he would need some time to consider continuation of his tasks as Secretary of CMS. GRSG adopted the revised Terms of Reference of the informal group and the proposed time schedule for the tasks of CMS as reproduced in Annex II to this report.

25. The GRSG Chair invited all interested experts to actively participate in the future meetings of the re-established informal group on CMS, subject to the consent of WP.29 at its November 2013 session and the commitment by OICA to ensure the tasks of the secretariat servicing.

26. Referring to ECE/TRANS/WP.29/GRSG/2013/21 on the installation of exterior mirrors with automatic pivoting function on the passenger side of a vehicle, the expert from Germany introduced GRSG-105-28 on new requirements for mirrors to be unfolded automatically above a certain vehicle speed. He announced that he had already received a number of comments by the experts from the Netherlands and OICA. GRSG noted a number of further comments and agreed to resume consideration of the proposals at the next GRSG session on the basis of a revised official document by Germany.

27. The expert from Germany presented ECE/TRANS/WP.29/GRSG/2013/23 clarifying the introduction of the extended field of vision on heavy goods vehicles that may be covered using different mirror classes. The expert from the United Kingdom proposed some improvements to the proposed text (GRSG-105-22). 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 March 2014 sessions as draft Supplement 1 to the 04 series of amendments to UN Regulation No. 46.

*Paragraphs 15.2.4.5.11.1. to 15.2.4.5.11.3.,* replace the wording "that it provides" by "that it **simultaneously** provides" (3 times).

*Paragraph 15.2.4.5.12., second subparagraph,* replace the wording "However, in that case" by "**In such cases**" and "that it provides" by that it **simultaneously** provides".

28. The expert from OICA introduced ECE/TRANS/WP.29/GRSG/2013/18 and ECE/TRANS/WP.29/GRSG/2013/19 clarifying the transitional provisions of the 03 series and the 04 series of amendments, respectively, to UN Regulation No. 46. GRSG adopted ECE/TRANS/WP.29/GRSG/2013/19, as amended below, and requested the secretariat to submit the amendments to WP.29 and AC.1 for consideration at their March 2014 sessions as part (see para. 27 above) of draft Supplement 1 to the 04 series of amendments to UN Regulation No. 46.

*New paragraph 21.18.,* amend to read:

"21.18. Notwithstanding the provisions of paragraphs 21.2., 21.4., 21.5., 21.13. and 21.15. above, for the purpose of replacement parts, Contracting Parties applying this Regulation shall continue to grant approvals according to the 01 series of amendments to this Regulation, to devices for indirect vision of classes **I to V** for use on vehicle types which have been approved before 26 January 2006 pursuant to the 01 series of amendments of **Regulation No. 46 and, where applicable, subsequent extensions to these approvals.**"

29. GRSG also adopted ECE/TRANS/WP.29/GRSG/2013/18, as amended below, and requested the secretariat to submit the amendments to WP.29 and AC.1 for consideration at their March 2014 sessions as draft Supplement 3 to the 03 series of amendments to UN Regulation No. 46.

*Paragraphs 21.6. and 21.7.,* replace the wording "force of this series" by "force of **the 03 series**" (2 times).

30. Recalling the purpose of ECE/TRANS/WP.29/GRSG/2013/5 to increase the safety benefits of the driver's field of vision and the pedestrian safety in narrow streets, the expert from Japan introduced GRSG-105-25 proposing some amendments to the initial proposal and a roadmap for further proceedings. GRSG noted a number of concerns by the experts from the EC, Germany, Hungary and the United Kingdom and OICA (GRSG-105-17). GRSG did not agree to split UN Regulation No. 46 with respect to different vehicle categories. Following the discussion, GRSG agreed to resume consideration on this subject at its next session in May 2014 on the basis of a revised document by Japan, taking into account the comments received.

31. The expert from OICA presented GRSG-105-19 introducing, for special cases, adjustments to the co-ordinates of the ocular points. GRSG noted a number of comments and agreed to resume consideration on this subject at its next session on the basis of an official document.

32. The expert from OICA underlined the need to clarify the text of the 04 series of amendments to UN Regulation No. 46 (GRSG-105-18). GRSG adopted the proposal, as reproduced below, and requested the secretariat to submit the amendments to WP.29 and AC.1 for consideration at their March 2014 sessions as



part (see paras. 27 and 28 above) of draft Supplement 1 to the 04 series of amendments to UN Regulation No. 46.

*Paragraph 15.2.4.5.12., correct to read:*

"15.2.4.5.12. Paragraphs 15.2.4.5.6. to 15.2.4.5.9. shall not apply to a vehicle where **any** part of the **Class V** mirror, or its holder, is less than 2.4 m above the ground, regardless of its position after adjustment."

## **VIII. Regulation No. 58 (Rear under run protection) (agenda item 7)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2013/27  
Informal documents GRSG-105-06, GRSG-105-20, GRSG-105-23 and GRSG-105-26

33. The expert from Germany introduced ECE/TRANS/WP.29/GRSG/2013/27 proposing more stringent requirements for rear underrun protection devices. He also presented GRSG-105-23 with a detailed cost-benefit analysis carried out in Germany on this subject. The expert from IRU raised concerns by his organizations and presented a number of observations (GRSG-105-06). The expert from OICA proposed an alternative text for amending UN Regulation No. 58 (GRSG-105-20). The expert from CLCCR presented some observations and recommendations of her organization (GRSG-105-26).

34. GRSG welcomed the proposal by Germany including the cost-benefit analysis, but noted a number of comments and reservations. Following the discussion, the Chair suggested keeping the subject on the agenda of GRSG instead of establishing a new informal group and invited all experts to transmit their written comments to the expert from Germany. GRSG agreed to resume consideration at its next session in May 2014, on the basis of a revised proposal to be submitted by Germany taking into account the comments received. The secretariat was invited to distribute GRSG-105-20 with an official symbol.

## **IX. Regulation No. 67 (LPG vehicles) (agenda item 8)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2013/24  
ECE/TRANS/WP.29/GRSG/2013/29  
Informal document GRSG-105-07

35. The expert from CLEPA presented ECE/TRANS/WP.29/GRSG/2013/24 proposing to insert into UN Regulation No. 67 new provisions for "valve control at stop-start". 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 March 2014 sessions as draft Supplement 14 to the 01 series of amendments to UN Regulation No. 67.

*Annex 3, new paragraph 4.7., subparagraph (c), amend to read:*

"(c) 1,000,000 cycles (mark "H3") if, in addition to (a) **or** (b), the engine also shuts off automatically when the accelerator pedal is released."

36. The expert from AEGPL introduced ECE/TRANS/WP.29/GRSG/2013/29 introducing new provisions for preventing a flow of liquefied petroleum gas (LPG) into the petrol or diesel tank, and vice versa. The expert from Germany preferred

to insert more detailed test provisions to limit possible interpretations. GRSG noted a presentation by Italy on LPG direct injection technologies (GRSG-105-07) and a proposal for amendments to UN Regulation No. 67. Following the discussion, GRSG agreed to resume consideration on this matter at its next session on the basis of a revised proposal jointly prepared by the experts from Germany and AEGPL.

## **X. Regulation No. 110 (CNG vehicles) (agenda item 9)**

*Documentation:* ECE/TRANS/WP.29/2013/101  
ECE/TRANS/WP.29/GRSG/2013/25  
ECE/TRANS/WP.29/GRSG/2013/26  
ECE/TRANS/WP.29/GRSG/2013/28  
Informal documents GRSG-105-02, GRSG-105-10, GRSG-105-29 and GRSG-105-31

37. The expert from CLEPA presented ECE/TRANS/WP.29/GRSG/2013/25. GRSG adopted the document and requested the secretariat to submit the proposing type approval provisions for fuel selection systems amendments to WP.29 and AC.1 for consideration at their March 2014 sessions as draft Supplement 2 to the 01 series of amendments to UN Regulation No. 110.

38. On the same subject than that mentioned under para. 35 above (new provisions for "valve control at stop-start"), the expert from CLEPA introduced ECE/TRANS/WP.29/GRSG/2013/26 proposing similar amendments to UN Regulation No. 110. GRSG adopted the document, as reproduced in Annex III of this report, and requested the secretariat to submit the amendments to WP.29 and AC.1 for consideration at their March 2014 sessions as part (see para. 37 above) of draft Supplement 2 to the 01 series of amendments to UN Regulation No. 110.

39. Referring to ECE/TRANS/WP.29/2013/101, the expert from the Netherlands introduced ECE/TRANS/WP.29/GRSG/2013/28 clarifying the type approval provisions for vehicles equipped with Liquefied Natural Gas (LNG) propulsion systems. GRSG noted a list of editorial corrections (GRSG-105-02) to be inserted into ECE/TRANS/WP.29/2013/101. GRSG adopted the proposed amendments as reproduced in WP.29-161-05 and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their November 2013 sessions as a Corrigendum to ECE/TRANS/WP.29/2013/101 (draft Supplement 1 to the 01 series of amendments to UN Regulation No. 110).

40. Recalling the severe fire accident in October 2012 of a bus equipped with a CNG propulsion system, the expert from the Netherlands informed GRSG that a detailed investigation report of the Dutch Safety Board is now publicly available at: [www.onderzoeksraad.nl/uploads/phase-docs/398/747435f9a3cbrapport-aardgasbus-en-web.pdf](http://www.onderzoeksraad.nl/uploads/phase-docs/398/747435f9a3cbrapport-aardgasbus-en-web.pdf). He presented GRSG-105-10 proposing preventive measures for such fire accidents, including a first draft of a number of amendments to UN Regulations Nos. 107, 110 and 118. GRSG welcomed the information and agreed to resume consideration on this subject at the next session of GRSG on the basis of revised official documents to be submitted in due time by the expert from the Netherlands.

41. The expert from Germany announced to prepare, for the next session of GRSG, a set of draft amendments to UN Regulation No. 110 preventing the LNG container from being overfilled and requiring the installed of a safety system

against flooding by LNG (GRSG-105-31). GRSG noted that these issues had already been discussed by the LNG Task Force.

## **XI. Revisions and extensions of approvals (agenda item 10)**

*Documentation:* ECE/TRANS/WP.29/2013/126

42. GRSG noted a recommendation by the Chairs of the Working Parties subsidiary to WP.29 to insert the new provisions for granting revisions and extension to type approvals into the Consolidated Resolution on the Construction of Vehicles (R.E.3) and to refer in the corresponding UN Regulations to that part of R.E.3 (see report ECE/TRANS/WP.29/1104, para. 19). GRSG also noted that the World Forum was expected to consider a concrete proposal for a new Annex A.5 to the R.E.3 (ECE/TRANS/WP.29/2013/126) during the forthcoming session in November 2013. The expert from OICA announced that the informal group on the International Whole Vehicle Type Approval (IWVTA) already inserted the new provisions on revisions and extension to type approvals into draft Revision 3 to the 1958 Agreement (ECE/TRANS/WP.29/2013/134).

43. Recalling the adoption of draft amendments to UN Regulations Nos. 18, 34, 35, 43 and 58 at its previous session, GRSG agreed to reconsider the follow-up actions of ECE/TRANS/WP.29/GRSG/2013/8, awaiting the decision of WP.29.

## **XII. Regulation No. 121 (Identification of controls, tell-tales and indicators) (agenda item 11)**

*Documentation:* Informal documents GRSG-105-21 and GRSG-105-30

44. The expert from OICA introduced GRSG-105-21 adapting the provisions on multi-function displays to technical progress. GRSG noted a study reservation by the expert from France and agreed to resume consideration at its next session on the basis of an official document.

45. Recalling the purpose of ECE/TRANS/WP.29/2012/30 (still pending on the agenda of WP.29), the Chair presented GRSG-105-30 clarifying the transitional provisions under paragraph 12.3. GRSG adopted the proposal, as reproduced in Annex IV of this report, and requested the secretariat to submit the amendment to WP.29 and AC.1 for consideration at their June 2014 sessions as a Corrigendum to ECE/TRANS/WP.29/2012/30 (draft 01 series of amendments to UN Regulation No. 121), subject to a final review by GRSG at its next session in May 2014.

## **XIII. International Whole Vehicle Type Approval (agenda item 12)**

*Documentation:* Informal documents GRSG-105-12 and GRSG-105-39-Rev.2

46. GRSG noted the outcome of the discussion on this subject at the June 2013 session of WP.29 (see report ECE/TRANS/WP.29/1104, paras. 56-61). The expert from Japan introduced GRSG-105-12 proposing updated review of all candidate Regulations identified for the IWVTA scheme under the responsibility of GRSG.

47. GRSG considered in detail the proposal and agreed on the actions for each item, as reflected in the revised document GRSG-105-39-Rev.2. The IWVTA

ambassador volunteered to report back to the informal group. GRSG agreed to resume consideration of this subject at its next session.

#### **XIV. Need to develop a new Regulation on odometer equipment (agenda item 13)**

48. Recalling the purpose of GRSG-104-14 presented at the previous session, the expert from Belgium announced his intention to prepare a concrete proposal for a new UN Regulation on odometer for consideration at the next GRSG session.

#### **XV. Cruise control function (agenda item 14)**

49. The expert from Qatar recalled the discussion at the previous GRSG session on some incidents in his region involving the deactivation of the cruise control function on some vehicle types. The experts from Germany and the United Kingdom reported that no similar incidents or recall actions have been reported in their countries.

50. GRSG recommended identifying, in the case of such incidents occur, the origin of such problems, especially whether vehicle was fitted with original equipment or with an aftermarket product. Subsequently, the dealer and/or the manufacturer would have to launch a recall action of the vehicle type concerned in the case of original equipment and the broad public should be informed in the case of an aftermarket product.

51. GRSG agreed to remove this item from the agenda. The Chair invited all interested experts to send any further information on this subject directly to the delegate from Qatar (e-mail: [jmnuaimi@moe.gov.qa](mailto:jmnuaimi@moe.gov.qa)).

#### **XVI. Automatic Emergency Call Systems (agenda item 15)**

52. GRSG noted the submission by the Russian Federation of an official proposal (ECE/TRANS/WP.29/2013/67) for a new UN Regulation on e-call systems and the decision of WP.29 (see report ECE/TRANS/WP.29/1104, paras. 74-76) to establish a new informal working group on Automatic Emergency Call System (AECS) under the responsibility of GRSG.

53. The expert from the Russian Federation, chairing the informal working group on AECS reported on the results of the first meeting, which was held on 8 October 2013 in Geneva. It was noted that the further development of the new draft UN Regulation on AECS should be based on a single document. The experts from the Russian Federation and OICA volunteered to jointly prepare a new proposal based on ECE/TRANS/WP.29/2013/67, including provisions for the type approval of such systems, their installation on vehicles and the approval of vehicles with respect to their AECS. It was recommended to limit the scope, in a first step, to vehicles of categories M<sub>1</sub> and N<sub>1</sub> and that Contracting Parties may extend the application of the new Regulation to other categories of vehicles on their national level. He added that all related working papers are publicly available on: <https://www2.unece.org/wiki/display/trans/AECS+1st+meeting>.

54. The AECS Chair underlined the tough time schedule to develop the new draft UN Regulation and invited all interested experts to participate in the next meeting of the informal working group, scheduled to be held in Paris on 5-6

December 2013. The GRSG Chair reminded the informal group of the need to adopt, at the next session of GRSG, the final Terms of Reference for AECS.

## **XVII. Election of officers (agenda item 16)**

55. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 as amended by Amendments 1 and 2), GRSG called for the election of officers on Wednesday afternoon, 9 October 2013. Mr. A. Erario (Italy) was unanimously re-elected as Chair and Mr. M. Matolcsy (Hungary) as Vice-Chair for the GRSG sessions scheduled for the year 2014.

## **XVIII. Other business (agenda item 17)**

56. GRSG noted that no further proposal had been provided under this item.

## **XIX. Provisional agenda for the 106<sup>th</sup> session**

57. The following provisional agenda was adopted for the 106<sup>th</sup> session of GRSG, scheduled to be held in Geneva from 5 (starting at 2.30 p.m.) to 9 (concluding at 12.30 p.m.) May 2014<sup>1</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. 34 (Fuel tanks).
4. Regulation No. 43 (Safety glazing).
5. Regulation No. 46 (Devices for indirect vision).
6. Regulation No. 58 (Rear underrun protection).
7. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)).
8. Regulation No. 110 (Specific components for CNG).
9. Regulation No. 118 (Burning behavior).
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. Automatic Emergency Call Systems (AECS).
15. Other business.

<sup>1</sup> GRSG noted that the deadline for submission of official documents to the UNECE secretariat was 7 February 2014, twelve weeks prior to the session.

## Annex I

### List of informal documents considered during the session

#### List of informal documents (GRSG-105-...) distributed during the session (English only)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1-Rev.1	(GRSG Chair) Updated running order of the 105 <sup>th</sup> session of GRSG (8-11 October 2013)	(f)
2	(Secretariat) Corrigendum to draft Supplement 1 to the 01 series of amendments to Regulation No. 110 on CNG/LNG vehicles (ECE/TRANS/WP.29/2013/101)	(b)
3	(Germany) Proposal for amendments to UN Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) – Low floor vehicles	(c)
4-Rev.1	(Hungary) Revised proposal for amendments to UN Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles)	(c)
5	(Hungary) Proposal for an amendment to the 06 series of amendments to UN Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles)	(e)
6	(IRU) UN Regulation No. 58 - Rear Underrun Protection Devices (RUPD) - IRU observations and conclusions on the German document ECE/TRANS/WP.29/GRSG/2013/27	(f)
7	(Italy) LPG Direct injection (UN Regulation No. 67 – 01 series of amendments)	(f)
8	(Sweden) Proposal for amendments to UN Regulation No. 107 (Buses and coaches) – Fire suppression systems	(c)
9	(Germany) 6 <sup>th</sup> Progress report of the informal group on Plastic Glazing	(f)
10	(Netherlands) UN Regulation No. 110 (CNG vehicles) - UN Regulation No. 118 (Burning behavior)	(c)
11	(Japan) Corrigendum to ECE/TRANS/WP.29/GRSG/2013/4	(d)
12	(Japan) Priority of discussion on technical requirements for IWVTA and draft report to IWVTA informal meeting	(f)
13	(Russian Federation) Proposal for amendments to UN Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles)	(c/e)
14	(OICA) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2013/14 (Regulation No. 107 - M <sub>2</sub> and M <sub>3</sub> vehicles)	(e/f)
15	(OICA) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2013/15 (Regulation No. 107 - M <sub>2</sub> and M <sub>3</sub> vehicles)	(b)
16	(OICA) Proposal for amendments to Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles)	(c)
17	(OICA) OICA comments to ECE/TRANS/WP.29/GRSG/2013/5 (Regulation No. 46 – Devices for indirect vision)	(f)
18	(OICA) Proposal for a Corrigendum to Regulation No. 46 (Devices for indirect vision)	(a)
19	(OICA) Proposal for amendments to Regulation No. 46 (Devices for indirect vision)	(c)
20	(OICA) Proposal for draft amendments to Regulation No. 58 (Rear Underrun Protection)	(c)
21	(OICA) Proposal for amendments to Regulation No. 121 (Identification of controls)	(c)
22	(United Kingdom) UN Regulation No. 46 (Devices for indirect vision) – UK proposal for amendments to the German proposal ECE/TRANS/WP.29/GRSG/2013/23	(a)
23	(Germany) Proposal for draft amendments to Regulation No. 58 – Justification for amendments proposed in document ECE/TRANS/WP.29/GRSG/2013/27	(d)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
24	(Germany) Proposal for draft amendments to Regulation No. 43 (Safety glazing)	(c)
25	(Japan) Proposal for amendments to Regulation No. 46 (Devices for indirect vision)	(f)
26	(CLCCR) UN Regulation No. 58 - Rear Underrun Protection Devices (RUPD) – CLCCR observations and recommendations on the German document ECE/TRANS/WP.29/GRSG/2013/27	(f)
27	(Germany) Proposal to re-establish the informal group on Camera-Monitor Systems (CMS)	(a)
28	(Germany) Proposal for draft amendments to Regulation No. 46 (Devices for indirect vision)	(c)
29	(Italy) Proposal to amend UN Regulation No. 110 (CNG vehicles) – 01 series of amendments	(b)
30	(Chair, United Kingdom and OICA) UN Regulation No. 121 (Identification of controls, tell-tales and indicators) – Proposal for amendments to ECE/TRANS/WP.29/GRSG/2012/30	(a)
31	(Germany) Comments on UN Regulation No. 110 document ECE/TRANS/WP.29/2013/101: Draft Supplement 1 to the 01 series of amendments to Regulation No. 110 (CNG vehicles) regarding safety relevant issues of LNG systems for vehicle application	(e)
32	(Sweden) Fire suppression systems in the engine and heater compartments	(f)
33	(Germany) Proposal for amendments to UN Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles) - Activation of hazard warning lights	(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.

## Annex II

### Informal group on Camera-Monitor Systems (CMS)

A) Revised Terms of Reference of the informal group on Camera-Monitor Systems (CMS) (UN Regulation No. 46)

1. The primary task of the group is to investigate the possibilities to objectify and update the provisions for the type-approval of Camera-Monitor Systems if used as a replacement for a mirror class V and VI as required by the present UN Regulation No. 46.

2. The secondary task of the group is:

- (a) to investigate the possibilities for improvement and for extension of the application of CMS as alternative to the use of mandatory and optional mirrors of classes I to VI,
- (b) to investigate the differentiation of CMS to specific classes, and
- (c) to develop proposals for GRSG for the necessary amendments to UN Regulation No. 46.

3. The informal group shall report briefly about its major progress to every GRSG session.

4. The informal group shall be managed by a Chair (The Netherlands) and a Secretary (CLEPA).

5. The informal group on CMS shall report to GRSG and complete the task by July 2014 and shall submit a proposal to GRSG at its October 2014 session.

B) Time schedule

	Year	2013												2014												2015						
		6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7					
		WP.29 GRSG	162th			163th	164th			162th	163th	164th	165th	166th	167th	168th	169th	170th	171th	172th	173th	174th	175th	176th	177th	178th	179th					
<b>General Schedule</b>																																
<b>IG CMS Meeting</b>																																
<b>Phase 1</b>	Development of ToRs, Schedule, Workplan Discussion of Work Items Preparation of an Informal Proposal Preparation of a working document																															
<b>Phase 2</b>	Discussion at GRSG Decision at WP.29																															



## Annex III

### Draft amendments to Regulation No. 110 (para. 38) (based on ECE/TRANS/WP.29/GRSG/2013/26)

*Part I, insert a new paragraph 6.1.1., to read:*

"**6.1.1.** In addition to provisions of paragraph 6.1., one of the following additional marks shall be used for automatic cylinder valve which comply with paragraph 2.2.4. of Annex 4A:

- (a) "H1"
- (b) "H2"
- (c) "H3" "

*Insert a new paragraph 4.77., to read:*

"**4.77.** "Commanded stop phase" defines the period of time during which the combustion engine is switched off automatically for fuel saving and is allowed to start again automatically."

*Part II, paragraph 18.5.1., amend to read:*

"**18.5.1.** Automatic cylinder valve"

*Part II, insert new paragraphs 18.5.1.3. and 18.5.1.4., to read:*

"**18.5.1.3.** Notwithstanding the provisions of paragraph 18.5.1.2., the automatic cylinder valve may stay in an open position during commanded stop phases.

**18.5.1.4.** If the automatic cylinder valve is closed during commanded stop phases, the valve shall comply with paragraph 2.2.4. of Annex 4A."

*Part II, insert new paragraphs 18.6.1.3. and 18.6.1.4., to read:*

"**18.6.1.3.** **Notwithstanding the provisions of paragraph 18.6.1.2., the automatic valve may stay in an open position during commanded stop phases.**

**18.6.1.4.** **If the automatic valve is closed during commanded stop phases, the valve shall comply with paragraph 2.2.4. of Annex 4A."**

*Annex 4A, insert new paragraph 2.2.4., to read:*

"2.2.4. If the automatic valve is closed during commanded stop phases, the valve shall be submitted to the following numbers of operations during test according paragraph 2.2.3. above:

- (a) 200,000 cycles (mark "H1") if the engine shuts off automatically when the vehicle comes to a halt;
- (b) 500,000 cycles (mark "H2") if, in addition to (a), the engine also shuts off automatically when the vehicle drives with the electric motor only;
- (c) 1,000,000 cycles (mark "H3") if, in addition to (a) **or (b)**, the engine also shuts off automatically when the accelerator pedal is released.

Notwithstanding the above-mentioned provisions, the valve complying with (b) shall be deemed to satisfy (a), and the valve complying with (c) shall be deemed to satisfy (a) and (b)."

*Annex 4A, paragraph 2.2.4. (former)*, renumber as paragraph 2.2.5.

*Annex 4H, paragraph 2.1.*, amend to read:

"2.1. The electronic control ... valve in case of a switch off of the engine or a broken fuel supply pipe or ..."

*Annex 4H, insert a new paragraph 2.1.1.*, to read:

"2.1.1. Notwithstanding the provisions of paragraph 2.1., the automatic valve may stay in an open position during commanded stop phases."

*Annex 4H, paragraph 2.2.*, amend to read:

"2.2. The switch-off delay of ..."

## Annex IV

### **Draft 01 series of amendments to Regulation No. 121 (para. 45) Corrigendum to ECE/TRANS/WP.29/2012/30**

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

*Paragraph 12.3., amend to read:*

**"12.3. As from 24 months after the date of entry into force of the 01 series of amendments, Contracting Parties applying this Regulation shall grant type approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 01 series of amendments."**

**Annex V****GRSG informal groups**

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<i>Informal group</i>	<i>Chair</i>	<i>Secretary</i>
Camera Monitor Systems (CMS)	Mr. H. Jongenelen (The Netherlands) Tel: +31 79 3458268 Fax: +31 79 3458041 e-mail: hjongenelen@rdw.nl	Mr. K. Schönemann (CLEPA) Tel: +49 7132-156-127 Mobile: +49 171-8263933 e-mail: kai.schoenemann@gentex.de
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