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Geneva, 9-13 April 2018

Report of the Working Party on General Safety Provisions on its 114th session

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I. Attendance

1. The Working Party on General Safety Provisions (GRSG) held its 114th session from 9 to 13 April 2018 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/Amends.1 and 2): Belgium, Canada, China, Czechia, Finland, France, Germany, Hungary, India, Italy, Japan, Kuwait, Latvia, Netherlands, Norway, Poland, Republic of Korea, Romania, Russian Federation, San Marino, South Africa, Spain, Sweden, Turkey and United Kingdom of Great Britain and Northern Ireland (United Kingdom). An expert from the European Commission (EC) participated. Experts from non-governmental organizations participated: European Association of Automotive Suppliers (CLEPA), European Liquefied Petroleum Gas Association (AEGPL), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU), Natural Gas Vehicles Association Europe (NGVA Europe) and International Association for Natural Gas Vehicles (NGV Global). Upon the special invitation of the Chair, experts from the International Association of the Body and Trailer Building Industry (CLCCR), Natural Gas Vehicles Italy (NGV Italy) and International Association for Public Transport (UITP) participated.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSG/2018/1 and Add.1
Informal documents GRSG-114-01 and GRSG-114-13

2. GRSG considered and adopted the agenda proposed for the 114th session.
3. GRSG also adopted the running order (GRSG-114-01) as proposed by the Chair. GRSG noted GRSG-114-13 on the main decisions and recommendations of the World Forum taken during its November 2017 and March 2018 sessions (ECE/TRANS/WP.29/1135 and 1137).
4. The informal documents distributed during the session are listed in Annex I to this report. The GRSG informal working groups are listed in Annex VI.

III. Amendments to regulations on buses and coaches (agenda item 2)

A. UN Regulation No. 107 (M₂ and M₃ vehicles)

Documentation: Informal documents GRSG-114-05 and GRSG-114-16

5. The expert from Poland introduced GRSG-114-05 on a possible error in Annex 11 of the Regulation and on aligning it with Annex 3 by deleting paragraphs 3.3.1.2.1. to 3.3.1.2.2.2. The expert from France added that the corresponding paragraphs in Annex 3 had been removed through ECE/TRANS/WP.29/2008/98 on Supplement 3 to the 02 series of amendments to UN Regulation No. 107. Thus, the Chair invited experts to verify the historical development of these provisions. GRSG agreed to resume consideration of this subject at its next session and to keep GRSG-114-05 on the agenda as a reference document.

6. GRSG considered in detail GRSG-114-16, tabled by the expert from Italy, that proposed new provisions for the possible approval of innovative equipment other than a platform to improve the accessibility of people with reduced mobility, particularly on coaches. The expert from the United Kingdom expressed concerns about coaches equipped with such optional equipment. He explained that these vehicles could not be type approved as they would not fulfil the full accessibility requirements of the Regulation e.g. the access of wheelchair users. The expert from Finland supported the position and underlined that such lifts cannot be considered as equivalent equipment to a platform, as the wheelchair user would have to vacate the wheelchair. The expert from Germany underlined that there is no need to type-approve such optional equipment, which could be retrofitted to different types of vehicles. Finally, GRSG agreed to resume consideration of this subject at its next session in October 2018 and to keep GRSG-114-16 on the agenda as a reference document.

B. UN Regulation No. 118 (Burning behaviour of materials)

Documentation: Informal documents GRSG-114-11, GRSG-114-12 and GRSG-114-24-Rev.1

7. The expert from France introduced GRSG-114-11 on the two task force meetings held in Paris on 29 January 2018 and in Brussels on 13 March 2018. He added that after detailed consideration of a technical report on French accident investigations, of the synthesis of the UN Regulations Nos. 107 and 118, as well as of additional research results, the task force had concluded on the need to establish a new Informal Working Group (IWG) on the behaviour of the general construction of M₂ and M₃ vehicles in a fire event (BMFE). GRSG endorsed the request of the task force and welcomed their recommendations to further develop both UN Regulations, taking into account the preventative measures to mitigate and even avoid such accidents in future. The GRSG Chair thanked France for the offer to chair the IWG and OICA for the commitment to ensure the secretariat services of the IWG. He announced the intention to seek, at its session in June 2018, the consent of WP.29 to set up the new IWG on BMFE.

8. Furthermore, the expert from France presented the draft terms of reference and the rules of procedures for the new IWG on BMFE (GRSG-114-12). The expert from OICA supported the proposal and suggested further improvements to the text (GRSG-114-24). GRSG revised the proposal (GRSG-114-24-Rev.1) and adopted the terms of reference and rules of procedures as reproduced in Annex II to this report. The expert from France thanked GRSG for the support and announced the organization of a further meeting of the task force on 15 June 2018 (venue at VDA in Berlin).

9. GRSG agreed to resume consideration of this subject at its next session.

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

Documentation: ECE/TRANS/WP.29/GRSG/2018/4

10. The expert from France introduced ECE/TRANS/WP.29/GRSG/2018/4 to clarify and to align, in the three languages, the provisions of UN Regulation No. 34 on the protection of the tank in a collision. GRSG noted a number of comments.

11. Following discussions, GRSG adopted ECE/TRANS/WP.29/GRSG/2018/4 as reproduced in Annex III to this report. The secretariat was requested to submit it to WP.29 and AC.1 as draft Supplement 6 to the 02 series of amendments and as draft Supplement 2

to the 03 series of amendments to UN Regulation No. 34 for consideration at their November 2018 sessions.

V. Amendments to safety glazing regulations (agenda item 4)

Documentation: Informal document GRSG-114-22

12. The expert from the Republic of Korea, Chair of the IWG on Panoramic Sunroof Glazing (PSG), introduced GRSG-114-22 on the progress of the group during its ninth meeting on 9 April 2018. He added that, due to budget constraints, none of the expected research and testing activities on ceramic printer areas of glazing material had started. He concluded that the PSG experts had requested an extension of the mandate of the IWG (from June 2018 to April 2020).

13. GRSG endorsed the request and encouraged the group to continue with the work. The GRSG Chair volunteered to seek the endorsement from WP.29 at the June 2018 session to extend the mandate of the IWG on PSG by two years. GRSG agreed to resume consideration of this subject at its session in October 2018.

A. UN Global Technical Regulation No. 6 (Safety glazing)

Documentation: Informal document GRSG-114-20

14. The expert from India preferred to present GRSG-114-20 under item 4.(b) below.

B. UN Regulation No. 43 (Safety glazing)

Documentation: ECE/TRANS/WP.29/GRSG/2018/7
Informal documents GRSG-114-04, GRSG-114-20 and GRSG-114-23-Rev.1

15. The expert from Finland introduced ECE/TRANS/WP.29/GRSG/2018/7 on the installation of the laminated-glass panes with improved mechanical properties on vehicles. The expert from Poland introduced GRSG-114-04 that proposed to align the new requirements with the general structure of the Regulation. The expert from India suggested using the same terminology as in the Regulation (GRSG-114-20). GRSG noted a general preference for the optional use of the new provisions and a preference to submit them to the World Forum as a Supplement. GRSG adopted ECE/TRANS/WP.29/GRSG/2018/7 in reference to GRSG-114-23-Rev.1, as reproduced in Annex IV to this report. The secretariat was requested to submit it to WP.29 and AC.1 as draft Supplement 8 to the 01 series of amendments to UN Regulation No. 43 for consideration at their November 2018 sessions.

16. GRSG recalled the purpose of GRSG-114-20 to align UN GTR No. 6 on safety glazing and invited the expert from India to submit, in due time, an official proposal for consideration by GRSG at its next session. The expert from India volunteered to take over the technical sponsorship of this amendment and to submit, to WP.29 and AC.3 at their June 2018 sessions, an official request for authorization to amend UN GTR No. 6.

VI. Awareness of the proximity of Vulnerable Road Users (agenda item 5)

17. GRSG noted the oral report by the expert from EC on the progress of the IWG on Awareness of Vulnerable Road Users Proximity (VRU-Proxi). He recalled the purpose of GRSG-113-27, presented at the previous GRSG session, on the need to collect detailed accident data. He re-iterated his invitation to the government experts to provide such national accident data, which would allow a clear vision of worldwide accidents and a selection of the best road safety approach for development by the IWG.

A. UN Regulation No. 46 (Devices for indirect vision)

Documentation: ECE/TRANS/WP.29/GRSG/2018/9
Informal document GRSG-114-25-Rev.1

18. The expert from OICA introduced GRSG-114-25-Rev.1, superseding ECE/TRANS/WP.29/GRSG/2018/9, which aligned the French text with the English, and which clarified the requirements of paragraph 16.1.1.3. on overlays in Camera Monitor Systems (CMS) according to the decisions of the IWG on CMS. The proposal received general support.

19. GRSG adopted the proposal as reproduced below. The secretariat was requested to submit it to WP.29 and AC.1 as draft Supplement 6 to the 04 series of amendments to UN Regulation No. 46 for consideration at their November 2018 sessions.

English version, paragraph 16.1.1.3., amend to read:

"16.1.1.3. Overlay requirements within the minimum required field of vision
Overlays shall display only **safety-related** rearward **vision** information.
All overlays shall worst case(s)."

French version, paragraph 16.1.1.3., amend to read:

« 16.1.1.3 Prescriptions concernant les surimpressions dans le champ de vision minimal requis
Les surimpressions ne doivent **afficher** que des informations **de vision vers l'arrière-relatives à la sécurité**.
Toutes les surimpressions doivent la moins favorable. »

B. New UN Regulation on Blind Spot Information Systems (BSIS)

Documentation: ECE/TRANS/WP.29/GRSG/2017/11
Informal document GRSG-114-21

20. The expert from Germany recalled the purpose of ECE/TRANS/WP.29/GRSG/2017/11 and reported on the outcome of the IWG on VRU-Proxi (GRSG-114-21). The IWG had recommended enlarging the scope of the new UN Regulation on vehicles of categories M₂ and M₃. The expert from OICA stated that this amendment was premature and that accident data did not yet justify a broader scope to vehicles of categories M₂ and M₃. GRSG noted that, for some regions, the need was based on general safety provisions.

21. The expert from the United Kingdom supported the proposal in general, but pointed out that drivers could possibly disconnect such warning systems. He underlined the need for further research on the effectiveness of such information systems, especially Human-Machine Interface (HMI).

22. The expert from Germany stated his intention to review the proposal and to submit, in due time, a revised proposal for consideration by GRSG at its October 2018 session.

VII. Amendments to gas-fuelled vehicle regulations (agenda item 6)

Documentation: Informal document GRSG-114-08

23. The expert from Germany introduced GRSG-114-08 on the recent meeting of the task force on gas-fuelled vehicle regulations held in Cologne (Germany) on 6 and 7 February 2018. He added that progress had been good on UN Regulation No. 110, but the amendments to UN Regulation No. 67 were still under considerations.

A. UN Regulation No. 67 (LPG vehicles)

Documentation: ECE/TRANS/WP.29/GRSG/2017/16
ECE/TRANS/WP.29/GRSG/2017/22
ECE/TRANS/WP.29/GRSG/2018/2
ECE/TRANS/WP.29/GRSG/2018/8
Informal document GRSG-114-09-Rev.1

24. The expert from Poland introduced ECE/TRANS/WP.29/GRSG/2018/8 on simplifying and adapting the Regulation to technical progress, specifically for the definition of a type of container and Annex 2B. On the removal of text in the communication form marked in strikethrough, a number of experts preferred to be in line with other UN Regulations and to keep the strikethrough text. The experts from Italy and AEGPL raised study reservations. GRSG noted concerns on the proposal and suggestions on the optional use of versions and variants in the communication form as the Regulation only specifies a definition for type of container, but not for accessories. After discussion, the expert from AEGPL volunteered to prepare with other stakeholders, a new proposal for consideration at the next GRSG session.

25. The expert from Germany recalled the outcome of the task force (para. 23 above) on ECE/TRANS/WP.29/GRSG/2017/16 and presented GRSG-114-09 proposing amendments to the Regulation. GRSG noted general support and some comments. Finally, GRSG considered a revised proposal (GRSG-114-09-Rev.1) and adopted ECE/TRANS/WP.29/GRSG/2017/16 as reproduced in Annex V to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1 as draft 02 series of amendments to UN Regulation No. 67 for consideration at their November 2018 sessions.

26. The expert from OICA introduced ECE/TRANS/WP.29/GRSG/2018/2 on amending the provisions of the ageing test in Annex 15 of UN Regulation No. 67 and on the results of the ageing of material (e.g. rubber hoses) that is in contact with LPG. GRSG invited the task force to resume consideration of this subject and to submit in due time a proposal for consideration at the next GRSG session. ECE/TRANS/WP.29/GRSG/2018/2 would be kept on the agenda as a reference document.

27. Recalling the purpose of ECE/TRANS/WP.29/GRSG/2017/22, the expert from Turkey volunteered to review the proposal and to submit in due time a new official document for consideration at the next GRSG session.

B. UN Regulation No. 110 (CNG and LNG vehicles)

Documentation: ECE/TRANS/WP.29/GRSG/2017/17
ECE/TRANS/WP.29/GRSG/2017/29
ECE/TRANS/WP.29/GRSG/2018/3
Informal documents GRSG-113-24, GRSG-113-25, GRSG-113-26,
GRSG-114-03, GRSG-114-06-Rev.1, GRSG-114-07, GRSG-114-10-
Rev.1, GRSG-114-14, GRSG-114-15, GRSG-114-19, GRSG-114-26,
GRSG-114-27 and GRSG-114-32

28. The expert from Germany introduced GRSG-114-10 on the outcome of the task force on ECE/TRANS/WP.29/GRSG/2017/17 which was on improving the provisions for installing and inspecting Compressed Natural Gas (CNG) cylinders or Liquefied Natural Gas (LNG) tanks and their accessories. The expert from Italy preferred a more accurate inspection of such containers without the removal of structural parts (GRSG-114-19). After discussion, GRSG agreed to add design requirements that allow easy periodical technical inspections. The expert from the Netherlands requested that container manufacturers provide more detailed recommendations for periodical technical inspections and for periodic requalification tests, and requested that these recommendations be stored and made available for all inspections.

29. The expert from OICA presented GRSG-114-26 proposing to amend the specifications for inspection of CNG-cylinders / LNG-tanks and their accessories. GRSG did not support the proposal.

30. Finally, GRSG considered a revised proposal (GRSG-114-10-Rev.1) and adopted ECE/TRANS/WP.29/GRSG/2017/17 as reproduced below. The secretariat was requested to submit the proposal to WP.29 and AC.1 as draft Supplement 1 to the 03 series of amendments to UN Regulation No. 110 for consideration at their November 2018 sessions.

Insert a new paragraph 18.1.6.1., to read:

"18.1.6.1. Notwithstanding the provisions of paragraph 18.1.6., it shall be possible to make an external inspection (e.g. for Periodic Technical Inspection) of the CNG cylinder or LNG tank and their accessories according to the specifications of the manufacturer, without the use of tools to dismantle, but with visual aids, e.g. lamps, mirrors or endoscopes."

31. The expert from Italy, in reference to ECE/TRANS/WP.29/GRSG/2017/29, proposed to amend Annex 3A of the Regulation, i.e. the test requirements for the periodic requalification of CNG cylinders to avoid structural failures during their service life (GRSG-114-32), including new provisions for a mandatory impact damage test for all cylinders without the use of shoulder pads. GRSG welcomed the specific test reports provided by Italy on CNG4 cylinders (GRSG-114-07, GRSG-114-14, GRSG-114-15). GRSG noted concerns and comments. Finally, GRSG agreed to refer it to the task force and to resume consideration of this subject at its next session on the basis of a revised official document.

32. The expert from NGV Global introduced ECE/TRANS/WP.29/GRSG/2018/3 that proposed to correct Table 6.4 on the cylinder design qualification tests. GRSG adopted the proposal and requested the secretariat to submit the proposal to WP.29 and AC.1, for consideration at their November 2018 sessions, as Corrigendum 1 to Revision 3 of UN Regulation No. 110.

33. The expert from the Netherlands presented GRSG-114-03 on new requirements for components used in LNG/CNG systems such as the "CNG accumulator" and the "CNG

compressor". GRSG noted no objection on the proposal and agreed to consider it in detail at its next session on the basis of an official document.

34. The expert from the Netherlands introduced GRSG-114-06 to allow the use of gas fuelled generators to provide electrical power for accessories or other vehicle systems. The expert from the United Kingdom suggested simplifying the text and referring to a secondary engine only. GRSG noted the general support for GRSG-114-06-Rev.1 and requested the secretariat to circulate it with an official symbol at the next GRSG session for a final review.

35. The expert from OICA sought the advice of GRSG on GRSG-114-27 that adapts the text of the Regulation to the current technology on the gas flow adjuster in the carburettor or injector. GRSG endorsed the proposal in principle and agreed to resume consideration at the next session of GRSG on the basis of an official document.

VIII. UN Regulation No. 73 (Lateral protection devices) (agenda item 7)

Documentation: ECE/TRANS/WP.29/GRSG/2018/5
Informal document GRSG-113-11-Rev.1

36. GRSG recalled the evolution study of UN Regulation No. 73 from the previous session (GRSG-113-11-Rev.1). The expert from France proposed to improve the performance level of Lateral Protection Devices (LPD) for a better protection of vulnerable road users (ECE/TRANS/WP.29/GRSG/2018/5). The expert from the Russian Federation raised concerns on the lack of detailed statistical data on fatalities in the event of a lateral impact and on the impact of these amendments for vehicles in regions with specific climate and/or road conditions. The expert from OICA endorsed the concerns raised by the Russian Federation. He noted that the proposed geometrical dimensions might result in other difficulties or risks. He concluded that some derogation would be necessary for special purpose vehicles.

37. Following a detailed consideration of ECE/TRANS/WP.29/GRSG/2018/5, GRSG welcomed the offer by France to organize a dedicated meeting prior to the forthcoming GRSG session to further discuss and clarify the remaining issues.

38. GRSG agreed to resume consideration of this subject at its next session in October 2018 and requested the secretariat to keep ECE/TRANS/WP.29/GRSG/2018/5 and GRSG-113-11-Rev.1 on the agenda as reference documents.

IX. UN Regulation No. 116 (Anti-theft and alarm systems) (agenda item 8)

Documentation: ECE/TRANS/WP.29/GRSG/2017/23
ECE/TRANS/WP.29/GRSG/2017/24
ECE/TRANS/WP.29/GRSG/2017/25 and Corr.1
Informal documents GRSG-114-28, GRSG-114-29 and GRSG-114-30

39. The expert from OICA, in his capacity of GRSG Ambassador to the IWG on the International Whole Vehicle Type Approval (IWVTA), informed GRSG about the splitting of UN Regulation No. 116. He recalled the purposes of (a) ECE/TRANS/WP.29/GRSG/2017/23 which contains the prescriptions for devices against un-authorized use as an amendment to UN Regulation No. 116, (b) ECE/TRANS/WP.29/GRSG/2017/24 as a new draft UN Regulation on vehicle

immobilizers and (c) ECE/TRANS/WP.29/GRSG/2017/25 as a new draft UN Regulation on vehicle alarm systems. After detailed consideration of GRSG-114-28 (superseding ECE/TRANS/WP.29/GRSG/2017/24), GRSG agreed to adopt the three separate UN Regulations at the same time. The secretariat was requested to circulate GRSG-114-28 as a revision to the official document for consideration at the October 2018 session of GRSG.

40. The expert from OICA introduced GRSG-114-29 to clarify the provisions on the environmental testing of keys with respect to components that are not embedded in the vehicle. The expert from France underlined the need to also align some further requirements in the text of the Regulation. He offered to prepare, in due time and jointly with the expert from OICA, a revised proposal for consideration at the next session as an official document.

41. The expert from OICA presented GRSG-114-30 on the removal of references to the European standards on frequencies in UN Regulation No. 116, as the specifications on radio transmission were not yet harmonized and still regulated nationally or regionally. The expert from the United Kingdom recommended a broader consideration of radio transmissions and interconnectivity at the level of WP.29. GRSG noted that the IWG on Intelligent Transport System / Automated Driving was currently considering, on a horizontal level, issues such as vehicle interconnectivity, cyber security and "over-the-air" updates. GRSG agreed to resume consideration of this subject at its next session and invited the secretariat to circulate GRSG-114-30 with an official symbol.

X. UN Regulation No. 121 (Identification of controls, tell-tales and indicators) (agenda item 9)

Documentation: ECE/TRANS/WP.29/GRSG/2018/6
Informal document GRSG-114-17

42. The expert from the Russian Federation presented GRSG-114-17 on aligning the Russian text of UN Regulation No. 121 with the English version. GRSG adopted the proposed text as reproduced below and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their November 2018 sessions, as Corrigendum 1 to Revision 2 of UN Regulation No. 121.

Russian version only, paragraph 2.4., correct to read:

"2.4 «Общее пространство» означает участок, на котором могут отображаться, но не **одновременно**, не менее двух информационных функций (например, условных обозначений)."

Russian version only, paragraph 5.5.1.4., correct to read:

"5.5.1.4 если контрольный сигнал, указывающий на неисправность тормозной системы, дальнего света, указателей поворота или ремней безопасности отображается в каком-либо общем пространстве, то **он должен замещать любое другое условное обозначение в данном общем пространстве**, в случае возникновения базового условия для **его** включения;"

43. Recalling discussions at the previous GRSG session on the handling of colour changes of controls, tell-tales and indicators, the expert from OICA presented ECE/TRANS/WP.29/GRSG/2018/6 as a long-term solution. He explained that the proposal aimed to remove the references in Table 1 to footnote ¹⁸ and to only keep the reference to standard ISO 2575:2004. GRSG noted study reservations by the experts from France and the United Kingdom. GRSG agreed to resume consideration of this subject at its next session.

XI. UN Regulation No. 122 (Heating systems) (agenda item 10)

44. GRSG noted that there was no new information on this subject and agreed to remove this item from the agenda of the next session.

XII. Accident Emergency Call Systems (AECS) (agenda item 11)

Documentation: Informal documents GRSG-114-34 and GRSG-114-35

45. GRSG noted that WP.29/AC.1 had adopted, in November 2017, the new UN Regulation No. 144 on AECS and that the new Regulation was expected to enter into force on 19 July 2018.

46. The expert from OICA introduced GRSG-114-35 to clarify the scope of the Regulation as intended by the IWG on AECS. Thus, he suggested adding subparagraphs (f) and (g) to paragraph 1.2. to align the scope of the Regulation with the provisions of UN Regulations Nos. 94 (Frontal impact) and 95 (Side impact). He added that this clarification was necessary for vehicles within the scope of these UN Regulations on passive safety, but which were not equipped with airbags. GRSG noted study reservations and comments that the current scope was already drafted in that sense. Finally, the expert from OICA volunteered to submit, in due time, a revised proposal for consideration at the next GRSG session, taking into account the comments and the discussions at the IWG meetings.

47. The expert from IRU gave a presentation (GRSG-114-34) on the possible development of the new UN Regulation No. 144. He suggested extending the scope of the Regulation to heavy goods vehicles, buses and coaches. He added that further documentation, such as information on cargo or on the number of passengers, could be circulated, in case of an accident, to the emergency services and could in this respect ease the operator's decision on dispatching emergency actions. GRSG welcomed the presentation and noted a number of reservations from a lack of information on implementation benefits. The expert from the Russian Federation informed GRSG that the requirements on emergency call equipment for heavy goods vehicles, buses and coaches were already covered by the Customs Union regulations. The expert from Finland reminded GRSG about the evaluation report on "eCall systems" under the European Union Regulation No. 2015/758, that was expected to be published by the European Commission on 31 March 2021 at the latest.

48. GRSG agreed that it was premature to resume work on further development of UN Regulation No. 144 before its entry into force and in the absence of concrete proposals. GRSG agreed to resume consideration on this subject at its forthcoming session.

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

Documentation: Informal document GRSG-114-33

49. GRSG noted the adoption by WP.29/AC.1 of UN Regulation No. 0 on IWVTA (ECE/TRANS/WP.29/2017/108) and its expected date of entry into force on 19 July 2018. GRSG also noted the adoption by WP.29 of (i) the explanation document on UN Regulation No. 0 (ECE/TRANS/WP.29/2017/109), (ii) the general guidelines for UN regulatory procedures and transitional provisions in UN Regulations (ECE/TRANS/WP.29/2017/107, Add.1 and Corr.1 as amended by para. 53 of the report ECE/TRANS/WP.29/1135) and (iii) the "Question&Answer" document on Revision 3 of the 1958 Agreement (ECE/TRANS/WP.29/2017/131).

50. The expert from Poland introduced GRSG-114-33 on the inconsistency of the new provisions on the numbering of UN type approvals in accordance with Schedule 4 and the existing format of the communication form annexed to the UN Regulations that still requests the extension number to be filled in. GRSG agreed that this was a horizontal issue affecting all UN Regulations annexed to the 1958 Agreement and recommended referring this subject to the IWG on IWVTA for consideration at their June 2018 meeting. The expert from Poland volunteered to attend the forthcoming IWVTA meeting and present the issue.

XIV. Other business (agenda item 13)

A. UN Regulation No. 62 (Anti-theft for mopeds/motorcycles)

Documentation: Informal document GRSG-114-02

51. The expert from Germany introduced GRSG-114-02 which inserts new provisions on electromechanical and electronic devices to prevent unauthorized use. He added that the type approval of such smart key systems could also be an option for UN Regulation No. 116. GRSG noted general support and agreed to resume consideration of this subject at its next session in October 2018 on the basis of an official document.

B. Any other business

Documentation: Informal documents GRSG-114-18 and GRSG-114-31

52. The expert from the Russian Federation introduced GRSG-114-18 which proposes to align the Russian text of UN Regulation No. 60 (Driver operated controls for mopeds/motorcycles) with the English version.

53. GRSG adopted the proposed text as reproduced below and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their November 2018 sessions, as Corrigendum 1 to Revision 1 of UN Regulation No. 60.

Russian version only, paragraph 2.29., correct to read:

"2.29 «Общее пространство» означает участок, на котором могут отображаться, но не **одновременно**, не менее двух информационных функций (например, условных обозначений)."

54. The expert from OICA introduced GRSG-114-31 to align the text of UN Regulation No. 105 (ADR vehicles) with that of the new provisions of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), edition 2019, adopted by the Working Party on the Transport of Dangerous Goods (WP.15).

55. GRSG adopted the proposed text as reproduced below and requested the secretariat to submit it to WP.29 and AC.1, for consideration at their November 2018 sessions, as draft Supplement 1 to the 06 series of amendments to UN Regulation No. 105, subject to a final review by GRSG at its October 2018 session.

Paragraph 5.1.1.2.1., amend to read:

"5.1.1.2.1. Cables

No cable in an electrical shall be adequately insulated.

The cables shall be suitable for the conditions in the area of the vehicle, such as temperature range and fluid compatibility conditions **as they are intended** to be used.

.....

Cables shall be securely and thermal stresses."

Paragraph 5.1.1.9.1., amend to read:

"5.1.1.9.1. (a) Those parts of the electrical for use in hazardous areas.

Such equipment shall meet the general requirements of IEC 60079⁴, parts 0 and 14 and the additional requirements applicable from IEC 60079, parts 1, 2, 5, 6, 7, 11, 15, **18, 26 or 28.**"

C. Tributes to Messrs. J. Kownacki and F. Boulay

56. Learning that Mr. Jerzy Kownacki (Poland) would retire, GRSG thanked him for his considerable contributions over the last decades to the activities of GRSG. GRSG recognized his commitment with a long applause and wished him a long and happy retirement.

57. GRSG noted that M. François Boulay (OICA) would take over new activities in his organization and would, therefore, no longer attend the sessions. GRSG acknowledged his continued support and contributions during the long period of participation in the sessions and wished him all the best for his future activities.

XV. Provisional agenda for the 115th session

58. The following provisional agenda was adopted for the 115th session of GRSG, scheduled to be held in Geneva from 9 (9.30 a.m.) to 12 October (12.30 p.m.) 2018:¹

1. Adoption of the agenda.
2. Amendments to regulations on buses and coaches:
 - (a) UN Regulation No. 107 (M₂ and M₃ vehicles).
 - (b) UN Regulation No. 118 (Burning behaviour of materials).
3. UN Regulation No. 35 (Foot controls).
4. Amendments to safety glazing regulations:
 - (a) UN Global Technical Regulation No. 6 (Safety glazing).
 - (b) UN Regulation No. 43 (Safety glazing).
5. Awareness of the proximity of Vulnerable Road Users:
 - (a) UN Regulation No. 46 (Devices for indirect vision).
 - (b) New UN Regulation on Blind Spot Information Systems.
6. UN Regulation No. 62 (Anti-theft for mopeds/motorcycles)
7. Amendments to gas-fuelled vehicle regulations:
 - (a) UN Regulation No. 67 (LPG vehicles).
 - (b) UN Regulation No. 110 (CNG and LNG vehicles).
8. UN Regulation No. 73 (Lateral protection devices).

¹ GRSG noted that the deadline for submission of official documents to the UNECE secretariat was 13 July 2018, twelve weeks prior to the session.

9. UN Regulation No. 105 (ADR vehicles).
10. UN Regulation No. 116 (Anti-theft and alarm systems).
11. UN Regulation No. 121 (Identification of controls, tell-tales and indicators).
12. UN Regulation No. 144 (Accident Emergency Call Systems).
13. UN Regulation No. 0 (International Whole Vehicle Type Approval).
14. Election of Officers
15. Other business.

Annex I

List of informal documents considered during the session

List of informal documents (GRSG-114-...) distributed during the session (English only)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1	(GRSG Chair) Running order of the 114th session of GRSG (9 – 13 April 2018)	(f)
2	(Germany) Proposal for Supplement 3 to UN Regulation No. 62 (Protection against unauthorized use (mopeds/motorcycles))	(c)
3	(Netherlands) Proposal for amendments to UN Regulation No. 110 (CNG/LNG vehicles) (CNG compressor/accumulator)	(c)
4	(Poland) Proposal for amendments to UN Regulation No. 43 (document ECE/TRANS/WP.29/GRSG/2018/7 on safety glazing)	(b)
5	(Poland) UN Regulation No. 107 (Uniform provisions concerning the approval of category M2 or M3 vehicles with regard to their general construction)	(d)
6-Rev.1	(Netherlands) Revised proposal for amendments to UN Regulation No. 110 (CNG/LNG vehicles) (new technology to prevent venting)	(c)
7	(Italy) Additional elements to support the Italian proposal to amend UN Regulation No. 110 (document ECE/TRANS/WP.29/GRSG/2017/29) on the basis of the results of the Italian research on type CNG4 cylinders	(f)
8	(Germany) Report on the 1st meeting of the GRSG task force on "Gas-fueled vehicle regulations"	(f)
9-Rev.1	(Germany) Adopted Proposal for the 02 series of amendments to UN Regulation No. 67 (LPG vehicles)	(a)
10-Rev.1	(Germany) Revised proposal for the 03 series of amendments to UN Regulation No. 110 (CNG and LNG vehicles)	(a)
11	(France) Behaviour of M2 and M3 general construction in case of Fire Event (BMFE)	(f)
12	(France) Terms of Reference and Rules of Procedure of the GRSG informal working group on the behaviour of M2 and M3 general construction in case of fire event (BMFE)	(b)
13	(Secretariat) General information and highlights of WP.29 at its sessions of November 2017 and March 2018	(f)
14	(Italy) Specific tests on CNG4 cylinders - Provider 1	(f)
15	(Italy) Specific tests on CNG4 cylinders - Provider 2	(f)
16	(Italy) Proposal for Supplement 3 to the 07 series of amendments to UN Regulation No. 107 (M2 and M3 vehicles)	(d)
17	(Russian Federation) Proposal for a Corrigendum to UN Regulation No. 121 (Identification of controls, tell-tales and indicators)	(a)
18	(Russian Federation) Proposal for Corrigendum to UN Regulation No. 60 (Driver operated controls (mopeds/motorcycles))	(a)
19	(Italy) Proposal for the 03 series of amendments to UN Regulation No. 110 (CNG and LNG vehicles)	(f)
20	(India) Comment on ECE/TRANS/WP.29/GRSG/2018/7, Proposal for Supplement 8 to the 01 series of amendments to UN Regulation No. 43 (Safety Glazing)	(f)
21	(VRU-Proxi) Proposal for a new UN Regulation on uniform provisions concerning the approval of motor vehicles with regard to the Blind Spot Information System	(f)
22	(IWG PSG) Progress Report by PSG IWG	(f)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
23-Rev.1	(Secretariat) Proposal for Supplement 8 to the 01 series of amendments to UN Regulation No. 43 (Safety glazing) - ECE/TRANS/WP.29/GRSG/2018/7 as revised by GRSG at its 114th session	(a)
24-Rev.1	(OICA) Terms of Reference and Rules of Procedure of the GRSG informal working group on the behaviour of M2 & M3 general construction in case of fire event (BMFE)	(a)
25-Rev.1	(OICA) UN Regulation No. 46 (Devices for indirect vision) – Revised OICA proposal to correct document ECE/TRANS/WP.29/GRSG/2018/9	(a)
26	(OICA) Proposal for amendments to UN Regulation No. 110 (CNG/LNG vehicles) - visual inspection	(f)
27	(OICA) Proposal for amendments to UN Regulation No. 110 (CNG and LNG vehicles) - gas flow adjuster	(c)
28	(IWVTA Ambassador) New UN Regulation No. xxx on immobilizers	(c)
29	(OICA) Proposal for amendments to UN Regulation No. 116	(c)
30	(OICA) Proposal for Supplement 6 to the original series of amendments to UN Regulation No. 116 (Protection of vehicles against unauthorized use)	(c)
31	(OICA) Proposal for Supplement 1 to 06 series of amendment of UN Regulation No. 105	(a)
32	(Italy) Proposal for amendments to UN Regulation No. 110 (CNG and LNG vehicles) - CNG4 cylinders	(e)
33	(Poland) Proposal for an amendment to the Communication forms	(h)
34	(IRU) eCall for Heavy Goods Vehicles	(f)
35	(OICA) Proposal for amendments to UN Regulation No. [144] (document ECE-TRANS-WP29-2017-132 on Accident Emergency Call Systems)	(e)

List of informal documents distributed at previous sessions of GRSG

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
GRSG-113-11-Rev.1	(France) Lateral Protection Devices (UN Regulation No. 73)	(d)
GRSG-113-24	(Netherlands) Proposal for amendments to Regulation No. 110 (CNG/LNG vehicles) - CNG accumulator	(f)
GRSG-113-25	(Netherlands) Proposal for amendments to Regulation No. 110 (CNG/LNG vehicles) - CNG compressor	(f)
GRSG-113-26	(Netherlands) Proposal for amendments to Regulation No. 110 (CNG/LNG vehicles) - Annex 5 references	(f)
GRSG-113-27	(OICA) VRU-Proxi matrix of accident data collection	(g)

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) Keep as a reference document/continue consideration.
- (e) Revised proposal for the next session.
- (f) Consideration completed or to be superseded.
- (g) Circulated to all governmental experts to be filled in.
- (h) Referred to the IWG on IWVTA.

Annex II

Terms of Reference and Rules of Procedure of the GRSG informal working group on the Behaviour of M₂ and M₃ vehicles' general construction in case of Fire Event (BMFE) (para. 8)

A. Terms of Reference

1. The Informal Working Group (IWG) shall produce (a) draft regulatory proposal(s) to increase the safety of M₂ and M₃ vehicles in case of a fire event by improving their general construction with respect to evacuation time. It shall consider:
 - (a) The approval and the nature of materials used in M₃ classes II and III vehicles, their installation and the associated burning behaviour with regard to smoke toxicity and opacity according to UN Regulation No. 118;
 - (b) The performance of M₂ and M₃ vehicles regarding their general construction according to UN Regulation No. 107.
2. When developing a regulatory proposal, the IWG should take into account existing technology, data and research. Furthermore, it should consider pre-existing standards as well as national and international legislations covering the same scope.
3. The group shall focus on vehicles of categories M₂ and M₃.
4. The completion target and date for the work of the IWG shall be a draft amendment to UN Regulations Nos. 107 and 118 at the 120th session of GRSG (October 2020).
5. The IWG is expected to draft regulatory amendments. The adoption process remains under the responsibility of GRSG, WP.29 and AC.1 in line with the administrative procedures as defined in the 1958 Agreement.
6. The IWG is expected to take into account the work of other Working Parties that are subsidiary to WP.29.

B. Rules of Procedure

7. The IWG is a subsidiary body of GRSG and is open to all Contracting Parties to the Agreements administered by WP.29, vehicle manufacturers and their suppliers, Technical Services and the participants of all Working Parties (GRs) subsidiary to WP.29.
8. Additional experts may attend on a case-by-case basis as invited by a consensual decision of the IWG. These experts shall not be part of the decision process.
9. A Chair, a Vice-Chair and a Secretary will manage the IWG.
 - (a) The chairmanship shall be under the responsibility of France;
 - (b) The vice-chairmanship shall be under the responsibility of France;
 - (c) The secretariat shall be under the responsibility of OICA.
10. The working language of the IWG will be English.
11. All documents and/or proposals shall be submitted to the Secretary of the group in a suitable electronic format in advance of the meeting. The group may refuse to discuss and

endorse any item or proposal which has not been circulated 10 working days prior to that meeting.

12. An agenda and related documents will be made available on the website by the Secretary, in advance of all scheduled meetings.

13. Decisions will be reached by consensus. When consensus cannot be reached, the Chair of the group shall present the different points of view to GRSG. The Chair may seek guidance from GRSG, as appropriate.

14. The progress of the IWG will be routinely reported to GRSG – wherever possible as an informal document and presented by the Chair, the Vice-Chair, the Secretary or their representative(s).

15. All working documents should be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the website of WP.29.

Annex III

Draft Supplement 6 to the 02 series of amendments and draft Supplement 2 to the 03 series of amendments to UN Regulation No. 34 (Prevention of fire risks) (para. 11)

English version, paragraph 5.10., amend to read:

"5.10. Tanks shall be installed in such a way as to be protected from the consequences of a collision to the front or the rear of the vehicle.

There shall be no protruding parts, sharp edges, etc., **near the tank.**"

French version, paragraph 5.10., amend to read:

« 5.10 Les réservoirs doivent être installés de manière à être à l'abri des effets d'une collision frontale ou d'une collision survenant à la partie arrière du véhicule.

Il ne peut y avoir de parties saillantes, de bords coupants, etc., à proximité du réservoir. »

Russian version, paragraph 5.10., amend to read:

« 5.10 Баки должны быть установлены таким образом, чтобы они были защищены на случай лобового **или заднего** столкновения транспортного средства.

Рядом с баком не должно быть никаких выступающих частей, острых краев и т.п. »

Annex IV

Draft Supplement 8 to the 01 series of amendments to UN Regulation No. 43 (Safety glazing) (para. 15)

Paragraph 5.5.8., amend to read:

"5.5.8. XI In the case of laminated-glass panes. **In addition, the appropriate application will be signified by:**

/D For laminated-glass panes with enhanced mechanical properties."

Paragraph 8.2.1.1., amend to read:

"8.2.1.1. Safety glazing shall be subjected to the tests listed in the following table:

Tests	Windscreens						Glass panes			
	Toughened glass		Ordinary laminated glass		Treated laminated glass		Glass-plastics	Toughened glass	Laminated-glass	Glass-plastics
	I	I-P	II	II-P	III	III-P	IV			
Fragmentation:	A4/2	A4/2	-	-	A8/4	A8/4	-	A5/2	-	-
Mechanical strength										
- 227 g ball	-	-	A6/4.3	A6/4.3	A6/4.3	A6/4.3	A6/4.3	A5/3.1	A7/4.3	A11/3
- 2,260 g ball	-	-	A6/4.2	A6/4.2	A6/4.2	A6/4.2	A6/4.2	-	-A7/4.2 ⁴	-
Headform test ¹	A4/3	A4/3	A6/3	A6/3	A6/3	A6/3	A10/3	-	-A7/3 ⁴	-
Abrasion										
Outer face	-	-	A6/5.1	A6/5.1	A6/5.1	A6/5.1	A6/5.1	-	A6/5.1	A6/5.1
Inner face	-	A9/2	-	A9/2	-	A9/2	A9/2	A9/2 ²	A9/2 ²	A9/2
High temperature	-	-	A3/5	A3/5	A3/5	A3/5	A3/5	-	A3/5	A3/5
Radiation	-	A3/6	A3/6	A3/6	A3/6	A3/6	A3/6	-	A3/6	A3/6
Humidity	-	A3/7	A3/7	A3/7	A3/7	A3/7	A3/7	A3/7 ²	A3/7	A3/7
Light transmission	A3/9.1	A3/9.1	A3/9.1	A3/9.1	A3/9.1	A3/9.1	A3/9.1	A3/9.1	A3/9.1	A3/9.1
Optional distortion	A3/9.2	A3/9.2	A3/9.2	A3/9.2	A3/9.2	A3/9.2	A3/9.2	A3/9.2 ³	-	-
Secondary image	A3/9.3	A3/9.3	A3/9.3	A3/9.3	A3/9.3	A3/9.3	A3/9.3	A3/9.3 ³	-	-
Resistance to temperature changes	-	A3/8	-	A3/8	-	A3/8	A3/8	A3/8 ²	A3/8 ²	A3/8
Fire resistance	-	A3/10	-	A3/10	-	A3/10	A3/10	A3/10 ²	A3/10 ²	A3/10
Resistance to chemicals	-	A3/11.2.1	-	A3/11.2.1	-	A3/11.2.1	A3/11.2.1	A3/11.2.1 ²	A3/11.2.1 ²	A3/11.2.1

¹ Furthermore this test shall be carried out on multiple-glazed units pursuant to Annex 12, paragraph 3 (A12/3).

² If coated on the inner side with plastics material.

³ This test shall only be carried out on uniformly-toughened glass-panes to be used as windscreens of slow-moving vehicles which, by construction, cannot exceed 40 km/h.

⁴ **This test shall only be carried out on laminated-glass panes bearing the additional symbol /D.**

Note: A reference such as A4/3 in the table indicates the annex (4) and paragraph (3) of that annex, where the relevant test is described and the acceptance requirements are specified

Annex 1, Appendix 4, amend to read (including new footnote ¹):

"Laminated-glass panes

(Principal and secondary characteristics as defined in Annex 7 or Annex 9 to UN Regulation No. 43)

Approval No. Extension No.

Principal characteristics:

.....

Remarks:

For laminated glass panes with enhanced mechanical properties with additional symbol /D (yes/no) ¹

.....

¹ Strike out what does not apply."

Annex 7

Insert new paragraphs 3. to 3.4.2., to read:

"3. Headform Test

The provisions concerning headform test shall apply to laminated-glass panes bearing the additional symbol /D

3.1. Indices of difficulty of the secondary characteristics

No secondary characteristic is involved.

3.2. Number of test pieces

Six flat test pieces measuring (1,100 mm x 500 mm) +5 mm / -2 mm shall be subjected to testing.

3.3. Test method

3.3.1. The method used shall be that described in Annex 3, paragraph 3.1.

3.3.2. The height of drop shall be 1.50 m +0 mm / -5 mm.

3.4. Interpretation of results

3.4.1. This test shall be deemed to have given a satisfactory result if the following conditions are met:

3.4.1.1. The test piece yields and breaks, displaying numerous circular cracks centred approximately on the point of impact;

3.4.1.2. Tears in the interlayer are allowed, but the manikin's head shall not pass through;

3.4.1.3. No large fragments of glass shall become detached from the interlayer.

3.4.2. A set of test pieces submitted for approval shall be considered satisfactory from the point of view of the headform test if all the tests give a satisfactory result."

Paragraphs 3. to 3.4.2. (former), renumber and amend to read:

- "4. Mechanical strength test
- 4.1. Indices of difficulty of the secondary characteristics
No secondary characteristic is involved.
- 4.2. **2,260 g ball test**
The provisions concerning the 2,260 g ball test shall apply to laminated-glass panes bearing the additional symbol /D
- 4.2.1. **Twelve square test pieces of 300 mm +10 / -0 mm side shall be subjected to testing.**
- 4.2.2. **Test method**
- 4.2.2.1. **The method used shall be that described in Annex 3, paragraph 2.2.**
- 4.2.2.2. **The height of drop (from the underface of the ball to the upper face of the test piece) shall be 4 m +25 / -0 mm.**
- 4.2.3. **Interpretation of results**
- 4.2.3.1. **The test shall be deemed to have given a satisfactory result if the ball does not pass through the glazing within five seconds after the moment of impact.**
- 4.2.3.2. **A set of test pieces submitted for approval shall be considered satisfactory from the point of view of the 2,260 g ball test if at least eleven of the twelve tests have given a satisfactory result.**
- 4.3. 227 g ball test
- 4.3.1. Number of test pieces
Eight flat samples measuring 300 mm x 300 mm, specially made or cut from the flattest part of a pane shall be tested
- 4.3.1.1. Test pieces can alternatively be finished products that may be supported over the apparatus described in paragraphs 2.1.1. to 2.1.1.3. of Annex 3.
- 4.3.1.2. If the test pieces are curved, care should be taken to ensure adequate contact with the support.
- 4.3.2. Test method
- 4.3.2.1. The method used shall be that described in Annex 3, paragraph 2.1.
- 4.3.2.2. The height of drop from the underface of the ball to the upper face of the test piece or sample shall be 9 m +25/-0 mm.
- 4.3.4. Interpretation of results
- 4.3.4.1. The test shall be considered to have given a satisfactory result if the following conditions are met:
- (a) The ball does not pass through the test piece;
 - (b) The laminate shall not break into separate pieces;
 - (c) At the point immediately opposite the point of impact, small fragments of glass may leave the specimen, but the small area thus affected

shall expose less than 645 mm² of reinforcing or strengthening material, the surface of which shall always be well covered with tiny particles of tightly adhering glass. Total separation of glass from the reinforcing or strengthening material shall not exceed 1,935 mm² on either side. Spalling of the outer glass surface opposite the point of impact and adjacent to the area of impact is not to be considered a failure.

- 4.3.4.2.** A set of test pieces submitted for approval shall be considered satisfactory from the point of view of the mechanical strength test if at least six of the eight tests have given a satisfactory result."

Paragraphs 4. to 5. (former), renumber as paragraphs 4. to 6.

Annex 23

Paragraph 2.4.1., amend to read:

- "2.4.1. 227 g ball test in accordance with the requirements of Annex 7, paragraph 4.3."

Insert new paragraphs 2.4.5. to 2.4.5.2., to read:

- 2.4.5. In the case of laminated-glass panes with enhanced mechanical properties bearing the additional symbol /D**
- 2.4.5.1. 2,260 g ball test in accordance with the requirements of Annex 7, paragraph 4.2.**
- 2.4.5.2. Headform test in accordance with the requirements of Annex 7, paragraph 3."**

Paragraph 2.4.5. (former), renumber as paragraph 2.4.6.

Paragraph 3.2.1., amend to read:

- "3.2.1. Tests

The check shall be carried day shall be tested.

The choice of test pieces shall be representative of the production of the various types of windscreen, **respectively panes.**

As an alternative and thickness class per year."

Annex V

Draft 02 series of amendments to UN Regulation No. 67 (LPG vehicles) (para. 25)

Insert a new paragraph 17.1.6.1., to read:

- "17.1.6.1. Notwithstanding the provisions of paragraph 17.1.6., it shall be possible to make an external inspection (e.g. for Periodic Technical Inspection) of the LPG-container and its accessories, when located outside the vehicle, according to the specifications of the manufacturer, without the use of tools to dismantle, but with visual aids, e.g. lamps, mirrors or endoscopes."

Insert new paragraphs 22.6 to 22.13. on transitional provisions in Part II of the Regulation, to read:

- "22.6. As from the official date of entry into force of the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept UN type-approvals under this Regulation as amended by the 02 series of amendments.
- 22.7. As from 1 September 2020, Contracting Parties applying this Regulation shall not be obliged to accept UN type-approvals to the preceding series of amendments, first issued after 1 September 2020.
- 22.8. Until 1 September 2021, Contracting Parties applying this Regulation shall accept UN type-approvals to the preceding series of amendments, first issued before 1 September 2020.
- 22.9. As from 1 September 2021, Contracting Parties applying this Regulation shall not be obliged to accept type-approvals issued to the preceding series of amendments to this Regulation.
- 22.10. Notwithstanding paragraph 22.9., Contracting Parties applying the Regulation shall continue to accept UN type-approvals of the equipment/parts issued according to the preceding series of amendments to the Regulation.
- 22.11. Notwithstanding paragraph 22.9., Contracting Parties applying the UN Regulation shall continue to accept UN type-approvals issued according to the preceding series of amendments to the UN Regulation, for the vehicles/vehicle systems which are not affected by the changes introduced by the 02 series of amendments.
- 22.12. Contracting Parties applying this Regulation shall not refuse to grant UN type-approvals according to any preceding series of amendments to this UN Regulation or extensions thereof.
- 22.13. As from 1 September 2021, Contracting Parties applying this Regulation may refuse national or regional type-approval and may refuse first registration of a vehicle type, if the vehicle type is affected by the changes introduced by the 02 series of amendments but does not meet the requirements of the 02 series of amendments to this UN Regulation."

Paragraph 5.2., replace the figure "01" by "02" (2 times).

Throughout Annexes 2A and 2C (Model A and Model B), replace the figure "01" by "02" (9 times).

Annex VI

GRSG informal working groups

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