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Report of the Working Party on General Safety Provisions on its 108th session (4–8 May 2015)

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I. Attendance

1. The Working Party on General Safety Provisions (GRSG) held its 108th session from 4 to 8 May 2015 (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, Finland, France, Germany, Hungary, India, Italy, Luxembourg, Kuwait, Japan, Netherlands, Norway, Poland, Qatar, Republic of Korea, Romania, Russian Federation, Spain, Sweden, Switzerland, Turkey and United Kingdom of Great Britain and Northern Ireland (UK). 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), International Motorcycle Manufacturers Association (IMMA), International Road Transport Union (IRU), International Association for Natural Gas Vehicles (NGV Global) and International Organization of Motor Vehicle Manufacturers (OICA). Upon the special invitation of the Chair, an expert from the Fédération Internationale de l'Automobile (FIA) and 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/2015/1 and Add.1
Informal document GRSG-108-01

2. GRSG considered and adopted the agenda proposed for the 108th session (ECE/TRANS/WP.29/GRSG/2015/1 and Add.1).

3. GRSG also adopted the running order for the session as proposed by the Chair in GRSG-108-01. GRSG noted the main decisions of the World Forum WP.29 taken during its sessions of November 2014 and March 2015 (reports ECE/TRANS/WP.29/1112 and ECE/TRANS/WP.29/1114 including its Corr.1).

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

III. Regulation No. 107 (M₂ and M₃ vehicles) (agenda item 2)

A. Proposals for further amendments

Documentation: ECE/TRANS/WP.29/GRSG/2014/6/Rev.1
Informal documents GRSG-108-10, GRSG-108-14, GRSG-108-16,
GRSG-108-31, GRSG-108-35, GRSG-108-45 and GRSG-108-51

5. Recalling the discussion at the previous GRSG session, the expert from Sweden introduced a revised proposal for the introduction of automatic fire suppression systems in the engine and/or heater compartment of buses and coaches (ECE/TRANS/WP.29/GRSG/2014/6/Rev.1). The expert from OICA raised concerns and presented GRSG-108-45 proposing further improvements to the revised text. The expert from Hungary introduced GRSG-108-10 on statistical information about fires in different categories and classes of buses and coaches.

6. Following a controversial discussion on the scope of the new test requirement for automatic fire suppression systems, GRSG agreed to go forward with the following compromise stages: (i) to agree during the current session on the mandatory installation of such systems on vehicles of Class III (as a Supplement to the 06 series of amendments) taking into account the transitional provisions (i.e. June 2018 for new types of vehicles and June 2019 for all existing types) as reflected in GRSG-108-51 and (ii) to find a consent at the forthcoming session of GRSG on the mandatory installation of automatic fire suppression systems on vehicles of Classes I and II. Thus, GRSG already committed to the following dates for the transitional provisions of stage (ii) mentioned above: at the latest 2020 for new types and 2022 for all types.

7. Finally, GRSG adopted ECE/TRANS/WP.29/GRSG/2014/6/Rev.1, as amended as reproduced in GRSG-108-51, and requested the secretariat to submit the proposal to WP.29 and AC.1 for consideration at their November 2015 sessions, as draft Supplement 4 to the 06 series of amendments to UN Regulation No. 107.

8. The expert from Germany introduced GRSG-108-16 clarifying the provisions on the height of steps in vehicles which comply to Annex 8. GRSG noted a number of comments and requested the secretariat to distribute GRSG-108-16 with an official symbol for further consideration at its next session.

9. The expert from UK presented GRSG-108-31 amending the safety prescriptions for buses and coaches to ensure that all occupants of exposed seats, and not just those at risk of being thrown forward into a step well, were provided with a means of protection. GRSG noted general support on the proposal. The Chair invited all experts to send their comments to the expert from UK who committed to submit to the secretariat a revised proposal for consideration at the next GRSG session as an official document.

10. The expert from Romania introduced GRSG-108-35 proposing to clarify the requirements on seat spacing. GRSG noted general support on the proposal and invited the secretariat distribute GRSG-108-35 with an official symbol, for further consideration at the next GRSG session.

11. The secretariat presented a draft brochure (GRSG-108-14) on a coordinated information campaign on UN Regulation No. 129 aiming at increasing the safety for children in vehicles. GRSG welcomed the document, but noted that it does not cover child restraint systems used in buses and coaches. To finalize the text of the brochure expected to be published soon, the Chair urged all experts to provide the secretariat (edoardo.gianotti@unece.org) their comments as soon as possible.

B. Requirements for service doors, windows and emergency exits

Documentation: ECE/TRANS/WP.29/GRSG/2015/18

Informal document GRSG-107-05

12. The expert from Germany introduced ECE/TRANS/WP.29/GRSG/2015/18 proposing updated provisions on emergency controls at service doors. GRSG noted some concerns and reservations on the proposal. Following the discussion, the expert from Germany volunteered to prepare a revised document for consideration at the next GRSG session taking into account the comments received.

13. GRSG agreed to remove GRSG-107-05 from the agenda.

IV. Regulation No. 39 (Speedometer) (agenda item 3)

Documentation: ECE/TRANS/WP.29/GRSG/2015/15
ECE/TRANS/WP.29/GRSG/2015/16 and its Corr.1
Informal documents GRSG-108-06, GRSG-108-30, GRSG-108-37,
GRSG-108-38, GRSG-108-39 and GRSG-108-42

14. The expert from Belgium introduced ECE/TRANS/WP.29/GRSG/2015/15, as amended by GRSG-108-30, proposing to insert new provisions for the installation of odometers on vehicles. GRSG noted general support on the proposal.

15. Following the discussion, GRSG adopted ECE/TRANS/WP.29/GRSG/2015/15, as amended below, and requested the secretariat to submit it to WP.29 and the Administrative Committee of the 1958 Agreement (AC.1) for consideration at their November 2015 sessions, as draft 01 series of amendments to UN Regulation No. 39.

Paragraph 2.6., correct "information equipment" to read "**odometer** equipment".

Paragraph 5.5.1., correct "odometer may be" to read "odometer **shall** be".

16. The expert from FIA gave a presentation (GRSG-108-37) justifying the need for protection against mileage fraud and proposing to set up an informal working group on this subject. He presented ECE/TRANS/WP.29/GRSG/2015/16 proposing further amendments to the proposal submitted by Belgium and inserting a reference to the common criteria published in ISO/IEC 15408 (GRSG-108-06). He concluded that the common criteria would result in a higher level of stringency in the security requirements for odometers and thus improve the protection of odometers against mileage fraud. The expert from India raised concerns (GRSG-108-39) to the proposal from FIA. The expert from OICA introduced GRSG-108-38 clarifying the subject and presenting the concerns of the automotive industry to the proposal from FIA. GRSG experts were invited to send their comments to the expert from FIA. GRSG did not support the adoption of the proposal but agreed to keep ECE/TRANS/WP.29/GRSG/2015/16 and GRSG-108-38 on its agenda as a reference document for further consideration at its next session.

17. The expert from EC introduced GRSG-108-42 proposing to amend the requirements for numeric displays of speedometers. The Chair invited all experts to send their comments to the expert from EC and to resume consideration of the subject at the next GRSG session on the basis of an official document to be submitted by the expert from EC.

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

Documentation: ECE/TRANS/WP.29/GRSG/2015/3
ECE/TRANS/WP.29/GRSG/2015/4
Informal document GRSG-108-15

18. The expert from CLEPA introduced ECE/TRANS/WP.29/GRSG/2015/3 proposing to define a reduced vision zone I for vehicles of categories M and N other than M₁. GRSG noted a number of study reservations on the proposal with respect to the impact of the proposed provisions for some categories of vehicles. The Chair invited all experts to send their comments to the expert from CLEPA and to resume consideration of this subject at the next GRSG session on the basis of a revised document by CLEPA.

19. The expert from Hungary proposed an amendment to the UN Regulation allowing the use of thick glass panes for multiple glazed units (ECE/TRANS/WP.29/GRSG/2015/4). GRSG noted some comments. The document did not receive the full support of GRSG. It

was agreed to keep ECE/TRANS/WP.29/GRSG/2015/4 on the agenda and to have a final review of the proposal at the next session of GRSG.

20. The expert from Hungary presented GRSG-108-15 proposing to clarify the requirements on the abrasion test machine. The experts from France and CLEPA preferred to wait until the forthcoming publication of the corresponding ISO standard. GRSG invited the secretariat to distribute GRSG-108-15 with an official symbol, for further consideration at the next GRSG session.

21. Referring to the discussion at the March 2015 session of WP.29 (see report ECE/TRANS/WP.29/1114, para. 59), the Chair addressed the concerns raised by AGC Glass Europe on the number of test cycles for plastic glazing and the standard deviation of the measured delta haze. GRSG reaffirmed its position and noted the unusual procedure followed by AGC Glass Europe to present its concerns. GRSG endorsed the view of the Chair to invite members of AGC Glass Europe to present, at a future session of GRSG, a concrete proposal to amend UN Regulation No. 43 including a justification and clear objectives for a possible extension of the mandate of the informal working group on plastic glazing.

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

Documentation: ECE/TRANS/WP.29/GRSG/2014/26
ECE/TRANS/WP.29/GRSG/2015/2
ECE/TRANS/WP.29/GRSG/2015/8
ECE/TRANS/WP.29/GRSG/2015/9
ECE/TRANS/WP.29/GRSG/2015/10
ECE/TRANS/WP.29/GRSG/2015/11
ECE/TRANS/WP.29/GRSG/2015/12
ECE/TRANS/WP.29/GRSG/2015/13
ECE/TRANS/WP.29/GRSG/2015/14
Informal documents GRSG-108-03, GRSG-108-17-Rev.1, GRSG-108-20, GRSG-108-21, GRSG-108-22, GRSG-108-23, GRSG-108-24, GRSG-108-25, GRSG-108-26, GRSG-108-46-Rev.2

22. The expert from Japan introduced GRSG-108-17-Rev.1, superseding ECE/TRANS/WP.29/GRSG/2014/26, on the close-proximity field of vision for certain categories of vehicles. GRSG welcomed the compromise proposal and noted general support on the modified scope of UN Regulation No. 46. GRSG adopted GRSG-108-17-Rev.1.

23. Referring to the final report GRSG-108-23, the expert from the Netherlands, chairing the Informal Working Group (IWG) on Camera-Monitor Systems (CMS), informed GRSG that his group had finalized the draft amendments to Regulation No. 46 to introduce the optional replacement of mirrors of Classes I to IV by camera-monitor systems (ECE/TRANS/WP.29/GRSG/2015/2). He added that all ISO standards referred to in the proposed text were accessible for GRSG experts as informal documents GRSG-108-03 and GRSG-108-20. On behalf of the informal group on CMS, he presented GRSG-108-21 incorporating further amendments to ECE/TRANS/WP.29/GRSG/2015/2. He proposed to insert supplementary information on camera-monitor systems of classes I to IV into the existing information documents required for type-approval procedure (GRSG-108-22).

24. GRSG adopted ECE/TRANS/WP.29/GRSG/2015/2, amended as reproduced in GRSG-108-46-Rev.2 (including the modified scope proposed in GRSG-108-17-Rev.1 and adopted under para. 22 above). The secretariat was requested to submit the adopted

proposal to WP.29 and AC.1 for consideration at their November 2015 sessions, as draft Supplement 2 to the 04 series of amendments to UN Regulation No. 46.

25. The expert from Germany introduced ECE/TRANS/WP.29/GRSG/2015/8 on new provisions for the indirect view within UN Regulation No. 125 (Forward field of vision of drivers) in the case vehicles were equipped with CMS. GRSG noted some comments. The expert from OICA clarified that only the devices for indirect vision covered by UN Regulation No. 46 shall benefit from such provisions (GRSG-108-25). The expert from Germany volunteered to prepare an updated document for consideration at the next GRSG session, taking into account the comments received.

26. The expert from the Netherlands proposed to also align the provisions of UN Regulation No. 10 (Electromagnetic compatibility) with the new adopted requirements to UN Regulation No. 46 in the case vehicles were equipped with CMS (ECE/TRANS/WP.29/GRSG/2015/9). The expert from OICA again clarified that only the devices for indirect vision covered by Regulation No. 46 shall be listed (GRSG-108-26). The secretariat was requested to prepare an updated proposal for consideration at the October 2015 sessions of GRSG and the Working Party on Lighting and Light-Signalling (GRE), as draft Supplements to the 04 and 05 series of amendments to UN Regulation No. 10.

27. The expert from the Netherlands presented ECE/TRANS/WP.29/GRSG/2015/10 and ECE/TRANS/WP.29/GRSG/2015/11 proposing to align the provisions of UN Regulations Nos. 26 (External projections) and 61 (External projections of commercial vehicles) with the adopted new CMS provisions in UN Regulation No. 46 (para. 24 above). GRSG adopted both documents and requested the secretariat to submit them (together with ECE/TRANS/WP.29/GRSG/2015/2, as amended) to WP.29 and AC.1 for consideration at their November 2015 sessions, as draft Supplement 3 to the 03 series of amendments to UN Regulation No. 26 and as draft Supplement 3 to UN Regulation No. 61 respectively.

28. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSG/2015/12 proposing to also align the provisions of UN Regulation No. 79 (Steering equipment) with the new CMS provisions. GRSG endorsed the document and requested the secretariat to transmit the proposal to the Working Party on Brakes and Running Gear (GRRF) for consideration at the September 2015 session as a draft Supplement to the 01 series of amendments to UN Regulation No. 79.

29. The expert from the Netherlands tabled ECE/TRANS/WP.29/GRSG/2015/13 also aligning the provisions of UN Regulation No. 94 (Frontal collision protection) with the new CMS provisions in UN Regulation No. 46. GRSG agreed on the proposal and requested the secretariat to transmit ECE/TRANS/WP.29/GRSG/2015/13 to the Working Party on Passive Safety (GRSP) for consideration at the May 2015 session as a draft Supplement to the 02 series of amendments to UN Regulation No. 94.

Note by the secretariat: At its May 2015 session, GRSP adopted the proposal and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their November 2015 sessions, as draft Supplement 6 to the 02 series of amendments and as part of the draft 03 series of amendments to UN Regulation No. 94 (see GRSP report ECE/TRANS/WP.29/GRSP/57, para. 27).

30. Referring to ECE/TRANS/WP.29/GRSG/2015/14, the expert from the Netherlands proposed to also align the provisions of UN Regulation No. 107 with the adopted CMS provisions. The secretariat was requested to submit a proposal, as amended below, to WP.29 and AC.1 for consideration at their November 2015 sessions, as draft Supplement 4 to the 05 series of amendments and as part (see para. 7 above) of draft Supplement 4 to the 06 series of amendments to UN Regulation No. 107.

Paragraph 7.7.1.8.4., amend to read:

"7.7.1.8.4. When the seat opposite side of the vehicle **or through the centre of any display used as device for indirect vision within the scope of Regulation No. 46, whatever applicable.**"

31. The expert from OICA suggested clarifying the conditions for the installation of surveillance mirrors, when integrated in a housing already including one or several mirrors of classes II or III (GRSG-108-24). GRSG invited the secretariat to distribute GRSG-108-24 with an official symbol, for further consideration at the next GRSG session.

32. GRSG acknowledged the excellent work done by the IWG on CMS.

VII. Regulation No. 58 (Rear underrun protection) (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRSG/2015/17
Informal documents GRSG-108-07, GRSG-108-13, GRSG-108-27,
GRSG-108-28, GRSG-108-32, GRSG-108-40 and GRSG-108-48-
Rev.2

33. The expert from Germany presented ECE/TRANS/WP.29/GRSG/2015/17 and GRSG-108-48 introducing into UN Regulation No. 58 more stringent requirements for rear underrun protection devices. The expert from IRU informed GRSG about the road transport sector's point of view (GRSG-108-07) concerning the strengthening of the requirements for rear underrun protection devices, and proposed an amendment to the new paragraph 16.7. The expert from CLCCR raised a number of concerns (GRSG-108-13) and proposed some amendments to the proposed text. The expert from OICA introduced GRSG-108-27 and GRSG-108-28 clarifying the transitional provisions and the text of the new technical requirements proposed by Germany. GRSG noted the concerns raised by the expert from India on the basis of GRSG-108-40.

34. Following the discussion, GRSG adopted ECE/TRANS/WP.29/GRSG/2015/17, amended as reproduced in GRSG-108-48-Rev.2. The secretariat was requested to submit the adopted proposal to WP.29 and AC.1 for consideration at their November 2015 sessions, as draft 03 series of amendments to UN Regulation No. 58.

35. The expert from UK explained their concerns about the current exemptions in UN Regulations Nos. 58 and 73 (GRSG-108-32). He sought the view of GRSG as to how the wording of the exemptions might be improved to ensure that as many vehicles as possible are fitted with rear underrun protection and side guards. GRSG experts were invited to send their comments to the expert from UK. GRSG agreed to resume consideration of this subject at its next session and to keep GRSG-108-32 on its agenda as a reference document.

VIII. Regulation No. 67 (Equipment for Liquefied Petroleum Gas (LPG)) (agenda item 7)

36. Recalling the discussion on this subject at the previous session of GRSG, the expert from AEGPL informed GRSG about the progress done on a proposal to insert into UN Regulation No. 67 new provisions for preventing a flow of liquefied petroleum gas (LPG) into the petrol or diesel tank, and vice versa. He expected to finalize a concrete proposal for consideration at the next GRSG session on the basis of an official document.

37. GRSG questioned the need to extend the scope of UN Regulation No. 67 to vehicles of category L. The expert from AEGPL preferred to consider this subject separately and suggested preparing an additional informal document.

IX. Regulation No. 97 (Vehicles Alarm Systems (VAS)) (agenda item 8)

Documentation: ECE/TRANS/WP.29/2015/36
Informal documents GRSG-107-26-Rev.1 and GRSG-108-50

38. GRSG recalled the submission to WP.29 of a proposal (GRSG-107-26-Rev.1) to clarify the requirements on the optical signal outside the vehicle on the status of VAS (ECE/TRANS/WP.29/2015/36), subject to the review by GRE. The experts from France and Germany reported on the concerns raised by GRE at its April 2015 session. Following the discussion, GRSG noted general support on the compromise proposal as reflected in GRSG-108-50.

39. GRSG adopted the proposed amendments to UN Regulation No. 97 as reproduced in Annex II to this report and agreed to remove ECE/TRANS/WP.29/2015/36 from the June 2015 agenda of WP.29. The secretariat requested to submit the adopted proposal to WP.29 and AC.1 for consideration at their November 2015 sessions, as draft Supplement 8 to the 01 series of amendments to UN Regulation No. 97.

X. Regulation No. 110 (Specific components for CNG) (agenda item 9)

Documentation: ECE/TRANS/WP.15/2015/4
ECE/TRANS/WP.29/GRSG/2014/28
ECE/TRANS/WP.29/GRSG/2014/30
ECE/TRANS/WP.29/GRSG/2015/5
ECE/TRANS/WP.29/GRSG/2015/6
Informal documents GRSG-108-02-Rev.1, GRSG-108-08-Rev.2,
GRSG-108-11 and GRSG-108-29

40. The expert from Belgium withdrew ECE/TRANS/WP.29/GRSG/2014/28. Recalling the discussion at the previous session of GRSG, the expert from the Netherlands presented ECE/TRANS/WP.29/GRSG/2015/5 (superseding ECE/TRANS/WP.29/GRSG/2014/30) clarifying the provisions of Chapter 18 of the Regulation following the introduction of provisions for the mandatory installation of manual and automatic valves. GRSG noted a number of comments. Following the discussion, GRSG adopted ECE/TRANS/WP.29/GRSG/2015/5, as amended below, and requested the secretariat to submit the adopted proposal to WP.29 and AC.1 for consideration at their November 2015 sessions, as draft Supplement 4 to the 01 series of amendments to UN Regulation No. 110.

Paragraph 18.3.4.8., amend "LNG valve (automatic)" to read "Automatic valve".

41. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSG/2015/6 proposing new provisions on a directional discharge of the pressure relief devices for Compressed Natural Gas (CNG) containers. The expert from Germany presented GRSG-108-08 proposing a number of improvements to the proposed text. Following the discussion, GRSG noted a general support on the final proposal as reflected in GRSG-108-08-Rev.2.

42. GRSG adopted ECE/TRANS/WP.29/GRSG/2015/6 as amended by Annex IV to this report. The secretariat was requested to submit the adopted proposal to WP.29 and AC.1 for consideration at their November 2015 sessions, as draft 02 series of amendments to UN Regulation No. 110.

43. The expert from Japan suggested amending UN Regulation No. 110 to improve the safety provisions for CNG and Liquefied Natural Gas (LNG) containers (GRSG-108-11). He expressed his preference to remove all provisions for welded metal cylinders. The expert from the Netherlands preferred to insert a clear provision to exclude such cylinders from the scope of the UN Regulation. The expert from EC stressed the need to also review the marking provisions of cylinders. GRSG welcomed the proposal and agreed to resume consideration of this subject at its next session on the basis of a revised proposal by Japan.

44. The expert from OICA presented GRSG-108-29 on the use of autonomous CNG heaters for the heating of the engines before the entry into service of the vehicle. The document received general support and a number of comments. GRSG agreed to resume consideration of this subject at its next session on the basis of an official document. The expert from OICA volunteered to submit in due time a revised proposal taking into account the comments received.

45. The expert from NGV Global introduced GRSG-108-02-Rev.1 justifying to withdraw from consideration at this time his initial proposal (GRSG-108-02) for the terms of reference to establish a IWG on Natural Gas Vehicles (NGV) to develop an amendment to UN Regulation No.110. GRSG agreed to resume consideration of this subject at one of its next sessions on the basis of a new proposal taking into account new input from the NGV stakeholders.

46. Referring to ECE/TRANS/WP.15/2015/4 currently under discussion in the Working Party on the Transport of Dangerous Goods (WP.15), the expert from Germany questioned the need to set up a common task force of experts of GRSG, WP.29 and WP.15. The proposal did not receive the full support of GRSG. It was agreed that GRSG should, on one hand, focus on the construction of new vehicles as well as on all related type approval issues and, on the other hand, continue close cooperation with the Working Party on the Transport of Dangerous Goods (WP.15) and sharing with the experts all necessary information on vehicle use.

XI. Regulation No. 116 (Vehicle Alarm Systems) (agenda item 10)

Documentation: ECE/TRANS/WP.29/2015/37
ECE/TRANS/WP.29/GRSG/2015/7
Informal documents GRSG-108-49 and GRSG-108-50

47. Recalling the discussion during the previous GRSG session, the expert from OICA presented ECE/TRANS/WP.29/GRSG/2015/7 proposing to introduce different operating voltage ranges according to the battery technology used. The experts from France and Germany raised the need to limit the voltage range. GRSG noted some comments and study reservations. The Chair invited all experts to send their comments to the expert from OICA and to resume consideration of this subject at the next GRSG session on the basis of a revised document by OICA.

48. Upon the request of the IWG on International Whole Vehicle Type Approval (IWVTA), the expert from OICA introduced GRSG-108-49 on the ambiguity in the wording of the scope of UN Regulation No. 116 and the contradiction of the provisions on the principle of mutual recognition of type approvals. The experts from EC, Germany and Japan raised a study reservation and preferred to reflect first on the advantages or

disadvantages of a possible splitting of the Regulation and to evaluate collateral impacts or effects on the Contracting Parties applying the Regulation. GRSG experts were invited to send their comments to the expert from OICA. GRSG agreed to resume consideration of this subject at its next session in October 2015 on the basis of a revised document by OICA, if appropriate. The secretariat was requested to keep GRSG-108-49 on the agenda as a reference document.

49. Recalling its discussion under agenda item 8 (paras. 38-39 above), GRSG agreed to also remove ECE/TRANS/WP.29/2015/37 from the June 2015 agenda of WP.29. GRSG adopted the proposed amendments (GRSG-108-50) to UN Regulation No. 116 as reproduced in Annex III to this report and requested the secretariat to submit the adopted proposal to WP.29 and AC.1 for consideration at their November 2015 sessions, as draft Supplement 5 to UN Regulation No. 116.

XII. Regulation No. 118 (Burning behaviour) (agenda item 11)

Documentation: ECE/TRANS/WP.29/GRSG/2014/24
Informal documents GRSG-107-18, GRSG-107-28 and GRSG-108-09

50. Recalling the purpose of his justification document GRSG-107-18, the expert from OICA introduced ECE/TRANS/WP.29/GRSG/2014/24 updating the provisions on the cable test, especially the reference to international standard ISO 6722 (available in GRSG-107-28). The expert from Germany presented additional test requirements for cables (GRSG-108-09). The expert from OICA supported in principle the more stringent test requirements proposed by Germany, but raised a reservation to study the possible need for transitional provisions.

51. GRSG agreed to resume consideration of this subject at its next session on the basis of an official document, jointly prepared by Germany and OICA, including a proposal for transitional provisions, if necessary.

XIII. Regulation No. 121 (Identification of controls, tell-tales and indicators) (agenda item 12)

Documentation: ECE/TRANS/WP.29/GRSG/2014/12
Informal document GRSG-108-05

52. Upon the request of the expert from OICA, GRSG agreed to defer consideration of ECE/TRANS/WP.29/GRSG/2014/12 to its October 2015 session. The expert from OICA volunteered to prepare a detailed justification document.

53. On behalf of the IWG on Accident Emergency Call Systems (AECS), the expert from the Russian Federation introduced GRSG-108-05 proposing to insert into UN Regulation No. 121 a new symbol for the emergency call control and tell-tale. GRSG welcomed the proposal and agreed to resume consideration of this subject at its next session on the basis of an official document.

XIX. Regulation No. 125 (Forward field of vision of drivers) (agenda item 13)

Documentation: Informal document GRSG-108-33

54. The expert from UK presented GRSG-108-33 raising concerns about the absence of

an appropriate field of view requirement for drivers of N₁ vehicles. GRSG noted support on the principles of the proposal. Some experts raised a study reservation as the proposal would imply a modification to the current scope of UN Regulation No. 125. GRSG agreed to resume consideration of this subject at its next session on the basis of a concrete proposal by the expert from UK.

XV. International Whole Vehicle Type Approval (agenda item 14)

Documentation: Informal document GRSG-104-39-Rev.3

55. The expert from OICA, in his capacity of GRSG Ambassador to the IWG on IWVTA, informed GRSG about the remaining open issue of the scope of UN Regulation No. 116 and recalled the discussion of GRSG under agenda item 10 (para. 48 above). GRSG noted the progress of the IWG on IWVTA in preparing draft Revision 3 of the 1958 Agreement and in developing draft Regulation No. 0 on IWVTA and the database for the exchange of type approval documentation. GRSG agreed to resume consideration of this subject at its next session.

XVI. Consolidated Resolution on the Construction of Vehicles (R.E.3) (agenda item 15)

Documentation: ECE/TRANS/WP.29/2015/35
Informal document GRSG-108-18

56. Recalling the discussion at its previous session on new definitions for agricultural and forestry vehicles, GRSG noted the adoption of ECE/TRANS/WP.29/2015/35 by WP.29 at its March 2015 session as an amendment to R.E.3.

57. The expert from IMMA introduced GRSG-108-18 proposing to insert into the R.E.3 a definition of "twin wheels". Japan raised a study reservation. GRSG noted some comments and agreed to resume consideration of this subject at its next session in October 2015 on the basis of a new proposal by IMMA, taking into account the comments received.

XVII. Accident Emergency Call Systems (agenda item 16)

Documentation: Informal documents GRSG-108-05 and GRSG-108-19

58. The expert from the Russian Federation, chairing the IWG on AECS, reported on the work results achieved by the group and the difficulties in harmonizing telecommunication issues (e.g. communication module and antenna, data transmission and security, exchange protocol etc.). He underlined the need to go forward in several stages. He informed GRSG about the IWG's decision to develop, as a first step, a draft UN Regulation on accident emergency call devices with a scope limited to the use or installation of such devices on vehicles but not covering the telecommunication functionalities. Nevertheless, the functionalities of such accident emergency call devices should comply with the national/regional telecommunication regulations.

59. GRSG recalled its discussion under agenda item 12 (para. 53 above) on a new symbol for the emergency call control and tell-tale and agreed to resume consideration of this subject at its next session.

XVIII. Proposal for amendments to Global Technical Regulation No. 6 (Safety glazing) (agenda item 17)

Documentation: Informal documents GRSG-107-23 and GRSG-108-36

60. The expert from the Republic of Korea, chairing the IWG on Panoramic Sunroof Glazing (PSG), reported on the outcome of the first kick-off meeting held in Geneva on 4 May 2015. He mentioned that all the working papers of that PSG meeting were available at the website: <www2.unece.org/wiki/display/trans/1st+PSG+meeting>. He introduced GRSG-108-36 proposing the draft terms of reference and the rules of procedure of the IWG. Referring to GRSG-107-23 presented at the previous GRSG session, the expert from CLEPA recalled the possible need to review the scope of UN GTR No. 6. He reminded GRSG experts that sunroofs were not covered by the current scope. The Chair announced his intention to seek for guidance from WP.29 and AC.3.

61. Following the discussion, GRSG agreed on the terms of reference and the rules of procedure for the IWG on PSG as reproduced in Annex V to this report.

XIX. Other business (agenda item 18)

A. Acronyms, abbreviations and symbols

Documentation: Informal document GRSG-108-04

62. GRSG noted GRSG-108-04 on the recommendation of the World Forum WP.29 to establish lists of abbreviations and symbols to avoid confusions in UN Regulations and UN GTRs when using such acronyms, abbreviations and symbols. The current lists will continuously be updated and are available at: <www.unece.org/trans/main/wp29/wp29wgs/wp29gen/acronyms_definitions.html>

63. GRSG may wish to reconsider the need to supplement the existing lists of acronyms and symbols with those used in UN Regulations under its responsibility.

B. Regulation No. 34 (Prevention of fire risks)

Documentation: Informal documents GRSG-108-12 and GRSG-108-41

64. The expert from Japan proposed to amend the requirements for fire prevention under certain conditions in the event of a rear collision (GRSG-108-12). GRSG welcomed the proposal and agreed to resume consideration of this subject at its next session in October 2015 on the basis of an official document.

65. The expert from India presented GRSG-108-41 proposing to harmonize the scope of UN Regulation No. 34 and to amend the total permissible mass limit to read "2.5 tonnes" instead of "2.8 tonnes". The expert from Japan was of the opinion that this amendment would lower the stringency of the provisions of the UN Regulation and, therefore, could not support the proposal. GRSG agreed to resume consideration of this subject at its forthcoming session and requested the secretariat to distribute GRSG-108-41 with an official symbol.

C. Event Data Recorder (EDR)

Documentation: Informal document GRSG-108-34

66. Referring to GRSG-108-34, the expert from UK underlined the need to develop a harmonized regulation on data recording for automated vehicles and suggested inserting a new item to the agenda of the 109th session of GRSG. He volunteered to prepare a concrete proposal on this subject. GRSG welcomed and endorsed the suggestion. Following the discussion, the Chair announced his intention to inform WP.29 and its Subgroup on Intelligent Transport System / Automated Driving (ITS/AD) about this future activity by GRSG and to coordinate the work on automated vehicles within the subsidiary Working Parties. GRSG expected to receive guidance from ITS/AD on the need for a new regulation on EDR and the extent of its content.

D. Regulation No. 60 (Identification of controls, tell-tales and indicators for mopeds/motorcycles)

Documentation: Informal document GRSG-108-47

67. The expert from IMMA introduced GRSG-108-47 proposing to amend the requirements for identification of controls, tell-tales and indicators on two-wheeled motor cycles and mopeds. GRSG noted a number of concerns. The Chair invited all experts to send their comments to the expert from the IMMA. GRSG agreed to resume consideration of this subject at its next session on the basis of a revised document.

E. General Safety Regulation

Documentation: Informal document GRSG-108-44

68. The expert from EC informed GRSG about a study on the review of the European Union (EU) general safety regulation and pedestrian protection regulation. He indicated that the results of this study had recently been published (see website link in GRSG-108-44) and he added that a number of issues were of relevance for GRSG. He volunteered to keep GRSG informed of the next steps of the review.

F. Masses and Dimensions

Documentation: Informal document GRSG-108-43-Rev.1

69. The expert from EC introduced GRSG-108-43-Rev.1 on the review of the legal EU framework on masses and dimension aiming at allowing in international traffic longer trucks provided that their aerodynamic/fuel consumption performances as well as their safety were improved, and specifically to foster aerodynamic flaps at the rear of trailers/trucks as well an enhanced protection of pedestrians/cyclists. He said he would keep GRSG informed about the progress within the EU on this subject.

G. Amendments to regulations related to the 3D H-point machine

70. The expert from Germany informed GRSG about the ongoing discussion within the Working Party on Passive Safety (GRSP) on the need to harmonize the specifications of the 3D H-point machine referenced in different UN Regulations and UN GTRs. GRSG welcomed the information and agreed to insert a new item to the agenda of its next session.

H. Tributes to Mrs. Ransoné and Mr. Jongenelen

71. GRSG noted that Mrs. Brigitte Ransoné (CLEPA) would no longer attend the sessions and acknowledged her continued support during the thirty years of participation in GRSG. Learning that Mr. Harry Jongenelen (The Netherlands) was also retiring, GRSG thanked him for his considerable contributions to the activities of GRSG and especially his recent dedication as Chair of the IWG on CMS. GRSG recognized their commitments with a long applause and wished them a long and happy retirement.

XX. Provisional agenda for the 109th session

72. The following provisional agenda was adopted for the 109th session of GRSG, scheduled to be held in Geneva from 29 September (starting at 9.30 a.m.) to 2 October (concluding at 12.30 p.m.) 2015¹:

1. Adoption of the agenda.
2. Regulation No. 107 (M₂ and M₃ vehicles):
 - (a) Proposals for further amendments;
 - (b) Requirements for service doors, windows and emergency exits.
3. Regulation No. 34 (Fuel tanks).
4. Regulation No. 39 (Speedometer).
5. Regulation No. 43 (Safety glazing).
6. Regulation No. 46 (Devices for indirect vision).
7. Regulation No. 58 (Rear underrun protection).
8. Regulation No. 60 (Identification of controls, tell-tales and indicators for mopeds/motorcycles).
9. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)).
10. Regulation No. 73 (Lateral protection devices).
11. Regulation No. 110 (Specific components for CNG).
12. Regulation No. 116 (Vehicle Alarm Systems).
13. Regulation No. 118 (Burning behaviour).
14. Regulation No. 121 (Identification of controls, tell-tales and indicators).
15. Regulation No. 125 (Forward field of vision of drivers).

¹ GRSG noted that the deadline for submission of official documents to the UNECE secretariat was 3 July 2015, twelve weeks prior to the session.

16. Accident Emergency Call Systems (AECS).
17. International Whole Vehicle Type Approval (IWVTA).
18. Consolidated Resolution on the Construction of Vehicles (R.E.3).
19. Event Data Recorder (EDR).
20. Global Technical Regulation No. 6 (GTR on Safety glazing).
21. Amendments to regulations related to the 3D H-point machine.
22. Election of officers.
23. Other business.

Annex I

List of informal documents considered during the session

List of informal documents (GRSG-108-...) distributed during the session (English only)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1	(GRSG Chair) Running order of the 108 th session of GRSG (4-8 May 2015)	(f)
2-Rev.1	(NGV Global) Terms of Reference for a GRSG Informal working group on Natural Gas Vehicles (NGV) to develop amendments to UN Regulation No. 110	(f)
3	(Secretariat) ISO standards: ISO 9241, ISO 13406, ISO 14524	(f)
4	(Secretariat) Acronyms and symbols used in UN Regulations	(f)
5	(AECS) Proposal for draft amendments to Regulation No. 121 (Location and identification of hand controls, tell-tales and indicators)	(f)
6	(Secretariat) ISO standards: ISO 15408-1 to 3 and 18045	(f)
7	(IRU) Proposal for amendments to UN Regulation No. 58 (Rear underrun protection)	(f)
8-Rev.2	(Germany) Proposal for amendments to UN Regulation No. 110	(f)
9	(Germany) Proposal for Supplement 2 to the 02 series of amendments to Regulation No. 118 (M ₂ and M ₃ vehicles)	(f)
10	(Hungary) Statistical information about fires in different bus categories and classes	(f)
11	(Japan) Proposal for amendments to UN Regulation No. 110	(e)
12	(Japan) Proposal for amendments to Regulation No. 34 (Prevention of fire risks)	(f)
13	(CLCCR) Proposal for amendments to UN Regulation No. 58 (Rear underrun protection)	(f)
14	(Secretariat) Draft brochure as part of a coordinated information campaign for UN Regulation No. 129 (ECRS)	(f)
15	(Hungary) Proposal for amendments to UN Regulation No. 43 (Safety glazing)	(c)
16	(Germany) Proposal for amendments to UN Regulation No. 107 (M ₂ and M ₃ vehicles)	(c)
17-Rev.1	(Japan) Proposal for the 04 series of amendments to Regulation No. 46 (Devices for indirect vision)	(b)
18	(IMMA) Proposal for an amendment to the Consolidated Resolution on the Construction of Vehicles (R.E.3)	(e)
19	(Russian Federation) Progress report of GRSG informal group on Accident Emergency Call Systems (AECS)	(f)
20	(Secretariat) ISO standard: ISO 16505	(f)
21	(IGCMS II) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2015/2 - UN Regulation No. 46 (Devices for indirect vision)	(b)
22	(Netherlands) Proposal for amendments to document ECE/TRANS/WP.29/GRSG/2015/2 on UN Regulation No. 46 (Devices for indirect vision)	(b)
23	(Netherlands) Report from the informal group on Camera-Monitor Systems (IGCMS-II) to GRSG	(f)
24	(OICA) Proposal for Supplement 2 to the 04 series of amendments to Regulation No. 46 (Devices for indirect vision)	(c)
25	(OICA) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2015/8 - Proposal for the 02 series of amendments to Regulation No. 125 (Forward field of vision of drivers)	(e)
26	(OICA) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2015/9 - Proposal for Supplement 1 to the 05 series of amendments to Regulation No. 10 (Electromagnetic	(b)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
	compatibility)	
27	(OICA) Proposal for changes to ECE/TRANS/WP.29/GRSG/2015/17 - Proposal for the 03 series of amendments to Regulation No. 58 (Rear underrun protection)	(b)
28	(OICA) Proposal for editorial changes to ECE/TRANS/WP.29/GRSG/2015/17 - Proposal for the 03 series of amendments to Regulation No. 58 (Rear underrun protection)	(b)
29	(OICA) Proposal for amendments to Regulation No. 110 (Specific components for CNG)	(c)
30	(Secretariat) Corrigendum to ECE/TRANS/WP.29/GRSG/2015/15 and */16 - UN Regulation No. 39 (Speedometer)	(b)
31	(UK) Proposal for amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(c)
32	(UK) Draft amendments to UN Regulations Nos. 58 and 73	(e)
33	(UK) Proposal for amendments to Regulation No. 125	(d)
34	(UK) Proposal for new agenda item on Event Data Recorders	(d)
35	(Romania) Proposal for amendments to Regulation No. 107 (Buses and coaches)	(c)
36	(Republic of Korea) Terms of Reference and Rules of Procedure for the informal working group on Panoramic Sunroof Glazing (PSG)	(a)
37	(FIA) Protection against mileage fraud by common criteria	(f)
38	(OICA) Comments on document ECE/TRANS/WP.29/GRSG/2015/16 on Regulation No. 39 (Speedometer)	(f)
39	(India) India Comments on document ECE/TRANS/WP.29/GRSG/2015/16 submitted by the expert from the Fédération Internationale de l'Automobile for 01 series of amendments to Regulation No. 39 (Speedometer)	(f)
40	(India) Comment on document: ECE/TRANS/WP.29/GRSG/2015/17 - Proposal for the 03 series of amendments to Regulation No. 58 (Rear underrun protection)	(f)
41	(India) Proposal for the 03 series of amendments to Regulation No. 34 (Prevention of fire risks)	(c)
42	(European Commission) Proposal for amendments to UN Regulation No. 39 (Speedometer)	(c)
43-Rev.1	(European Commission) Review of the legal EU framework on masses and dimension	(f)
44	(European Commission) Study on the review of the general safety regulation and pedestrian protection	(f)
45	(OICA) OICA comments on ECE/TRANS/WP.29/GRSG/2014/6/Rev.1 - Amendments to UN Regulation No. 107 (M ₂ and M ₃ vehicles)	(b)
46-Rev.2	(The Netherlands) Proposal for a draft Supplement to the 04 series of amendments to Regulation No. 46 (Devices for indirect vision)	(a)
47	(IMMA) Proposal for amendments to Regulation No. 60 (two-wheeled motor cycles and mopeds - identification of controls, tell-tales and indicators)	(d)
48-Rev.2	(Germany) Proposal for the 03 series of amendments to Regulation No. 58 (Rear underrun protection)	(a)
49	(OICA) Proposal for amendments to Regulation No. 116 (Protection of vehicles against unauthorized use)	(d/e)
50	(Secretariat) Amendments to ECE/TRANS/WP.29/2015/36 and ECE/TRANS/WP.29/2015/37 (Regulations Nos. 97 and 116 on VAS)	(a)
51	(Secretariat) Proposal for a Supplement to the 06 series of amendments to UN Regulation No. 107 (M ₂ and M ₃ vehicles)	(a)

List of informal documents distributed and linked to a previous session of GRSG (English only)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
GRSG-104-39-Rev.3	(IWVTA Ambassador) Priority of Discussion on Technical Requirements for IWVTA and Draft Report to IWVTA Informal Meeting	(f)
GRSG-107-05	(Hungary) Proposal for amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(f)
GRSG-107-18	(OICA) - Extended justifications to document GRSG/2014/24 - Regulation No. 118 (burning behaviour)	(f)
GRSG-107-23	(CLEPA) - Proposal for draft Corrigendum 2 to Global Technical Regulation 6 - Safety Glazing Materials for motor vehicles and motor vehicle equipment	(f)
GRSG-107-26-Rev.1	(Germany) - Proposal for amendments to Regulation No. 97 (Vehicle alarm systems (VAS))	(f)
GRSG-107-28	(ISO) ISO STD 11439:2013 and ISO 6722:2011	(f)

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

Draft amendments to Regulation No. 97 (para. 39) (superseding ECE/TRANS/WP.29/2015/36)

Paragraph 6.9.1., amend to read:

"6.9.1. To provide information on the status of the VAS (set, unset, alarm setting period, alarm has been activated), optical displays inside and **optical signals** outside the passenger compartment are allowed. **Any optical signal or any use of lighting and light-signalling devices** outside the passenger compartment shall fulfil the requirements of Regulation No. 48."

Paragraph 18.9.1., amend to read:

"18.9.1. To provide information on the status of the AS (set, unset, alarm setting period, alarm has been activated), the installation of optical displays inside and **optical signals** outside the passenger compartment **is allowed**. **Any optical signal or any use of lighting and light-signalling devices** outside the passenger compartment shall fulfil the requirements of Regulation No. 48."

Paragraph 32.6.1., amend to read:

"32.6.1. To provide information on the status of the immobilizer (set/unset, change of set to unset and vice versa), optical displays inside and **optical signals** outside the passenger compartment are allowed. **Any optical signal or any use of lighting and light-signalling devices** outside the passenger compartment shall fulfil the requirements of Regulation No. 48."

Annex III

Draft amendments to Regulation No. 116 (para. 49) (superseding ECE/TRANS/WP.29/2015/37)

Paragraph 6.3.9.1., amend to read:

"6.3.9.1. To provide information on the status of the VAS (set, unset, alarm setting period, alarm has been activated), optical displays inside and **optical signals** outside the passenger compartment are allowed. **Any optical signal or any use of lighting and light-signalling devices** outside the passenger compartment shall fulfil the requirements of Regulation No. 48."

Paragraph 7.3.9.1., amend to read:

"7.3.9.1. To provide information on the status of the AS (set, unset, alarm setting period, alarm has been activated), the installation of optical displays inside and **optical signals** outside the passenger compartment **is allowed**. **Any optical signal or any use of lighting and light-signalling devices** outside the passenger compartment shall fulfil the requirements of Regulation No. 48."

Paragraph 8.3.6.1., amend to read:

"8.3.6.1. To provide information on the status of the immobilizer (set/unset, change of set to unset and vice versa), optical displays inside and **optical signals** outside the passenger compartment are allowed. **Any optical signal or any use of lighting and light-signalling devices** outside the passenger compartment shall fulfil the requirements of Regulation No. 48."

Annex IV

Draft amendments to Regulation No. 110 (para. 42) (amending ECE/TRANS/WP.29/GRSG/2015/6)

Paragraph 24.8.3., amend to read:

"24.3. Type approvals of components other than fuel rail, as defined in paragraph 4.74., granted according to the original version of this Regulation or of components granted according to the 01 series of amendments, shall remain valid and shall be accepted for the purpose of their installation on vehicles as long as the requirements for the specific component have not changed by any series of amendments."

Insert new paragraphs 24.8. to 24.13., to read:

"24.8. As from the official date of entry into force of the 02 series of amendments to this Regulation, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approval under this Regulation as amended by the 02 series of amendments.

24.9. As from 1 September 2017 Contracting Parties applying this Regulation shall grant approvals only if the type of components to be approved meets the requirements of Part I of this Regulation as amended by the 02 series of amendments to this Regulation.

24.10. As from 1 September 2018 Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of Part II of this Regulation as amended by the 02 series of amendments to this Regulation.

24.11. As from 1 September 2019 Contracting Parties applying this Regulation may refuse to recognize approvals of a type of vehicle which have not been granted in accordance with Part II of this Regulation as amended by the 02 series of amendments to this Regulation.

24.12. Contracting Parties applying this Regulation shall not refuse to grant extensions of type approvals for existing types of component or vehicle types which have been issued according to this Regulation without taking into account the provisions of the 02 series of amendments to this Regulation."

Throughout Annex 2, replace the symbol "01" by "02".

Annex 3A, paragraph 6.12., amend "Exterior protection may be provided" to read "Exterior protection shall be provided".

Annex V

Terms of Reference and Rules of Procedure of the Informal Working Group on Panoramic Sunroof Glazing (PSG) (para. 61)

1. Background
 - 1.1. The Government of the Republic of Korea conducted a defects investigation of panoramic sunroof in 2013 due to a sharp increase in consumer complaints about the safety of panoramic sunroof. Results of the investigation confirmed that the ceramic printed area of panoramic sunroof is particularly vulnerable in terms of its mechanical strength and does not meet the requirements under UN GTR No. 6. The Government of the Republic of Korea subsequently reported the results of its defects investigation of panoramic sunroof through an informal document (WP.29-162-15) during WP.29 in its March 2014 session and another informal document (GRSG-106-21) during the GRSG meeting held in May 2014.
 - 1.2. Following that, the Government of the Republic of Korea proposed to develop an amendment to UN GTR No. 6, which clarifies the definition of toughened glass and revises the methods (227g ball drop test) for testing and evaluating the mechanical strength of toughened glass at the 107th GRSG session in September 2014. The Government of the Republic of Korea also proposed establishment of an IWG to develop an amendment to the relevant parts of UN GTR No. 6, and that proposal was endorsed by GRSG.
 - 1.3. Once established, the new IWG will invite all parties to join the group and share their experiences in developing relevant regulatory requirements and gauging market responses. Participants of the group will exchange information on the direction of the safety glazing technology development so that the technology can measure up to future regulatory requirements.
 - 1.4. The Government of the Republic of Korea will actively participate as a technical sponsor in the development of amendments to UN GTR No. 6 and to UN Regulation No. 43.
2. Objective
 - 2.1. The main objective of this proposal is to develop, in the framework of the 1998 Agreement, an amendment to UN GTR No. 6 on Safety Glazing concerning clarification of the methods (e.g. 227g ball drop test), etc. for testing and evaluating the mechanical strength of toughened glass so that the safety of a panoramic sunroof is assured.
 - 2.2. The representative of the Republic of Korea proposes establishing a new Informal Working Group (IWG) on safety glazing under the Working Party on General Safety Provision (GRSG). The IWG will discuss appropriate methods for testing and evaluating the mechanical strength of an opaque obscuration area (ceramic printed area) of toughened glass compared to other areas of it in search of a possible weaker strength of the opaque area caused by its ceramic printing process. If the current methods for testing and evaluating the mechanical strength of toughened glass of panoramic sunroof are not considered to be appropriate, the IWG will discuss possible amendments to the relevant parts of UN GTR No. 6.

3. Terms of reference
 - 3.1. The following Terms of Reference describe the main tasks that will be performed by the IWG for developing an amendment to Panoramic Sunroof Glazing (PSG).

The IWG on PSG shall:

 - (a) Continue to identify and collect the information and the research data on mechanical strength characteristic of toughened glass, taking into account the activities being carried out by governments, non-governmental organizations, and universities around the world.
 - (b) Identify and understand the current existing regulations and international voluntary standards concerning the methods of testing and evaluating toughened glass with a focus on safety glazing.
 - (c) Review, assess, and develop appropriate methods of testing and evaluating the mechanical strength of toughened glass with a focus on safety glazing.
 - (d) Develop amendments to UN GTR No. 6 and a complementing proposal to UN Regulation No. 43 in order to further clarify appropriate methods of testing and evaluating the mechanical strength of toughened glass with a focus on safety glazing.
 - (e) Stay abreast of relevant issues arising through a channel of regular dialogue and expert presentations.
4. Timeline
 - 4.1. The plan will regularly be reviewed and updated to reflect the latest development in terms of progress and the feasibility of the timeline.
 - (a) May 2015: Kick-off meeting of the IWG. Discussion on Term of Reference and on composition of Chair, Co-Chair, and secretaries for IWG;
 - (b) Nov 2015: 167th session of WP.29 adoption of Terms of Reference for IWG.
 - 4.2. Chairs of the IWG will manage various aspects of the work ensuring that the agreed action plan is implemented properly and that milestones and timelines are set and met.
 - (a) 2015-2016: Meeting of the IWG, regular reporting to the Administrative Committee;
 - (b) November 2016: Possible adoption of both Global Technical Regulation and UN Regulation.
5. Scope and work items
 - 5.1. With regards to the definition of toughened glass, the IWG will review if the current definition of toughened glass is appropriate to assure safety and then will clearly define the mechanical properties of toughened glass (especially for panoramic sunroof glazing), if necessary. For example, toughened glass is expected to be stronger than before what it was, i.e. before it underwent the toughening process.
 - 5.2. With regards to the 227g ball drop test, the IWG will discuss the following:
 - (a) Only using a 30 cm x 30 cm test piece for the 227g ball drop test.
 - (b) Using a test piece that reflects the representative characteristics of a finished product, on condition that a certain area of opaque obscuration, which is necessary for fixing the toughened glass to a vehicle, is excluded from the impact point of the toughened glass at a test.

- (c) Clarifying and harmonizing the UN Regulation.
- 5.3. The IWG shall also assess whether there should be further amendments to the classification of glazing, which may be installed as windscreen, other windows of a vehicle, and sunroof.
6. Rules of procedure
- 6.1. The following rules of procedure describe the functioning principles of the new informal working group:
- (a) The IWG is open to all participants from any country or organization of WP.29 and its subsidiary bodies. A limitation on the number of participants for the IWG is not foreseen.
 - (b) Chair (Republic of Korea), Co-Chair (Germany) and a secretary (CLEPA) will manage the IWG.
 - (c) The official language of the IWG will be English.
 - (d) All documents and/or proposals shall be submitted to the secretary of the group in a suitable electronic format, preferably in line with the UNECE guidelines in advance of the meetings. The group may refuse to discuss any item or proposal which has not been circulated five (5) working days in advance of the scheduled meeting.
 - (e) The informal group shall meet regularly in conjunction with the GRSG sessions, presuming the availability of meeting rooms. Additional meetings will be organized upon demand.
 - (f) An agenda and related documents will be circulated to all members of the informal working group in advance of all scheduled meetings.
 - (g) The work process will be developed by consensus. When consensus cannot be reached, the Chair of the informal group shall present the different points of view to GRSG. The Chair may seek guidance from GRSG as appropriate.
 - (h) The progress of the informal group will be routinely reported to GRSG orally or as an informal document by the Chair or the secretary.
 - (i) All working documents shall be distributed in digital format. The specific PSG section on the UNECE website shall continue to be utilized.

Annex VI

GRSG informal groups

<i>Informal group</i>	<i>Chair</i>	<i>Secretary</i>
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