



Economic Commission for Europe
Inland Transport Committee
World Forum for Harmonization of Vehicle Regulations
Working Party on General Safety Provisions
127th session

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**Report of the Working Party on General Safety Provisions on
its 127th session**
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I. Attendance

1. The Working Party on General Safety Provisions (GRSG) held its 127th session from 15 to 19 April 2024 in Geneva. The meeting was chaired by Mr. A. Erario (Italy). Experts from the following countries participated in the work, following Rule 1 of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (ECE/TRANS/WP.29/690/Rev.1): Australia, Canada, China, Czech Republic, Finland, France, Germany, India, Italy, Japan, Netherlands, Norway, Poland, Republic of Korea, Russian Federation, Spain, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland and United States of America. Experts from the European Commission (EC) participated. Experts from non-governmental organizations participated: Eurogas, European Association of Automotive Suppliers (CLEPA), Federation International de l'Automobile (FIA), International Association of the Body and Trailer Building Industry (CLCCR), International Federation for Historic Vehicles (FIVA), International Motor Vehicle Inspection Committee (CITA), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Federation (IRF) and World bicycle Industry Association (WBIA).

II. Adoption of the Agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSG/2024/1
Informal documents: GRSG-127-08-Rev.1 and GRSG-127-30

2. GRSG considered and adopted the agenda (ECE/TRANS/WP.29/GRSG/2024/1) proposed for the 127th session, the running order (GRSG-127-08-Rev.1) and the annotations (GRSG-127-30-Rev.1). Annex I lists the informal documents that were distributed during the session. Annex IX lists the GRSG Informal Working Groups (IWG).

III. Amendments to Regulations on Buses and Coaches (agenda item 2)

UN Regulation No. 107 (M₂ and M₃ vehicles)

Documentation: Informal documents: GRSG-127-02, GRSG-127-05-Rev.1, GRSG-127-15 and GRSG-127-27

3. GRSG noted two documents by the expert from Spain (GRSG-127-02 and GRSG-127-05-Rev.1), on behalf of IWG on Boiling Liquid Expanding Vapor Explosion (BLEVE). She explained that IWG was working on reducing the occurrence of BLEVE for the specific case of vehicles transporting dangerous goods (GRSG-127-02). As a result of the IWG efforts, she introduced a first draft (GRSG-127-05-Rev.1) of new requirements and test methods into UN Regulation No. 105 or 107 for automatic fire suppression systems in the engine compartment of specific vehicles. She concluded that the possible adoption of the proposal into one of the two UN Regulations would allow the mandatory compliance of these requirements for specific vehicles under the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). The expert from Switzerland supported the proposal. A member of the secretary of the Working Party on the Transport of Dangerous Goods (WP.15) explained that fire suppression provisions were already part of annex 13 of UN Regulation No. 107, and that in the future, other categories of vehicles could have similar provisions. He suggested a new UN Regulation could also address this specific issue. The expert from OICA argued that UN Regulation No. 107 did was not suitable due to its scope while the provisions in UN Regulation No. 105 were different. Therefore he suggested that a new UN Regulation would be the most viable solution. The expert from Germany suggested that these provisions be entered into UN Regulation No. 105 or into both UN Regulations Nos. 105 and 107. The expert from Spain clarified that the proposal was based on provisions for internal combustion engines already in UN Regulation No. 107. She added that the purpose of the proposed systems installed on ADR vehicles was to avoid fire propagation to the cargo and therefore more suited to UN Regulation No. 105. As suggested by the Chair,

GRSG agreed to establish a Task Force (TF) to further develop such provisions for UN Regulation No. 105 or for a new draft UN Regulation. The expert from Spain volunteered to coordinate and chair the new TF. Finally, GRSG agreed to refer GRSG-127-02 and GRSG-127-05-Rev.1 to TF for future developments.

4. The expert from Germany introduced GRSG-127-15 on behalf of the Chair of the IWG on Safer Transport of Children in Buses and Coaches (STCBC). He informed GRSG about the IWG progress in Phase 2. He clarified that IWG work would aim to prevent the ejection of children from their seats and would improve the vehicle retention systems already on the market. He added that after 2027, new bus designs would incorporate Child Restraint Systems (CRS). He added that the issues currently under discussion in IWG were: (a) the improvement of the current situation, (b) the possible use of a booster cushion type approved according to UN Regulation No. 44 and (c) that additional fixation were not to be used, except for CRS to avoid misuse. The expert from the United Kingdom asked for clarification on the type of seats in consideration (e.g. bench, unfolded plastic). The expert from Germany responded that the focus was limited to coaches in the scope of the UN Regulation until 2027.

5. The expert of Norway recalled the assessment study conducted by his country on the extent of bus collisions in Europe. He clarified that the research would be finalized by end of 2024 for presentation at the December 2024 session of the Working Party on Passive Safety (GRSP). GRSG agreed to resume discussion at its April 2025 session.

6. The expert from Germany, Chair of the Task Force on Bus and Coach Accessibility, introduced the TF progress report (GRSG-127-27). TF had met three times and at the meetings of June and September 2024, a final proposal would be drafted for the October 2024 session of GRSG. He added that the TF experts were governmental representatives from contracting parties, operators and manufacturers. He further noted that discussions during the meetings were on identifying possible problems in UN Regulation No. 107 and on finding solutions to make buses and coaches more accessible to people with reduced mobility.

7. Finally, GRSG agreed to continue the discussion on autonomous shuttle under agenda item 21 (see paragraph 48).

IV. Amendments to Safety Glazing Regulations (agenda item 3)

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

Documentation: ECE/TRANS/WP.29/2024/32 and
ECE/TRANS/WP.29/GRSG/2024/20

8. GRSG noted that the Executive Committee of the 1998 Agreement (AC.3) at its March 2024 session had adopted the authorization (ECE/TRANS/WP.29/2024/32) to develop amendments to UN GTRs Nos. 6, 7 (Head Restraints) and 14 (Pole side impact) which would allow the transfer of the reference, drawings and specification on the three-dimensional H- (3-D H-) point machine and calibration procedure from the UN GTRs to Mutual Resolution No. 1 (M.R.1). The expert from the Netherlands, which sponsors the amendment, introduced ECE/TRANS/WP.29/GRSG/2024/20 amending the UN GTR. Finally GRSG recommended ECE/TRANS/WP.29/GRSG/2024/20, not amended, as Amendment 4 to UN Regulation No. 6 to the November 2024 session of AC.3.

B. UN Regulation No. 43 (Safety glazing)

Documentation: ECE/TRANS/WP.29/GRSG/2024/19
Informal documents: GRSG-127-16 and GRSG-127-23

9. GRSG noted the proposal (GRSG-127-23) from the expert of OICA, that was revised from the October 2023 session of GRSG. In the case when safety-belts and an airbag limit head movement, exemption for the mandatory headform test to limit head injuries. The expert of OICA stressed that UN Regulation No. 21 provides a set of dummies and tests which aim for head contact to not occur. The expert from Japan argued that the proposal over-relaxed

the purpose of the UN Regulation and recommended careful consideration of the issue. The expert from the United Kingdom offered to discuss online, possible improvements with the expert from OICA. Finally, GRSG agreed to resume discussion on a revised proposal and requested concerned parties to liaise with the expert from OICA.

10. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSG/2024/19 and amendment GRSG-127-16. He explained that this amendment was needed, as was for UN GTR No. 6 (see paragraph 8 above), to move the reference, drawings and specification of the 3-D H-point machine and calibration procedure from the Consolidated Resolution on the Construction of Vehicles (R.E.3) to M.R.1. GRSG adopted ECE/TRANS/WP.29/GRSG/2024/19 as amended below. The secretariat was requested to submit the proposal as draft Supplement 12 to the 01 series of Amendments to UN Regulation No. 43, for consideration and vote to the November 2024 sessions of WP.29 and the Administrative Committee of the 1958 Agreement (AC.1).

Annex 22, footnote 1 (second time), correct as annex 24, footnote 1.

V. Awareness of the Proximity of Vulnerable Road Users (agenda item 4)

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

Documentation: ECE/TRANS/WP.29/GRSG/2024/13
ECE/TRANS/WP.29/GRSG/2024/21
Informal documents: GRSG-127-04-Rev.2, GRSG-127-24-17 and GRSG-126-28

11. The expert from Germany, Chair of TF on UN Regulation No. 46 (Devices for indirect vision) introduced a status report (GRSG-127-28). He then introduced ECE/TRANS/WP.29/GRSG/2024/13 explaining that TF had considered a proposal submitted by the expert from Germany to start discussion on approving vehicles with battery master switches, in the framework of UN Regulation No. 105, that are fitted with a camera monitor system that complies with the requirements of UN Regulation No. 46. He added that the requirement may conflict with paragraph 16.1.1. of UN Regulation No. 46 which requires that, after each engine switch-off (intended use), the camera-monitor system remains operational for at least 120 seconds. Therefore, he introduced GRSG-127-04-Rev.2 to amend the UN Regulation. Finally GRSG adopted GRSG-127-04-Rev.2 as reproduced in annex II of this report. The secretariat was requested to submit GRSG-127-04-Rev.2, as draft Supplement 1 to the 06 series of amendments to UN Regulation No. 46 for consideration and vote to the November 2024 sessions of WP.29 and AC.1. Meanwhile, GRSG agreed to continue discussing the outcome of the TF work and to resolve the remaining issues at its October 2024 session.

12. As per paragraph 10, the expert from the Netherlands introduced ECE/TRANS/WP.29/GRSG/2024/21 (as amended by GRSG-127-24-17). GRSG adopted the proposal as amended below and requested the secretariat to submit them as part (see paragraph 11 above) of draft Supplement 1 to the 06 series of amendments to UN Regulation No. 46 for consideration and vote to the November 2024 sessions of WP.29 and AC.1.

Paragraph 8.1., amend to read:

"8.1. **The procedures for conformity of production shall conform to the general provisions defined in Article 2 and Schedule 1 of the 1958 Agreement (E/ECE/TRANS/505/Rev.3) and meet the following requirements:"**

B. UN Regulation No. 158 (Reversing motion)

Documentation: ECE/TRANS/WP.29/GRSG/2024/24
Informal documents: GRSG-127-13 and GRSG-127-18

13. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSG/2024/24 (amended by GRSG-127-18) as per paragraphs 10 and 12. GRSG adopted ECE/TRANS/WP.29/GRSG/2024/24, as amended by annex III to this report. The secretariat was requested to submit it as draft Supplement 4 to the original version of UN Regulation No. 158, for consideration and vote at the November 2024 sessions of WP.29 and AC.1.

14. The expert from the Republic of Korea introduced GRSG-127-13 on clarifying the testing conditions of detection systems and of tail gates of cargo trucks and van-type vehicles. Finally, GRSG agreed to distribute GRSG-127-13 with an official symbol at its October 2024 session.

C. UN Regulation No. 159 (Moving Off Information Systems)

15. GRSG noted that proposals had not been submitted.

D. UN Regulation No. 166 (Vulnerable Road Users in Front and Side Close Proximity)

Documentation: ECE/TRANS/WP.29/GRSG/2024/12
ECE/TRANS/WP.29/GRSG/2024/25
Informal documents: GRSG-127-11-Rev.1 and GRSG-126-19

16. The expert from Japan introduced GRSG-127-11-Rev.1, superseding ECE/TRANS/WP.29/GRSG/2024/12, which clarifies the certification process. The expert from EC explained that the IWG on Vulnerable Road Users (VRU-Proxi) had already reviewed the proposal and had decided to support it. GRSG adopted ECE/TRANS/WP.29/GRSG/2024/12, as amended by annex IV this report. The secretariat was requested to submit it as draft 01 series of amendments to the UN Regulation, for consideration and vote at the November 2024 sessions of WP.29 and AC.1.

17. As per paragraphs 10, 12 and 13, the expert from the Netherlands introduced ECE/TRANS/WP.29/GRSG/2024/25, amended by GRSG-127-19. GRSG adopted ECE/TRANS/WP.29/GRSG/2024/25 as amended below. The secretariat was requested to submit the proposal as Supplement 1 to the original version of UN Regulation No. 166 and as part of (see paragraph 16 above) the draft 01 series of amendments to the UN Regulation for consideration and vote at the November 2024 sessions of WP.29 and AC.1.

Contents, Chapter 20, amend to read:

"20. Penalties for non-conformity of ~~protection~~ **production**....."

Header, Chapter 20, amend to read:

"20. Penalties for Non-Conformity of **Production**"

E. UN Regulation No. 167 (Vulnerable Road Users Direct Vision)

Documentation: ECE/TRANS/WP.29/GRSG/2024/6
ECE/TRANS/WP.29/GRSG/2024/26
Informal documents: GRSG-127-07-Rev.1 and GRSG-127-34-Rev.1.

18. The expert from the United Kingdom introduced a presentation (GRSG-127-34-Rev.1) that on a revised proposal (ECE/TRANS/WP.29/GRSG/2024/6, amended by GRSG-127-07) to define a subsection frontal visible volume within the area of greatest risk, which aims to ensure that VRUs directly in front of the vehicle cannot be in a blind spot between direct and indirect vision. The expert from EC clarified that ECE/TRANS/WP.29/GRSG/2024/6 and GRSG-127-07 had been discussed by IWG VRU and that unanimous endorsement had not been reached. The expert from Germany noted that the volume approach excessively affected the design geometry of the vehicle. He suggested that vehicle elongated cabin could improve visibility of VRU and the safety approach should not include only visibility but also the General Safety Regulation of the European Union

((EU) 2019/2144) and passive safety provisions (e.g. UN Regulation No. 29 (Cabs of commercial vehicles)). The expert from EC clarified that the solution provided a cost-adequate response to the problem and other systems could compensate the volume approach. He added that WP.29 had adopted the UN Regulation to improve visibility, and possible test voids should be compensated. The expert from Sweden could agree with the proposal from the United Kingdom if appropriate transitional provisions were provided to allow manufacturers to mitigate costs. The expert from OICA supported the view of the experts from Germany and Sweden, and argued that manufactures had already started to redesign cabins. Therefore she requested longer transitional provisions (2031 for new approvals and 2041 for new registered vehicles). The expert from Germany proposed the use of sensors to detect VRU as an alternative. The expert from the United Kingdom stated that the proposal from the expert from OICA was not acceptable. Instead it was urgent to accept his proposal to indicate the way forward for manufacturers. He also added that the UN Regulation and the proposal itself were based on eye contact, giving the driver the possibility to see VRU. The expert from the Netherlands supported the proposal from the United Kingdom including the transitional provisions and urged the adoption of the proposal. In the spirit of compromise, GRSG agreed on the following transitional provisions: 1 September 2031 for new approvals and 1 September 2036 for new registrations. Finally, GRSG adopted ECE/TRANS/WP.29/GRSG/2024/6, as amended by annex V to this report. The secretariat was requested to submit the proposal as 01 series of amendments to UN Regulation No. 167 for consideration and vote at the November 2024 sessions of WP.29 and AC.1.

19. As per paragraphs 10, 12, 13 and 17, GRSG adopted ECE/TRANS/WP.29/GRSG/2024/26 not amended. The secretariat was requested to submit the proposal as Supplement 2 to the original version of UN Regulation No. 167 and as part of (see paragraph 18 above) of the 01 series of amendments to the UN Regulation for consideration and vote at the November 2024 sessions of WP.29 and AC.1.

VI. Amendments to External Projections Regulations (agenda item 5)

A. UN Regulation No. 26 (External projections of passenger cars)

Documentation: ECE/TRANS/WP.29/GRSG/2023/22

20. The expert from Germany, Chair of TF on UN Regulation No. 46, withdrew ECE/TRANS/WP.29/GRSG/2023/22.

B. UN Regulation No. 61 (External projections of commercial vehicles)

Documentation: ECE/TRANS/WP.29/GRSG/2023/24

21. The expert from Germany, Chair of TF on UN Regulation No. 46, withdrew ECE/TRANS/WP.29/GRSG/2023/24.

VII. UN Regulation No. 35 (Foot controls) (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRSG/2024/18

22. As per paragraphs 10, 12, 13, 17 and 19, GRSG adopted ECE/TRANS/WP.29/GRSG/2024/18 not amended. The secretariat was requested to submit the proposal as Supplement 1 to the 01 series of amendments to UN Regulation No. 35.

VIII. UN Regulation No. 39 (Speedometer and Odometer) (agenda item 7)

Documentation: Informal documents: GRSG-127-06, GRSG-127-12,

GRSG-127-12-Rev.1 and GRSG-127-35

23. The expert from the Netherlands, introduced the status report (GRSG-127-35) of the TF on UN Regulation No. 39 on Mile Age Values. He explained that TF had held three hybrid meetings and had collected information on relevant existing technologies, mileage fraud data and research, pre-existing standards and legislation. He added that the TF was ready to introduce a preliminary proposal of amendments to the UN Regulation (GRSG-127-12-Rev.1) and that the TF would work on finalising the proposal in order to prepare an official document for the October session of GRSG. The expert from the United Kingdom stated that the proposed tolerance of +/- 5 per cent was excessive and requested +/- 2.5 per cent. The expert from EC supported this last value. The expert from the Netherlands explained that +/- 2.5 per cent could be achieved in type approval by using new tyres as original equipment. The expert from OICA added that the tolerance of +/- 5 per cent stemmed from tires and the speedometer, and explained that manufacturers were not responsible for the accuracy since it depends on tires and wheel rims. She also argued that vehicle owners themselves sought to tamper with unlimited time and access to the vehicle and that its prevention would be very difficult by simply introducing technical requirements on the odometer. Moreover she added, the introduction of the proposed requirements would result in additional costs for consumers and fraud would continue. She stated that data were awaited on accuracy and related safety issues. Finally, she proposed the consideration of a proven viable solution to the problem of odometer tampering that had been adopted by countries, as presented to GRSG in the past, rather than introducing technical requirements to the UN Regulation. GRSG also noted GRSG-127-06, tabled by the experts from the Netherlands and the United Kingdom that received the support of the experts from Spain. The expert from IMMA requested to delete the first sentence of GRSG-127-06.

24. GRSG agreed to resume discussion on this subject based on a new proposal submitted by TF, incorporating the comments and GRSG-127-06.

IX. UN Regulation No. 66 (Strength of superstructure (buses)) (agenda item 8)

Documentation: Informal document GRSG-127-36

25. The expert from the Russian Federation introduced GRSG-127-36 as a revised version of his earlier proposal (ECE/TRANS/WP.29/GRSG/2023/2). He added that the proposal included the definitions "escape hatch" and "emergency exit", and revised testing provisions in the annex 5 of the UN Regulation. The expert from Japan expressed a study reservation to the proposal. Finally GRSG agreed to resume discussion on the proposal at its October 2024 session and requested the secretariat to distribute GRSG-127-36 with an official number at that session.

X. UN Regulation No. 147 (Mechanical couplings for Agricultural Vehicles) (agenda item 9)

Documentation: ECE/TRANS/WP.29/GRSG/2024/7

26. The expert from the United Kingdom introduced ECE/TRANS/WP.29/GRSG/2024/7, to remove the possibility of different technical requirements being applied when mechanical couplings for agricultural tractors with a maximum speed in excess of 60 km/h are submitted for type approval testing. The expert from France recommended to discuss agricultural vehicles exceeding 60 km/h at the future sessions of GRSG. GRSG adopted ECE/TRANS/WP.29/GRSG/2024/7 ECE/TRANS/WP.29/GRSG/2024/7, not amended, and requested the secretariat to submit the proposal as Supplement 1 to the original version of UN Regulation No. 147 for consideration and vote at the November 2024 sessions of WP.29 and AC.1.

XI. Amendments to Regulations on Gas-Fuelled Vehicles (agenda item 10)

A. UN Regulation No. 67 (Liquefied Petroleum Gas vehicles)

27. GRSG noted that proposals had not been submitted.

B. UN Regulation No. 110 (Compressed Natural Gas and Liquefied Natural Gas vehicles)

Documentation: ECE/TRANS/WP.29/GRSG/2024/2
ECE/TRANS/WP.29/GRSG/2024/14
ECE/TRANS/WP.29/GRSG/2024/15
ECE/TRANS/WP.29/GRSG/2024/28
ECE/TRANS/WP.29/GRSG/2024/29
ECE/TRANS/WP.29/GRSG/2024/30
ECE/TRANS/WP.29/GRSG/2024/31
Informal documents: GRSG-127-03 and GRSG-127-21

28. The expert from CLEPA introduced the above-noted official documents that allow different options to fulfil the marking requirements in cases where more than one UN Regulation applies. GRSG adopted all the proposals, not amended, and requested the secretariat to submit them for consideration and vote at the November 2024 sessions of WP.29 and AC.1 as draft:

- (a) Supplement 5 to the 04 series of amendments (ECE/TRANS/WP.29/GRSG/2024/2);
- (b) Supplement 1 to the 05 series of amendments (ECE/TRANS/WP.29/GRSG/2024/14);
- (c) Supplement 1 to the 06 series of amendments (ECE/TRANS/WP.29/GRSG/2024/15);
- (d) Supplement 10 to the original version (ECE/TRANS/WP.29/GRSG/2024/28);
- (e) Supplement 8 to the 01 series of amendments (ECE/TRANS/WP.29/GRSG/2024/29);
- (f) Supplement 2 to the 02 series of amendments (ECE/TRANS/WP.29/GRSG/2024/30);
- (g) Supplement 3 to the 03 series of amendments (ECE/TRANS/WP.29/GRSG/2024/31).

29. GRSG also noted GRSG-127-03 submitted by the experts from Eurogas which proposes to clarify the provision of the primary liquefied natural gas relief valve. Moreover, GRSG considered GRSG-127-21, tabled by the expert from the Netherlands to correct references to paragraphs. GRSG adopted both proposals as reproduced in annex VI to the report. The secretariat was requested to submit GRSG-127-03 and GRSG-127-21 as part of (see paragraph 28) Supplement 1 to the 06 series of amendments.

XII. Amendments to the Regulations on Devices against Unauthorized Use Immobilizers and Vehicle Alarm systems (agenda item 11)

A. UN Regulation No. 116 (Anti-theft and alarm systems)

Documentation: ECE/TRANS/WP.29/GRSG/2024/8
Informal document GRSG-127-24

30. GRSG noted ECE/TRANS/WP.29/GRSG/2024/8 from the expert of Germany, on behalf of the workshop on UN Regulations Nos. 155 and 156, to bring the current text of UN Regulation No. 116 in line with the wording that WP.29 voted for at its 191st session to require compliance with the technical requirements of UN Regulation No. 10 in UN Regulation No. 157 (Automated Lane Keeping Systems). The expert from Spain raised the issue that Technical Services, not accredited to perform tests according to UN Regulation No. 155 and systems, are increasingly complex and would be subject to issues of cybersecurity affecting all UN Regulations. The expert from the Netherlands endorsed the point raised by the expert from Spain and suggested discussing this issue at the Type Approval Authorities Meeting on qualifying Technical Services. The expert from EC raised a time reservation to the proposal. Finally, GRSG agreed to resume discussion on this subject based on a revised proposal submitted by the expert from Germany. The expert from OICA introduced GRSG-127-24, to correct the reference to the vehicle alarm system after the splitting of UN Regulation No. 116. GRSG adopted GRSG-127-24, as reproduced in annex VII to this report and agreed to submit it as draft Supplement 10 to the original version and as draft Supplement 2 to the 01 series of amendments to UN Regulation No. 116 for consideration and vote at the November 2024 sessions of WP.29 and AC.1.

B. UN Regulation No. 161 (Devices against Unauthorized Use)

Documentation: ECE/TRANS/WP.29/GRSG/2024/9

31. As per paragraph 30 above, GRSG agreed to resume discussion on this subject based on a revised proposal submitted by the expert from Germany.

C UN Regulation No. 162 (Immobilizers)

Documentation: ECE/TRANS/WP.29/GRSG/2024/10

32. As per paragraphs 30 and 31 above, GRSG agreed to resume discussion on this subject based on a revised proposal submitted by the expert from Germany.

D. UN Regulation No. 163 (Vehicle Alarm systems)

Documentation: ECE/TRANS/WP.29/GRSG/2024/11

33. As per paragraphs 30, 31 and 32 above, GRSG agreed to resume discussion on this subject based on a revised proposal submitted by the expert from Germany.

XIII. UN Regulation No. 118 (Fire resistance of interior materials) (agenda item 12)

Documentation: ECE/TRANS/WP.20/GRSG/2024/3
ECE/TRANS/WP.20/GRSG/2024/16
ECE/TRANS/WP.20/GRSG/2024/17
ECE/TRANS/WP.20/GRSG/2024/32
ECE/TRANS/WP.20/GRSG/2024/33

34. The expert from CLEPA introduced the above-noted documentation which allows different options to fulfil the marking requirements in cases where more than one UN Regulation applies (see paragraph 28 above). GRSG adopted all the proposals, not amended, and requested the secretariat to submit them for consideration and vote at the November 2024 sessions of WP.29 and AC.1 as draft:

- (a) Supplement 3 to the 03 Series of Amendments to UN Regulation No. 118 (ECE/TRANS/WP.29/GRSG/2024/3);

- (b) Supplement 2 to the 04 Series of Amendments to UN Regulation No. 118 (ECE/TRANS/WP.29/GRSG/2024/16);
- (c) Supplement 6 to the 02 Series of Amendments to UN Regulation No. 118 (ECE/TRANS/WP.29/GRSG/2024/17);
- (d) Supplement 1 to the Original Series of Amendments to the UN Regulation (ECE/TRANS/WP.29/GRSG/2024/32);
- (e) Supplement 1 to the 01 Series of Amendments to UN Regulation No. 118 (ECE/TRANS/WP.29/GRSG/2024/33).

XIV. UN Regulation No. 121 (Identification of controls, tell-tales and indicators) (agenda item 13)

Documentation: ECE/TRANS/WP.29/GRSG/2024/4
Informal document GRSG-127-38

35. The expert from the Republic of Korea introduced a proposal (ECE/TRANS/WP.29/GRSG/2024/4 and amendment GRSG-127-38) to clarify that indicators, their identifications and the identifications of controls need not be illuminated when the driver intentionally deactivates illumination and the electric vehicle is not in driving conditions. The expert from the Netherlands requested a study reservation for further development. The expert from the United Kingdom questioned the need of amending the UN Regulation to provide this allowance and proposed to discuss it with the type approval authorities of his country and with all other interested parties to resolve this matter. GRSG agreed to resume consideration on this subject at its October 2024 session based on a revised proposal. At the same time, all interested parties were invited to liaise with the expert from the Republic of Korea to further develop the proposal.

XV. UN Regulation No. 122 (Heating systems) (agenda item 14)

36. The expert from the Republic of Korea informed GRSG that information was needed for the second phase of radiant warmer provisions. GRSG experts were invited to coordinate with the expert from the Republic of Korea on any items of the second phase. Finally, GRSG agreed to resume discussion on this subject based on possible proposals at its October 2024 session.

XVI. UN Regulation No. 125 (Forward field of vision of drivers) (agenda item 15)

Documentation: ECE/TRANS/WP.29/GRSG/2024/23
ECE/TRANS/WP.29/GRSG/2024/27
Informal documents: GRSG-127-20-Rev.3, GRSG-127-22-Rev.1 and GRSG-127-33

37. The expert from the Netherlands on behalf of IWG on Field of Vision Assistant (FVA) of Drivers, introduced the IWG status report (GRSG-126-33). He explained that IWG had finalized the work within the mandate and developed a new UN Regulation on FVA (ECE/TRANS/WP.29/GRSG/2024/27 and amendment GRSG-127-20-Rev.3), which applied to all vehicle categories M and N, and replaced the specific requirements introduced on FVA in UN Regulation No. 125, 02 series of Amendments for M₁ and N₁ vehicles. He therefore introduced a proposal (ECE/TRANS/WP.29/GRSG/2024/23 and amendment GRSG-127-22-Rev.1) to amend the UN Regulation accordingly. He also added that this last proposal was needed as per paragraphs 10, 12, 13, 17 and 19 and 22. He added that a second phase of IWG was not foreseen at this stage, (for other categories of vehicles, e.g. L category), because experience was first needed on the conventional category of vehicles. Finally, GRSG adopted the proposals and requested the secretariat to submit them for consideration and vote at the November 2024 sessions of WP.29 and AC.1 as draft:

- (a) 03 series of Amendments to the UN Regulation (ECE/TRANS/WP.29/GRSG/2024/23, as amended by annex VIII to this report);
- (b) New UN Regulation on FVA (ECE/TRANS/WP.29/GRSG/2024/27 as amended by GRSG-127-20-Rev.3).

XVII. UN Regulation No. 144 (Accident Emergency Call System) (agenda item 16)

38. The expert from OICA informed GRSG that in some territories, the second generation of mobile networks (2G) had been superseded and that manufacturers obligatorily provided a system that did not work in those territories. Therefore, he underlined the need to obtain information about other regions where the 2G system had been superseded. GRSG agreed to resume discussion on this subject at its October 2024 session.

XVIII. Event Data Recorder (agenda item 17)

A. Guidance on Event Data Recorder Performance Elements Appropriate for Adoption in the 1958 and 1998 Agreement Resolutions or Regulations

Documentation: Informal document GRSG-127-32

39. The expert from the Netherlands on behalf of IWG on Event Data Recorder/Data Storage System for Automated Driving (EDR/DSSAD) introduced the IWG status report (GRSG-127-32), including a proposed programme of work (PoW). He invited GRSG to consider the proposed PoW on EDR deliverables and timelines, the proposed subjects to be included in the first phase of the EDR Step 2 workstream, and requested an extension of the mandate. GRSG endorsed in principle the proposed PoW and EDR Step 2 subjects and the extension of the IWG mandate until October 2026, pending approval of the Working Party on Automated/Autonomous and Connected Vehicles.

B. UN Regulation No. 160 (Event Data Recorder)

40. GRSG noted that proposals had not been submitted.

C. New UN Regulation on Event Data Recorder for Heavy Duty Vehicles

41. GRSG noted that proposals had not been submitted.

XIX. UN Regulation No. 0 (International Whole Vehicle Type Approval) (agenda item 18)

42. The expert from Japan, Chair of the Whole Vehicle Type Approval (IWVTA) IWG, informed GRSG that IWG had finalized an amendment proposal to the general guidelines for United Nations regulatory procedures and transitional provisions in UN Regulations, for consideration at the June 2024 session of WP.29.

XX. Consolidated Resolution on the Construction of Vehicles (agenda item 19)

Documentation: ECE/TRANS/WP.29/GRSG/2024/5
ECE/TRANS/WP.29/GRSG/2023/5
Informal documents: GRSG-127-01 and GRSG-127-26

43. The expert from FIVA presented ECE/TRANS/WP.29/GRSG/2024/5 that introduced a definition of historic vehicles for R.E.3. He explained that the proposal of amendment would support the develop an international regulatory safeguard in favour of automotive heritage that can be adopted by the contracting parties of the 1958 Agreement. He added that for the sake of building on a definition that was already in consensus among contracting parties, it was proposed to adopt the definition of historic vehicles already in the European Union Directive on roadworthiness testing (2014/45/EU), which had been incorporated into European Union law. The expert from Norway introduced GRSG-127-26, proposing an amendment to the proposal of the expert of FIVA. He did suggest to await finalization of the European Union regulation on end of life to align the definition of historic vehicles. The expert from Sweden stated that R.E.3 dealt with new vehicles and discouraged the use of old vehicles. The expert from Spain said that historical vehicles are not part of transport but are part of historical heritage. He added that historical vehicles should be regulated and considered by the Inland Transport Committee and by the Global Forum for Road Traffic Safety (WP.1). The expert from United Kingdom questioned the proper placement of this request since R.E.3 dealt with new vehicles, making thirty-year-old vehicles outside the periodic technical inspection procedures. He added that GRSG and WP.29 could not control the use of historical vehicles since some owners were replacing parts, for example, internal combustion engines with electric ones, and radial tires. Therefore, he recommended careful consideration of this issue. The expert from Germany proposed to develop ideas and suggested agreeing to the principle of low-speed vehicle application. The expert from FIVA replied that his organization was looking for a legal allocation of the definition since the same one was proposed for the end-of-life regulation of the European Union.

44. Finally, GRSG agreed to resume discussion on this subject at its October 2024 session.

45. GRSG resumed discussion on the proposal of CLCCR on assisting driven axles of trailers (ECE/TRANS/WP.29/GRSG/2023/5). The expert from Germany mentioned GRSG-127-01 and explained that the investigation of the Federal Highway Research Institute (BAST) of Germany had been presented at the October 2023 session of GRSG. He added that the current definition of trailers need not be changed if the trailers lacked a driving force. The expert from the Netherlands reminded GRSG that the issue should be dealt with differently in working groups. He announced that a revised proposal was prepared by CLCCR, France and the Netherlands for the upcoming GRSP that addresses UN Regulation No. 100 (Electric power trained vehicles). He clarified that the proposal would also consider the trailer as a generator of electricity in a first stage and possible traction to compensate for internal losses in a second stage. The OICA expert endorsed the statement from the expert from the Netherlands and informed GRSG that a proposal addressing this kind of trailer was under discussion in GRVA. The expert from China informed GRSG that in his country, studies had been developed and research made on this subject. GRSG agreed to resume discussion on this subject at its October 2024 session.

XXI. Special Resolution No. 1 concerning the Common Definitions of Vehicle Categories, Masses and Dimensions (agenda item 20)

Documentation: Informal document GRSG-127-01

46. GRSG agreed to defer discussion on possible amendment to Special Resolution No. 1 at its October 2024 session.

XXII. Exchange of Views on Vehicle Automation (agenda item 21)

Documentation: Informal document GRSG-127-14

47. The expert from the United Kingdom, on behalf of the Chairs of the Task Force on Automated Vehicle Categorisation (TF-AVC), introduced GRSG-127-14, on the outcome of TF work. The expert from OICA recommended that Automated Vehicles Regulations Screening (AVRS) needed input on vehicle categorization. The expert from Germany

underlined that from a GRSP perspective, it was crucial to know if the vehicle was driverless. The expert from the United Kingdom said that this definition was still pending. GRSG agreed to resume consideration of this subject at its October 2024 session and requested its experts to provide inputs to the expert from the United Kingdom so that the TF work could progress.

48. The expert from the Netherlands informed GRSG that TF managers met regularly on the outcome of TF AVRS work, and that the next meeting was scheduled for 10 June 2024 in London to coordinate together. Moreover, GRSG considered the issue of autonomous shuttles. The GRSG Chair reminded GRSG that behaviour and insurance laws on this type of shuttle were regulated at the national level. The expert from France informed GRSG that it was not possible to foresee when this subject would be legally finalized in her country. The expert from the Netherlands underlined that new types of vehicles should be considered for inclusion in a second stage of work of TF-AVC.

XXIII. Three-dimensional H-point Machine (agenda item 22)

Documentation: Informal document GRSG-127-37

49. The expert from the Netherlands introduced GRSG-127-37, to propose a new addendum to M.R.1 that reproduces specifications of the 3-D H-point machine. He explained that the same proposal had been discussed at the December 2023 session of GRSP. However, at that session, GRSP agreed to defer the adoption of this proposal to its May 2024 session to also allow adoption at the same time of amendments to relevant UN Regulations and UN GTRs together with those in the remit of GRSG. GRSG endorsed in principle the proposal.

XXIX. Other Business (agenda item 23)

A. Exchange of Views on the Future Work of the Working Party on General Safety Provisions

50. GRSG noted that proposals had not been submitted. GRSG did request its experts to reflect on future activities under its remit by the October 2024 session.

B. Periodical Technical Inspections

Documentation: Informal document GRSG-127-29

51. The expert from France introduced GRSG-127-29, listing all relevant UN GTRs under GRSG, for the purposes of software updates. She recalled to GRSG that during the 191st session of WP.29, the expert from France had proposed that all subsidiary Working Parties of WP.29 consider the list of Regulations under their respective purviews which may be relevant for the purposes of software updates (see ECE/TRANS/WP.29/1175, paragraph 37). The expert the from OICA questioned that UN Regulation No. 105 was on the list. The expert from IMMA suggested to submit the document to GRVA to receive feedback. GRSG agreed to resume discussion at its October 2024 session on this topic if needed, pending review of GRVA.

52. GRSG noted that a revised proposal originally tabled by the expert from the Russian Federation to propose a New Rule (1997 Agreement) was not available. Moreover, it was noted that IWG on Periodical Technical Inspections (PTI) had not provided feedback on the proposal of the expert from the Russian Federation to introduce PTI of Accident Emergency Call Systems (AECS).

C. Highlights of the June 2023 session of the World Forum for Harmonization of Vehicle Regulations

Documentation: Informal document GRSG-127-25

53. The Secretary reported on the highlights (GRSG-127-25) of the November 2023 and March 2024 sessions of WP.29.

D. Any Other Business

Documentation: Informal document GRSG-125-23

54. GRSG noted that information had not been submitted for further consideration of the use of windscreen with coloured tint (GRSG-125-23).

E. UN Regulation No. 105 (Vehicles for the carriage of dangerous goods)

Documentation: Informal documents: GRSG-127-02 and GRSG-127-05-Rev.1

55. The expert from OICA announced that he would prepare a proposal of amendment to the UN Regulation to align it with new ADR provisions. The expert from Spain clarified that this proposal differed from the activity of flammability in the TF he led (see paragraph 3 above) and reiterated his request to interested parties to liaise with him.

F. Cooperation with the Global Forum for Road Traffic Safety

Documentation: Informal document GRSG-127-31

56. GRSG noted that WP.29 at its 192nd session (ECE/TRANS/WP.29/1177, paragraph 121) had fostered collaboration between WP.1 and WP.29 on automated vehicles, and recommended that its subsidiary bodies consider GRSG-127-31 during their next sessions. The expert from OICA underlined the contribution of Informal Group of Experts on Automated Driving (IGEAD), which focused on the user and legal aspects of automated driving. He added that communication between WP.29 and WP.1 would improve not only via United Nations entities but also at the national level. Therefore, he suggested that delegations of the same country participating in both groups should coordinate their position consistently. GRSG finally agreed to provide feedback on the document to WP.29 at its June 2024 session based on the suggestion of the expert from OICA.

G. Driver Distraction and Drowsiness Warning Systems

Documentation: Informal documents: GRSG-127-09 and GRSG-127-10

57. The expert from Australia introduced a presentation (GRSG-127-10) on a proposal (GRSG-127-09) to establish an IWG for developing new regulations under the 1958 Agreement, for driver drowsiness and distraction warning systems. She explained that a proportion of fatal crashes in Australia (at least 20 to 30 per cent) were estimated to be caused by fatigue. She added that it was estimated that between 10 to 30 per cent of crashes in Europe were caused by road user distraction. The expert from EC endorsed the initiative. GRSG noted that IWG had to define the agreement framework of activities under the 1958 Agreement or including the 1998 Agreement or being agreement neutral. The experts from Canada and the United States of America supported the initiative. However, both requested a time reservation to support the development of UN GTRs on this subject. The experts of a majority of the contracting parties of the 1958 and 1998 Agreements endorsed the activity. The experts from CLEPA and OICA offered their contribution to the activity as secretariat. Finally, GRSG agreed to seek consent of WP.29 at its June 2024 session to establish an IWG on this subject chaired by the expert from Australia.

H. Provisional Agenda for the Next Session

Documentation: Informal document GRSG-126-40

58. GRSG noted that its 128th session was scheduled to be held in Geneva from 7 October (14.30 p.m. CET) to 11 October (12.30 p.m.) 2024. GRSG noted that the deadline for the

submission of official documents to the secretariat is 15 July 2024, twelve weeks prior to the session. GRSG is expected to follow a proposal for the provisional agenda as reproduced below:

1. Adoption of the Agenda.
2. Amendments to Regulations on Buses and Coaches:
UN Regulation No. 107 (M₂ and M₃ vehicles).
3. Amendments to Safety Glazing Regulations:
UN Regulation No. 43 (Safety glazing).
4. Awareness of the Proximity of Vulnerable Road Users:
 - (a) UN Regulation No. 46 (Devices for indirect vision);
 - (b) UN Regulation No. 158 (Reversing motion);
 - (c) UN Regulation No. 159 (Moving Off Information System).
5. UN Regulation No. 39 (Speedometer and Odometer).
6. UN Regulation No. 66 (Strength of superstructure (buses)).
7. Amendments to Regulations on Gas-Fuelled Vehicles:
 - (a) UN Regulation No. 67 (Liquefied Petroleum Gas vehicles);
 - (b) UN Regulation No. 110 (Compressed Natural Gas and Liquefied Natural Gas vehicles).
8. Amendments to the Regulations on Devices against Unauthorized Use, Immobilizers and Vehicle Alarm systems:
 - (a) UN Regulation No. 116 (Anti-theft and alarm systems);
 - (b) UN Regulation No. 161 (Devices against Unauthorized Use);
 - (c) UN Regulation No. 162 (Immobilizers);
 - (d) UN Regulation No. 163 (Vehicle Alarm systems).
9. UN Regulation No. 121 (Identification of controls, tell-tales and indicators).
10. UN Regulation No. 122 (Heating systems).
11. Event Data Recorder:
 - (a) Guidance on Event Data Recorder Performance Elements Appropriate for Adoption in the 1958 and 1998 Agreement Resolutions or Regulations;
 - (b) UN Regulation No. 160 (Event Data Recorder);
 - (c) New UN Regulation on Event Data Recorder for Heavy-Duty Vehicles.
12. UN Regulation No. 0 (International Whole Vehicle Type Approval).
13. Consolidated Resolution on the Construction of Vehicles.
14. Special Resolution No. 1 concerning the Common Definitions of Vehicle Categories, Masses and Dimensions.
15. Exchange of Views on Vehicle Automation:
 - (a) Autonomous Shuttles;
 - (b) Categorization of Automated Vehicles and Autonomous Vehicle Regulation Screening.
16. Election of Officers.
17. Other Business:
 - (a) Exchange of Views on the Future Work of the Working Party on General Safety Provisions;
 - (b) Periodical Technical Inspections;
 - (c) Highlights of the June 2024 Session of the World Forum for Harmonization of Vehicle Regulations;
 - (d) UN Regulation No. 105 (Vehicles for the carriage of dangerous goods);

- (e) Cooperation with the Global Forum for Road Traffic Safety;
- (f) Driver Distraction and Drowsiness Warning Systems;
- (g) Any Other Business.

Annex I

[English only]

List of Informal Documents Considered During the Session

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>	<i>Agenda Item</i>
1	(Germany) Caravans or trailers with an electrically powered support axle	(a)	19 & 20
2	(Spain) Engine fire extinguishing system for specific ADR vehicles	(a)	2 & 23(e)
3	(Eurogas) Proposal for Supplement 02 to the 06 Series of Amendments to UN Regulation No. 110 (CNG and LNG vehicles)	(d)	10(b)
4/Rev.2	(Germany) Proposal for a Supplement 1 to the 06 series of amendments to UN Regulation No. 46 (Devices for indirect vision)	(a)	4(a)
5/Rev.1	(Spain) Engine fire extinguishing system for specific ADR vehicles	(a)	2 & 23(e)
6	(The Netherlands & United Kingdom) Proposal for the Amendment of UN Regulation No. 39	(a)	7
7/Rev.1	(United Kingdom) Proposal for the Amendment of UN Regulation No. 167 Vulnerable Road Users Direct Vision	(d)	4(e)
8/Rev.1	(Secretariat) Running order of the 127th session of GRSG	(a)	1
9	Driver distraction and drowsiness	(a)	23(g)
10	(Secretariat) Highlights of WP.29 June 2023 session	(a)	23(g)
11/Rev.1	(Japan) Proposal for amendment to ECE/TRANS/WP.29/GRSG/2024/12	(d)	4(e)
12/Rev.1	(TF-R39MV) Amendment to UN Regulation No. 39 (Uniform provisions concerning the approval of vehicles with regard to the speedometer and odometer equipment including its installation)	(a)	7
13	(Rep. of Korea) Proposal for Supplement 3 to the Original Version of UN Regulation No. 158 (Devices for means of rear visibility or detection)	(b)	4(b)
14	(TF-AVC) Task force on automated vehicle categorisation (TF-AVC)	(a)	21
15	(Spain) Status Report of the Informal Working Group on Safer Transport of Children in Buses and Coaches (IWG-STCBC)	(a)	2
16	(The Netherlands) Proposal for Supplement 12 to the 01 Series of Amendments to UN Regulation No. 43 (Safety Glazing)	(d)	3(b)
17	(The Netherlands) Proposal for Supplement 1 to the 06 Series of Amendments to UN Regulation No. 46 (Devices for indirect vision)	(d)	4(a)
18	(The Netherlands) Proposal for Supplement 4 to the Original Version of UN Regulation No. 158 (Reversing motion)	(b)	4(b)
19	(The Netherlands) Proposal for Supplement 4 to the Original Version of UN Regulation No. 166 (Vulnerable Road Users in Front and Side Close Proximity)	(d)	4(d)
20/Rev.3	(The Netherlands) Draft Proposal for a New UN Regulation Concerning the Approval of a Vehicle Type with regard to its Field of Vision Assistant	(a)	15
21	(The Netherlands) Proposal for supplement 1 to the 06 series of amendments to UN Regulation No. 110 (CNG and LNG vehicles)	(d)	10(b)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>	<i>Agenda Item</i>
22/Rev.1	(The Netherlands) Proposal for the 03 series of Amendments to UN Regulation No. 125 (Forward field of vision of drivers)	(d)	15
23	(OICA) Proposal for the 02 series of amendments to UN Regulation No. 43 (Safety glazing)	(e)	4(a)
24	(OICA) Proposal for of new Supplement to UN Regulation No. 116 (Protection of motor vehicles against unauthorized use)	(d)	11(a)
25	(Secretariat) Highlights of the November 2023 and March 2024 Sessions of the World Forum for Harmonization of Vehicle Regulations	(d)	23(c)
26	(Norway) Introduction of a definition of historic vehicles in R.E.3.	(a)	19
27	(Germany) Status report of the UNECE GRSG Task Force on Accessibility (UN R 107)	(a)	13
28	(Germany) Status report of the UNECE GRSG Task Force on UN-R46	(a)	4(a)
29	(France) List of relevant GRSG Regulations for software updates	(a)	23(b)
30/Rev.1	(Secretariat) Annotated Provisional Agenda for the 127th Session of GRSG	(a)	1
31	(Chair of GRVA) Proposal to WP.29 regarding the structuring of activities supporting the coordination between WP.1 and WP.29	(a)	23(f)
32	(IWG on EDR/DSSAD) Status Report	(a)	17(a)
33	(IWG on FVA) IWG on FVA Status Report	(a)	15
34/Rev.1	(United Kingdom) 127th UNECE GRSG: The UK's proposed amendment to UN Regulation No. 167	(a)	4(e)
35	(TF R39 MV) GRSG Task Force on UN Regulation No. 39 covering mileage values - Status Report	(a)	7
36	(Russian Federation) UN Regulation No. 66 (uniform technical prescriptions concerning the approval of large passenger vehicles with regard to the strength of their superstructure)	(b)	8
37	(The Netherlands) Proposal for Amendment [5] of the Mutual Resolution No. 1 (M.R.1) of the 1958 and the 1998 Agreements	(a)	22
38	(Rep. of Korea) Proposal for amendment to ECE/TRANS/WP.29/GRSG/2024/4	(e)	13

Notes:

- (a) Consideration completed or superseded.
- (b) Continue consideration at the next session with an official symbol.
- (c) Continue consideration at the next session as an informal document.
- (d) Adopted/Endorsed to be submitted to WP.29.
- (e) Continue consideration on the basis of a revised document.

Annex II

Draft Amendments to UN Regulation No. 46 (Devices for indirect vision)

Adopted text based on GRSG-127-04-Rev.2 (see paragraph 11 of this report)

Paragraph 16.1.1., amend to read:

"16.1.1. Intended use, activation and deactivation.

The intended use shall be mentioned within the operator's **manual.**"

Insert new Paragraphs 16.1.1.4. to 16.1.1.4.1., to read:

"16.1.1.4. The procedure for activation and deactivation of the CMS of Classes II and III shall allow a safe use of the vehicle.

The CMS shall be activated when the vehicle is opened (e.g. unlocking of the doors, opening of a front door or any other means by the choice of the manufacturer).

In addition to the requirements mentioned in paragraph 15.2.1.1.2., after each engine switch-off the system shall remain operational for a period of at least $T1 = 120$ s. After $T1$ period and for a period of at least $T2 = (420 - T1)$ seconds the system shall be able to be reactivated such that the required field of vision is made available within 1 second by manoeuvring any front door opening automatically and, if available, manually by the driver. After $T2$ period the system shall be able to be reactivated within 7 seconds (e.g. by initiating any front door opening process).

Notwithstanding the provisions above, any other concept providing at least the same level of safety shall be demonstrated to the Technical Service and to the Approval Authority within the safety concept that is provided according to the provisions in Annex 12, paragraph 2."

"16.1.1.4.1. The provisions of paragraph 16.1.1.4. do not apply to vehicles, if:

- they are equipped with a feature specifically to enable the de-energization of the electrical circuits according to the "Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)";

- they have a control device for the feature to enable the de-energization of the electrical circuits, installed outside of the cabin; and

- the feature to enable the de-energization of the electrical circuits is activated via the control device outside of the cabin."

Annex III

Draft Amendments to UN Regulation No. 158 (Reversing motion)

Amendments adopted to ECE/TRANS/WP.29/GRSG/2024/24 (see paragraph 13 of this report)

Contents, chapter 20, amend to read:

"20. Penalties for non-conformity of ~~protection~~ **production**.....19"

Paragraph 5.4.1., amend to read:

"5.4.1. A circle surrounding the letter "E" followed by:

- (a) The distinguishing number of the country which has granted approval¹;
and
- (b) The number of this Regulation, followed by the letter "R", a dash and the approval number."

(re)Insert footnote 1, to read:

¹ **The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.7.
<https://unece.org/transport/vehicle-regulations/wp29/resolutions>"**

Annex IV

Draft Amendments to UN Regulation No. 166 (Vulnerable Road Users in Front and Side Close Proximity)

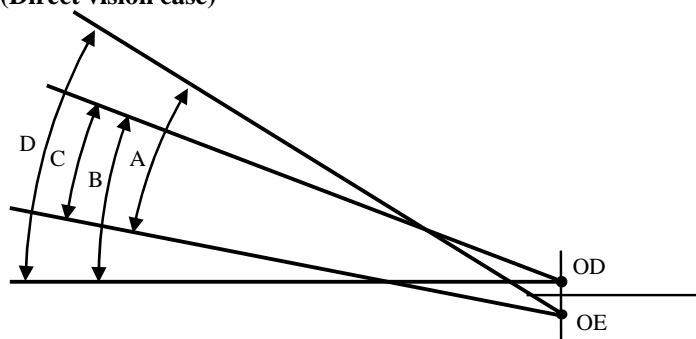
Amendments adopted to ECE/TRANS/WP.29/GRSG/2024/12 (see paragraph 16 of this report)

New paragraphs 6.1.4., to be deleted

Paragraph 12.2., amend to read:

"12.2. "Ambinocular vision" means the total field of vision obtained by the superimposition of the monocular fields of the right eye and the left eye (see Figure 4 below).

Figure 4
Monocular Fields
(Direct vision case)



(Indirect vision case)

..."

Insert new paragraphs 15.4.3. to 15.4.3.6., to read:

"15.4.3. Protective housing for the device(s) other than mirrors

15.4.3.1. **When the devices for means of front and lateral vision or detection are mounted in the position recommended by the manufacturer for normal driving, all parts, irrespective of the adjustment position of the device, including those parts remaining attached to the support after the test provided for in paragraph 6.2.2. which are in potential, static contact with a sphere either 165 mm in diameter in the case of devices for means of front and lateral vision or detection or parts of devices for means of front and lateral vision or detection installed inside the vehicle or 100 mm in diameter in the case of devices for means of front and lateral vision or detection or parts of devices for means of front and lateral vision or detection installed outside the vehicle, shall have a radius of curvature "c" of not less than 2.5 mm.**

15.4.3.2. The requirements in paragraphs 15.4.3.1. above shall not apply to parts of the external surface which protrude less than 5 mm, but the outward facing angles of such parts shall be blunted, save where such parts protrude less than 1.5 mm. For determining the dimension of the projection, the following method shall apply:

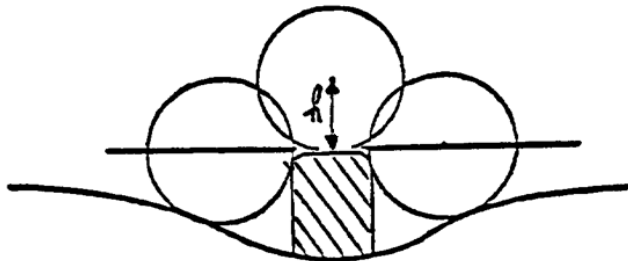
15.4.3.2.1. The dimension of the projection of a component which is mounted on a convex surface may be determined either directly or by reference to a drawing of an appropriate section of this component in its installed condition.

15.4.3.2.2. If the dimension of the projection of a component which is mounted on a surface other than convex cannot be determined by simple measurement, it

shall be determined by the maximum variation of the distance of the centre of a 100 mm diameter sphere from the nominal line of the panel when the sphere is moved over and is in constant contact with that component.

Figure 7 shows an example of the use of this procedure.

Figure 7
Example of the Measurement by Maximum Variation



- 15.4.3.3. Edges of fixing holes or recesses of which the diameter or longest diagonal is less than 12 mm are exempt from the radius requirements of paragraph 15.4.3.2. above, provided that they are blunted.
- 15.4.3.4. In the case of those parts of interior the devices which are made of a material with a Shore A hardness of less than 50 and which are mounted on a rigid support, the requirements of paragraphs 15.4.3.1. and 15.4.3.2. above shall only apply to the support.
- 15.4.3.5. The requirements of paragraph 15.4.3.2. do not apply to the devices, if their lower edge is mounted not less than 2 m above the ground when the vehicle is under a load corresponding to its maximum technical permissible mass 15.4.3.6. The devices that approved by UN Regulation No.26 or No.61 shall be exempted the requirements of paragraph 15.4.3. of this Regulation."

Annex V

Draft Amendments to UN Regulation No. 167 (Vulnerable Road Users Direct Vision)

Amendments adopted to ECE/TRANS/WP.29/GRSG/2024/6 (see paragraph 18 of this report)

Insert paragraph 2.9.4., to read:

"2.9.4. "Subsection Frontal Visible Volume (SFVV)" is defined as a portion of the assessment volume that includes the volume directly in front of the vehicle, between the offside and nearside planes."

Table 1, amend to read:

Table 1
Minimum Values of Visible Volume

		Minimum Volume (m ³) of Direct Vision			
		Level 1		Level 2	Level 3
Nearside Visible Volume		3.4		Not Specified	Not Specified
Front Visible Volume	IAPD ≥ 2 156mm	1.8	IAPD ≥ 2 154mm	1.0	1.0
	IAPD < 2 156mm	See paragraph 5.3	IAPD < 2 154mm	See paragraph 5.3	See paragraph 5.3
Subsection Frontal Visible Volume		See paragraph 5.4		See paragraph 5.4	See paragraph 5.4
Offside Visible Volume		2.8		Not Specified	Not Specified
Total Visible Volume		11.2		8.0	7.0

"

Paragraph 5.2.2.2., amend to read:

"5.2.2.2. High capacity vehicles and vehicles with competing objectives

N₃ vehicles in Level 3 meeting the design and construction criteria as follows:

- (a) equipped with a coupling device, and;
- (b) having 3 axles or more, and;
- (c) with a maximum engine power of 320 kW or more, and;
- (d) designed with a permissible maximum gross combination weight (GCW) mass exceeding 60 tons, do not need to meet the required Front Visible Volume and Subsection Frontal Visible Volume."

Insert new paragraph 5.4., to read:

"5.4. IAPD shall be measured and the frontal volume calculated using the appropriate IAPD equation for the vehicle level being assessed:

5.4.1. For Level 1 vehicles, SFVV is 26 per cent of the result calculated; and

5.4.2. For Level 2 and 3 vehicles, SFVV is 16.3 per cent of the result calculated."

Insert new paragraphs 12. to 12.5., to read:

- "12. Transitional Provisions**
- 12.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 01 series of amendments.**
- 12.2. As from 1 September 2031, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 1 September 2031.**
- 12.3. Until 1 September 2036, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 1 September 2031.**
- 12.4. As from 1 September 2036, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation."**
- 12.5. Notwithstanding paragraphs 12.2. and 12.4., Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the original version of this Regulation, for vehicles which are not affected by the changes introduced by the 01 series of amendments."**

Annex VI

Draft Amendments to UN Regulation No. 110 (Compressed Natural Gas and Liquefied Natural Gas Vehicles)

Adopted text based on GRSG-127-03 (see paragraph 29 of this report)

Insert a new paragraph 4.23.1., to read:

"4.23.1. "Set pressure" means the predetermined pressure at which a safety valve under operating conditions commences to open."

Paragraph 18.6.3.1., amend to read:

"18.6.3.1. The primary relief valve shall have a set pressure of at least 1.5MPa. The set pressure shall take into account all applicable tolerances declared by the manufacturer to avoid that the valve commences to open below 1.5 MPa."

Adopted text based on GRSG-127-21 (see paragraph 29 of this report)

Annex 5R, paragraph 1.5., amend to read:

"1.5. Acceptable results

PRDs (temperature triggered) that have been tested according to the tests outlined in paragraph 1.3.2., shall activate within two minutes of the recorded base line activation time of the samples listed in paragraph 1.3.1."

Annex VII

Draft Amendments to UN Regulation No. 116 (Anti-theft and alarm systems)

Adopted text based on GRSG-127-24 (see paragraph 30 of this report)

Paragraph 1.10., amend to read:

- "1.10. Vehicles approved in accordance with the provisions of Regulation No. 161 on Unauthorized Use are deemed to comply with Part I of this Regulation. **Vehicle Alarm Systems (VAS) approved in accordance with the provisions of UN Regulation No. 163 on alarm system are deemed to comply with Part II of this Regulation.** Vehicles approved in accordance with the provisions of Regulation No. 163 on Alarm System are deemed to comply with Part III of this Regulation. Vehicles approved in accordance with the provisions of Regulation No. 162 on Immobilizer are deemed to comply with Part IV of this Regulation."

Paragraph 7.3.9., amend to read:

- "7.3.9. Status display
- 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.
- 7.3.9.2. If an indication of short-term "dynamic" processes such as changes from "set" to "unset" and vice versa is provided, it shall be optical according to **paragraph 7.3.9.1**. Such optical indication may also be produced by the simultaneous operation of the direction indicators and/or passenger compartment lamp(s), provided that the duration of the optical indication by the direction indicators does not exceed 3 seconds."

Annex VIII

Draft Amendments to UN Regulation No. 125 (Forward field of vision of drivers)

Amendments adopted to ECE/TRANS/WP.29/GRSG/2024/23 (see paragraph 37 of this report)

Contents, Annex 5, shall be deleted

Paragraph 5.1.3.4., amend to read:

"5.1.3.4. An obstruction between a plane through V2, and declined at least 1° below the horizontal and a plane through V2 and declined 4° below the horizontal will be tolerated if the conical projection of this obstruction, starting from V2, on an area "S" as defined in paragraph 5.1.3.4.1. below does not exceed 20 per cent of this area. **If applicable to FVA, potential obstructions in area "S" from opaque pixels as defined in paragraph 2.19. of UN Regulation XXX, 00 series of amendments, shall be considered.**"

Paragraphs 6.2.2., shall be deleted

Insert new paragraphs 12.12. to 12.16., to read:

- "12.12. **As from the official date of entry into force of the 03 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 03 series of amendments.**
- 12.13. **As from 1 September 2026, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 1 September 2026.**
- 12.14. **Until 1 September 2030, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 1 September 2026.**
- 12.15. **As from 1 September 2030, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.**
- 12.16. **Notwithstanding paragraphs 12.13. and 12.15., Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the preceding series of amendments to this Regulation, for vehicle types which are not affected by the changes introduced by the 03 series of amendments (i.e. vehicles not equipped with FVA).**"

Annex 5, shall be deleted.

Annex IX

[English only]

GRSG Informal Working Groups

Informal working group

Secretary

Awareness of
Vulnerable Road Users
Proximity (VRU-Proxi)

Mr. L. Rozanski (EC) (Chair)

Mr. J. Broeders (OICA)

Field of Vision Assistants
(IWG-FVA)
