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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

Working Party on General Safety Provisions (GRSG)

REPORT OF THE WORKING PARTY ON GENERAL SAFETY PROVISIONS (GRSG)
ON ITS SEVENTY-SEVENTH SESSION

(25 to 28 October 1999)

1. GRSG held its seventy-seventh session from 25 October (afternoon) 1999 to 28 October (morning) 1999, under the chairmanship of Mr. J. Martin (Luxembourg). Experts from the following countries participated in the work: Belgium; Canada; Czech Republic; Finland; France; Germany; Italy; Luxembourg; Netherlands; Norway; Poland; Russian Federation; Spain; Sweden; United Kingdom; United States of America. A representative of the European Commission (EC) also participated. Representatives of Japan took part in the session under paragraph 11 of the Commission's Terms of Reference. Experts from the following non-governmental organizations took part in the session: International Organization for Standardization (ISO); International Road Transport Union (IRU); International Organization of Motor Vehicle Manufacturers (OICA); European Association of Automotive Suppliers (CLEPA); European Insurance Committee (CEA).

2. The documents without a symbol distributed during the session are listed in annex 1 to this report.

DEVELOPMENT OF REGULATION No. 36 (Public service vehicles)

Documentation: TRANS/WP.29/GRSG/1998/13; TRANS/WP.29/GRSG/1999/1; TRANS/WP.29/GRSG/1999/2; TRANS/WP.29/GRSG/1999/5; TRANS/WP.29/GRSG/1999/11; TRANS/WP.29/GRSG/1999/20; TRANS/WP.29/GRSG/1999/25; TRANS/WP.29/GRSG/1999/26; informal documents Nos. 9, 11, 12 and 13 of annex 1 to this report.

3. Consideration of this item was initiated by a review of the provisions for ensuring accessibility to vehicles by passengers with reduced mobility. The expert from the United Kingdom, who had been requested by GRRF to elaborate a proposal (TRANS/WP.29/GRSG/56, para. 8), explained that the proposal was contained in document TRANS/WP.29/GRSG/1999/20, and stressed to GRSG that in his country it was very urgent to have these prescriptions enforced. He suggested that, as an intermediate step, GRSG should adopt the proposal of document TRANS/WP.29/GRSG/1999/5 in order to allow national prescriptions, and as a second step consider the proposals of document TRANS/WP.29/GRSG/1999/20.

4. Discussion followed, clarifying that the adoption of national rules for accessibility of vehicles, was a transitional solution, and the expert from the United Kingdom tabled informal document No. 13 which modified accordingly paragraph 1.1. of document TRANS/WP.29/GRSG/1999/5.

5. GRSG adopted document TRANS/WP.29/GRSG/1999/5, with the amendment of informal document 13, as reproduced below, and agreed to transmit it to WP.29 and AC.1 for consideration at their next sessions in March 2000.

"1.1. Technical provisions for the carriage of passengers with reduced mobility are outside of the scope of this Regulation. Until harmonized provisions for accessibility are finalized and included in an annex to this Regulation, Contracting Parties may apply additional requirements to ensure access to vehicles and the safety of such passengers."

6. The proposed harmonized prescriptions for accessibility of public service vehicles by passengers with reduced mobility were considered on the basis of document TRANS/WP.29/GRSG/1999/20, proposing an optional annex 7 with these prescriptions. The expert from Belgium tabled informal document No. 12 suggesting amendments to TRANS/WP.29/GRSG/1999/20.

7. For document TRANS/WP.29/GRSG/1999/20, the amendments noted below were adopted in principle by GRSG in order to be incorporated in the proposal.

Paragraph 2.1.5., amend to read:

".... in which at least [35 per cent/60 per cent] of the area"

Annex 3, figure 13, amend the value of "1200 mm" by the value of "1200 + 50 mm" as indicated in standard ISO 7193:1995.

Annex 7,

Paragraph 1.1., amend to read:

"1. General

 This annex"

Paragraph 3.1., amend to read:

 ".... shall not exceed [270] mm for vehicles of Class I and
 [320] mm for vehicles of Class II and III."

Paragraph 3.2.1., delete the sentence "The minimum number of priority seats shall be four for Class I and two in Class II".

Paragraph 3.3.2., delete the square brackets.

Paragraph 3.3.3., amend to read:

"3.3.3. The control of all internal communication device"

Paragraph 3.4.1., amend to read:

 ".... with annex 3, figure 12 readable from the outside, both on
 the front

Paragraph 3.11.2.1., delete the word "master".

Paragraph 3.11.3.1.1., delete the square brackets.

8. For the same document TRANS/WP.29/GRSG/1999/20 the amendments reproduced below were suggested and GRSG agreed to consider them at the next session, in April 2000.

Paragraph 3.5.: the expert from Italy suggested to change the maximum slope from 8 per cent to 5 per cent.

Paragraph 3.6.1.: the expert from OICA tabled an alternative proposal contained in informal document No. 11. The secretariat was requested to distribute this informal document with an official symbol, for consideration at the next session.

Paragraph 3.6.4.1.: the experts from Germany, Italy, Belgium and OICA suggested deleting it. The expert from the United Kingdom insisted on keeping it.

Paragraph 3.7.2.: the expert from Italy suggested to delete it.

Paragraphs 3.8. to 3.8.2.: the expert from Belgium tabled a proposal included in informal document No. 12. To allow a more detailed discussion of the proposal, GRSG requested the secretariat to distribute informal document No. 12 with an official symbol for the next session.

Paragraph 3.10.1.: the expert from OICA suggested to amend the words "wheelchair users" by the words "all passengers with reduced mobility".

Paragraph 3.11.1.3.: the expert from Italy suggested to delete it.

Paragraph 3.11.4.1.3.: the expert from OICA suggested to amend the value of "12 per cent" by the value of "18 per cent".

Paragraph 3.11.4.3.1.: the expert from Italy suggested to delete it.

9. GRSg also considered briefly the proposal to include prescriptions for trolleybuses into an annex of Regulation No. 36 (TRANS/WP.29/GRSG/1998/13, TRANS/WP.29/GRSG/1999/1, TRANS/WP.29/GRSG/1999/2, TRANS/WP.29/GRSG/1999/25). It was agreed that the first meeting of the informal group (see (TRANS/WP.29/680, para. 65)) would be in Moscow from 7 to 11 February 2000, chaired by the expert from the Russian Federation.

10. The experts from Belgium, the Czech Republic, Poland, the United Kingdom, and OICA announced their intention to participate in the informal group. The expert from the Russian Federation kindly requested these experts, and any others who wished to participate, to send him a copy of their passports in order to facilitate the obtaining of the corresponding visa to the following address:

Mr. O. Ghiroutsky
First Deputy Director, NAMI
Director of NAMI - FOND
2, Avtomotornaya St.
RUS-125438 Moscow

Fax: (+7 095) 943 00 30

11. He also asked the experts to send him any comments on the proposals (see para. 9 above) in order to consider them during the informal meeting.

12. The expert from IRU presented document TRANS/WP.29/GRSG/1999/26, based on informal document No. 7 of the seventy-sixth session (TRANS/WP.29/GRSG/55, paras. 29 to 31), and proposed a maximum distance of 65 cm between the seats in vehicles of Classes II and III.

13. In relation with the above proposal, the expert from Spain introduced informal document No. 9, suggesting to modify Class II definition by re-introducing the concept that such vehicles may be designed to allow the carriage of standing passengers.

14. No agreement was reached on the above proposal, and GRSg decided to continue the consideration during the April 2000 session and requested the secretariat to distribute informal document No. 9 with an official symbol.

15. GRSG considered document TRANS/WP.29/GRSG/1999/11 and agreed to eliminate the amendment proposed for paragraph 5.6.1.7. The modified document was adopted and GRSG agreed to transmit it to WP.29 and AC.1 for consideration at their next sessions in March 2000.

DEVELOPMENT OF REGULATION No. 52 (Small capacity public service vehicles)

Documentation: TRANS/WP.29/GRSG/1999/6; TRANS/WP.29/GRSG/1999/15; TRANS/WP.29/GRSG/1999/21; informal documents 10 and 13 of annex 1 to this report.

16. Considering document TRANS/WP.29/GRSG/1999/6 and informal document No. 13, and the related decision taken for Regulation No. 36 (see para. 5. above), GRSG adopted document TRANS/WP.29/GRSG/1999/6 as amended by informal document No. 13. This amendment to paragraph 1.1. is reproduced below:

"1.1. Technical provisions for the carriage of passengers with reduced mobility are outside of the scope of this Regulation. Until harmonized provisions for accessibility are finalized and included in an annex to this Regulation, Contracting Parties may apply additional requirements to ensure access to vehicles and the safety of such passengers."

17. Concerning document TRANS/WP.29/GRSG/1999/21, GRSG decided that future decisions should be taken in parallel with Regulation No. 36 (see paras. 6. to 8. above).

18. GRSG also considered document TRANS/WP.29/GRSG/1999/15 which had been prepared by the secretariat following the invitation made at the seventy-sixth session (TRANS/WP.29/GRSG/55, para. 33).

19. The expert from the United Kingdom presented informal document No. 10 which contained proposed amendments to document TRANS/WP.29/GRSG/1999/15.

20. GRSG considered both above-mentioned documents in parallel. Amendments adopted by GRSG to document TRANS/WP.29/GRSG/1999/15 are reproduced in annex 2 to this report. GRSG agreed to transmit the amended document to WP.29 and AC.1 for consideration at their sessions of March 2000.

21. GRSG agreed that paragraphs 5.6.3.1. and 5.6.3.2. of document TRANS/WP.29/GRSG/1999/15 would be considered at the next session in April 2000.

DEVELOPMENT OF REGULATION No. 107 (Double deck passenger vehicles)

Documentation: TRANS/WP.29/GRSG/1999/7; TRANS/WP.29/GRSG/1999/16; TRANS/WP.29/GRSG/1999/22; informal documents Nos. 8; 12 and 13 of annex 1 to this report.

22. Considering the document TRANS/WP.29/GRSG/1999/7 and informal document No. 13 and the related decision taken for Regulation No. 36, GRSG adopted document TRANS/WP.29/GRSG/1999/7 with the amendment to paragraph 1.2. proposed in informal document No. 13. The amendment is reproduced below:

"1.2. Technical provisions for the carriage of passengers with reduced mobility are outside of the scope of this Regulation. Until harmonized provisions for accessibility are finalized and included in an annex to this Regulation, Contracting Parties may apply additional requirements to ensure access to vehicles and the safety of such passengers."

23. Concerning document TRANS/WP.29/GRSG/1999/22, GRSG agreed that future decisions should be parallel to those taken for Regulation No. 36 (see paras. 6. to 8. above).

24. GRSG considered document TRANS/WP.29/GRSG/1999/16 which had been prepared by the secretariat, following the invitation made at the seventy-sixth session (TRANS/WP.29/GRSG/55, para. 35).

25. The expert from United Kingdom presented informal document No. 8 which contained a proposed amendment to document TRANS/WP.29/GRSG/1999/16.

26. GRSG considered both above-mentioned documents in parallel and adopted document TRANS/WP.29/GRSG/1999/16 with the amendments reproduced in annex 3 to this report. It was also agreed to transmit it to WP.29 and AC.1 for consideration at their sessions of March 2000.

DEVELOPMENT OF REGULATION No. 66 (Strength of superstructure)

27. GRSG noted that, since its seventy-fifth session, no meeting of the informal group, which had been set up to update the Regulation had taken place. It was also noted that the Chairman of the informal group had been absent since the same session.

28. GRSG requested the secretariat to contact the expert from Hungary in order to know if he would continue to represent Hungary in GRSG and to contact also the Hungarian administration in order to know if they were interested in continuing to chair this informal group. The Chairman of GRSG also announced his intention to discuss this subject during the WP.29 session in November 1999 with the delegate from Hungary.

DRAFT REGULATION ON FIRE SAFETY

Documentation: TRANS/WP.29/GRSG/1999/23.

29. The expert from Norway introduced document TRANS/WP.29/GRSG/1999/23 which contained a proposal for a new draft Regulation on fire safety for buses and coaches, based on the corresponding European Community Directive 95/28/EC.

30. The scope of the draft Regulation was considered in detail. The expert from Norway explained that, in the proposal, M2 and M3 categories of vehicles of Class II and III were covered but proposed to include also Class B vehicles. Another expert view was expressed that the new Regulation should apply only to vehicles of Class III.

31. No agreement was reached and the Chairman requested the experts to study the possible scope of the Regulation in order to prepare for consideration of this subject at the next session.

32. The expert from Norway asked for contributions in order to include them in a revised proposal, and the expert from Belgium announced a proposal coming from his country.

DEVELOPMENT OF REGULATION No. 43 (Safety glazing)

Documentation: TRANS/WP.29/GRSG/1999/4; TRANS/WP.29/GRSG/1999/12; TRANS/WP.29/GRSG/1999/27; TRANS/WP.29/GRSG/1999/29; TRANS/WP.29/GRSG/1999/30; informal documents Nos. 4, 5 and 6 of annex 1 to this report.

33. Consideration of this item started with a presentation by the expert from CLEPA of a new draft global technical regulation, to be placed in the Compendium of proposals for regulations of the 1998 Agreement (TRANS/WP.29/GRSG/1999/29). In a related matter, the expert from CLEPA explained to GRSG that the proposal of document TRANS/WP.29/GRSG/1999/30 was intended to introduce in Regulation No. 43 the amendments needed in order to make it parallel to the draft global technical regulation.

34. GRSG welcomed the proposal, but several delegates requested more time to give a more detailed opinion. The main concerns expressed were related to the light transmission, the mechanical strength (ball impact test) and the fragmentation test.

35. The expert from the United States of America pointed out that the proposed draft global technical regulation was very similar to Regulation No. 43 but they both remained significantly different from the corresponding FMVSS standard.

36. With regard to the alternative headform (TRANS/WP.29/GRSG/1999/4), the expert from ISO informed GRSG that tests to verify the equivalence between both test devices had not been finalized, and said that a report would most probably be available at the next session.

37. Recalling the discussion at the last session (TRANS/WP.29/GRSG/55, para. 55), concerning the calibration of the headform for the test of plastic glazing, the expert from Belgium informed GRSG that the proposal would be transmitted for its consideration by the expert from Germany.

38. The expert from Belgium also informed GRSG that informal document No. 5 contained his reaction to document TRANS/WP.29/GRSG/1999/12 elaborated by the expert from the United Kingdom and concerning specific provisions for the fitting of glazing in vehicles. He also explained to GRSG that, in addition, the informal document suggested allowing a lower limit for the light transmittance for glazing behind the B pillar.

39. The experts from Belgium, Canada, France, Germany and the United Kingdom were in favour of the proposal of lowering the light transmittance, but considered that the limit should be considered carefully. The experts from the Netherlands, OICA and CLEPA were not in favour of the proposal, and the expert from CLEPA pointed out the issue of the current installation of light transmittance reducing films in the aftermarket.

40. GRSG agreed to continue the consideration of the light transmittance at the next session and also requested the secretariat to distribute informal document No. 5 with an official symbol, in order to consider also the proposals of safety glazing installation at the next session.

41. GRSG considered and adopted document TRANS/WP.29/GRSG/1999/27 and agreed to transmit it to WP.29 and AC.1 for consideration at their sessions of March 2000.

42. The experts from Spain and CLEPA presented informal documents Nos. 4 and 6 dealing with the issue of allowing in Zone B possible room for the fitting of rear-view mirrors windscreen wipers, conductors and sensors, which would not be taken into consideration when controlling the field of vision. No agreement was reached and it was decided to consider this matter during the next session.

43. GRSG noted that pending issues identified during the session justified the creation of an informal group and agreed that the Chairman would request the endorsement by WP.29 of such a group, to be chaired by the expert from Belgium. However, it was also agreed that the issue of installation of glazing would be considered directly by GRSG and not by the informal group.

DEVELOPMENT OF REGULATION No. 39 (Speedometer equipment)

Documentation: TRANS/WP.29/GRSG/1999/14; informal document No. 14 of annex 1 to this report.

44. GRSG noted that document TRANS/WP.29/GRSG/1999/14, transmitted by the expert from Sweden, was the reproduction of an informal document distributed during the previous session (TRANS/WP.29/GRSG/55, para. 89). The expert from Sweden reminded GRSG that the aim of the proposal was to align the prescriptions of Regulation No. 39 with those of the corresponding European Community Directive 92/61/EEC.

45. The expert from the United Kingdom presented informal document No. 14 which, in his view, established in more detail the equivalence between the Regulation and the corresponding Directives of the European Community.

46. GRSG agreed to continue the consideration of this matter at the next session and requested the secretariat to distribute informal document No. 14 with an official symbol.

DRAFT REGULATION ON THE PROTECTION OF M1 and N1 CATEGORIES OF
VEHICLES AGAINST UNAUTHORIZED USE

Documentation: TRANS/WP.29/GRSG/1999/17; informal documents Nos. 1; 2; 16 and 17 of annex 1 to this report.

47. The expert from OICA presented document TRANS/WP.29/GRSG/1999/17 which had been elaborated following the request of GRSG at its last session (TRANS/WP.29/GRSG/55, para. 67). Nevertheless, he proposed and GRSG agreed to amend the document as indicated below:

Paragraph 5.4., the reference to paragraph 9.4. should be to paragraph 8.4.

Paragraph 6.2.3., delete the square brackets.

Paragraph 6.3.3.3., the last line amend to read "..... \pm 10 per cent."

Paragraph 7.2.3., delete the square brackets.

Paragraph 8.1.11., delete the square brackets.

Paragraph 8.2.2., delete the square brackets and change the word "alarm" to read "immobilizer".

Paragraph 8.2.4., delete the square brackets.

Paragraph 8.2.6., delete the square brackets.

Paragraph 8.3.4.2., delete the square brackets.

48. The expert from the United Kingdom presented informal document No. 17 with a new proposal for paragraph 8.2.10. GRSG adopted the text reproduced below, and agreed to incorporate it into the draft Regulation. Nevertheless, the expert from the United Kingdom introduced his study reservation to the text.

Paragraph 8.2.10., amend to read:

"8.2.10. Immobilizer preventing the release of the brakes shall not be permitted, except where an immobilizer incorporates an additional engine running override facility to prevent the release of pneumatically released spring brakes 9/, and functions in such a way that in normal operation, or in failure conditions, the technical requirements of Regulation No. 13 in force at the time of application for type approval under this Regulation are satisfied."

49. The expert from CEA requested GRSG to introduce in the text of the draft Regulation the prescriptions of the draft 01 series of amendments to Regulation No. 97, which had been adopted by AC.1 at its eleventh session (TRANS/WP.29/666, para. 122), and included in document TRANS/WP.29/673. GRSG agreed and requested the expert from OICA and the secretariat to verify the numbering of paragraphs which could apply to the draft Regulation and to include them into it. (Note of the secretariat: The task was carried out and the text is reproduced in annex 4 of this report.)

50. GRSG agreed to transmit the proposed draft Regulation as amended (see paras. 47-49 and annex 4 of this report) to WP.29 and AC.1 to their sessions in March 2000.

51. The expert from Belgium introduced informal document No. 16 in which he proposed to amend the electromagnetic compatibility (annex 9) of the draft Regulation in order to align them with the prescriptions of the European Community Directive 95/54/EC.

52. Some experts expressed their concern, indicating that the proposal by Belgium was not exactly identical with that in the European Directive and asked for more time to consider the proposal in comparison with Regulation No. 10.

53. In order not to delay the adoption of the draft Regulation (para. 50 above) GRSG agreed to consider this issue at the next session (April 2000) and invited the expert from France to present a proposal to amend both the draft Regulation and Regulation No. 97 in parallel.

54. The expert from France presented informal document No. 1 which contained proposals to modify Regulations Nos. 97 and 18 with the aim of introducing complementary prescriptions taking into account new electrical/electronic systems utilized to prevent the unauthorized use of vehicles.

55. For the same reason as indicated in paragraph 53 above, GRSG agreed to consider these proposals at the April 2000 session and requested the secretariat to distribute informal document No. 1 with an official symbol at the next session.

56. The secretariat presented informal document No. 2 which contained a request from a manufacturer of immobilizers acting on the brake system to obtain a type approval of his products. The secretariat explained that this manufacturer had been informed that he should address his request to a Contracting Party applying Regulation No. 97. Nevertheless, the secretariat had considered it important to inform GRSG about this system in order to consider if an immobilizer acting on brakes should be allowed (see para. 48 above).

57. GRSG decided that the information contained in informal document No. 2 should be studied and agreed to consider these kinds of immobilizers at the next session. Experts were kindly requested to keep their copies of informal document No. 2 and bring them to the next session.

58. Concerning the standardization of the frequency of 433.92 MHz and a radiated power of 25 mW for radio transmission systems in automotive use (TRANS/WP.29/GRSG/55, para. 66), the Chairman informed GRSG about the actions taken by WP.29 and suggested that he would request additional information from the International Telecommunication Union (ITU).

DEVELOPMENT OF REGULATION No. 18 (Protection against unauthorized use)

Documentation: TRANS/WP.29/GRSG/1999/18; informal documents Nos. 1 and 18 of annex 1 to this report.

59. GRSG noted that informal document No. 1 would be considered at the next session and should be distributed with an official symbol (see para. 55. above).

60. The expert from OICA presented document TRANS/WP.29/GRSG/1999/18 and informal document No. 18 which both contained proposals to amend Regulation No. 18. He stressed that this amending procedure had been agreed at the seventy-sixth session (TRANS/WP.29/GRSG/55, para. 67).

61. GRSG adopted document TRANS/WP.29/GRSG/1999/18 with the modifications including those of informal document No. 18 and reproduced in annex 5 to this report. It also agreed to transmit the amended proposal to WP.29 and AC.1 for consideration at their next sessions of March 2000.

OTHER BUSINESS

(a) Development of Regulation No. 34 (Prevention of fire risk)

Documentation: TRANS/WP.29/GRSG/1999/8.

62. GRSG was informed about the common position of the European Community concerning the draft proposal for a Directive on the same subject and agreed to verify that both proposals were parallel. The expert from the Czech Republic volunteered to compare both texts and propose, if necessary, amendments to document TRANS/WP.29/GRSG/1999/8, which he had transmitted to GRSG.

63. Concerning the scope of Regulation No. 34, GRSG agreed in principle with the proposal of document TRANS/WP.29/GRSG/1999/8, given for paragraph 1.

(b) Development of Regulation No. 105 (ADR vehicles)

Documentation: TRANS/WP.29/GRSG/1999/13; informal document No. 7 of annex 1 to this report.

64. The Chairman informed GRSG about the decision taken by WP.29 at its one-hundred-and-eighteenth session (TRANS/WP.29/680, para. 66) indicating that the solution which had been adopted was to increase the collaboration between WP.15 and GRSG, in order to incorporate into Regulation No. 105 as quickly as possible any amendments to appendix B2 of ADR affecting the construction of vehicles. GRSG requested the secretariat, together with OICA, to assure collaboration with WP.15. Document TRANS/WP.29/GRSG/1999/13 was consequently considered obsolete.

65. Informal document No. 7 was presented by the expert from OICA. He explained that his aim was to inform GRSG about the major differences between certification according to the current ADR Agreement and the ECE type approval. He expressed his view that an individual national complete ADR vehicle approval as granted annually to the carrier, operator or owner of the vehicle cannot be considered equivalent to a complete type approval.

(c) Draft Regulation on identification of controls, tell-tales and indicators

Documentation: TRANS/WP.29/GRSG/1999/19; informal document No. 15 of annex 1 to this report.

66. The expert from Canada presented document TRANS/WP.29/GRSG/1999/19 which was transmitted to GRSG jointly by Canada and the United States of America. He explained that the aim of the proposal was to elaborate a new Regulation to be annexed to the 1958 Agreement and, in a second step, to elaborate a global technical regulation to be placed in the Registry of the 1998 Agreement.

67. GRSG considered the document and made a number of suggestions which were noted by the expert from Canada and tabled as informal document No. 15. GRSG adopted this informal document in principle with minor amendments. The expert from Canada was invited to review the draft Regulation and transmit the result to GRSG for consideration at its April 2000 session.

(d) Draft global technical regulation on windshield wiping/washing and defrosting defogging.

Documentation: TRANS/WP.29/GRSG/1999/28.

68. The expert from OICA presented document TRANS/WP.29/GRSG/1999/28 which contained a draft for a global technical regulation. He explained that the scope was restricted to the M1 category of vehicles and was based on the current requirements of the European Community Directive 78/317/EEC and the US Standard FMVSS 103. He pointed out that the chosen temperature for the defrosting test, set as -18°C, as in FMVSS 103, could appear as excessively severe for many countries where this temperature was not realistic. He also sought guidelines for incorporating as an alternative level of stringency the value of -8°C as in Directive 78/317/EEC.

69. The expert from Canada reminded GRSG that, following the provisions of the 1998 Agreement, new draft global technical regulations should be transmitted for consideration by Contracting Parties and not by non-governmental organizations.

70. The expert from the United States of America pointed out that the proposals were much closer to the European rules than to American rules, mainly in the vision areas in windscreens in relation to the V points, and announced his intention to present for the next session a document proposing to amend the proposal.

71. The expert from Belgium suggested that the general issue of field of vision should be considered in relation to Regulation No. 43.

72. GRSG agreed to continue consideration of this subject at the session of April 2000.

- (e) Consolidated Resolution on the Construction of Vehicles (R.E.3)
Definition of Low Volume Manufacturers

Documentation: TRANS/WP.29/1998/61.

73. The expert from OICA explained to GRSG that the definition of categories of vehicles should be discussed under the responsibility of GRSG and WP.29 and suggested to take this item up at the next session. The Chairman noted that any proposed modifications needed to be verified against Regulation No. 13, which was most affected by changes in the definitions of categories of vehicles.

- (f) Regulation No. 46 (Rear-view mirrors and their installation)

74. The expert from the Netherlands explained that his Government had decided to abandon the idea and not to present it. GRSG agreed to eliminate the item from the agenda.

- (g) Regulation No. 62 (Protection of vehicles with handlebars against unauthorized use)

Documentation: Informal document No. 3 of annex 1 to this report.

75. GRSG considered and adopted a proposal for a corrigendum to Regulation No. 62 contained in informal document No. 3, transmitted by the expert from Japan, and reproduced below.

Paragraph 6.1.2., correct the reference to paragraph "5.1.2." to read "5.1.3."

76. GRSG also agreed to transmit the Corrigendum to WP.29 and AC.1 for consideration in their sessions of March 2000.

AGENDA FOR THE NEXT SESSION

77. The following agenda was agreed for the seventy-eighth session, to be held in Geneva from 10 April (14:30 h) to 14 April (12:30 h) 2000 1/:

1. Regulation No. 36 (Public service vehicles), development
2. Regulation No. 52 (Small capacity public service vehicles), development
3. Regulation No. 107 (Double-deck large passenger vehicles), development
4. Regulation No. 66 (Strength of superstructure), development

1/ As part of the secretariat's efforts to reduce expenditure, all the official documents distributed prior to the session by mail will not be available in the conference room for distribution to session participants. Delegates are kindly requested to bring their copies of documents to the meeting.

5. Regulation No. 43 (Safety glazing), development
 6. Regulation No. 39 (Speedometer equipment), development
 7. New draft Regulation on the protection of M1 and N1 category vehicles against unauthorized use, development
 8. Regulation No. 18 (Protection against unauthorized use), development
 9. Other business
 - 9.1. Regulation No. 34 (Prevention of fire risk), development
 - 9.2. Regulation No. 105 (ADR vehicles), development
 - 9.3. New draft Regulation on identification of controls, tell-tales and indicators
 - 9.4. New draft Regulation on windshield wiping and washing and defrosting and defogging
 - 9.5. R.E.3 Definition of a Low Volume Manufacturer
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Annex 1

LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL DURING THE SESSION

No.	Transmitted by	Agenda item	Language	Title
1	France	8. and 9.	E/F	Proposals for a new draft amendment to Regulations 18.02 and 97
2	Secretariat	8.	E	Vehicle anti-theft system
3	Japan	10.7.	E	Proposal for correction of ECE Uniform Regulation No. 62-00 Supplement 1
4	Spain	6.	E	Proposal for amendment to Regulation No. 43
5	Belgium	6.	E	Proposal for draft amendments to Regulation No. 43
6	CLEPA	6.	E	Proposal for draft amendments to ECE Regulation No. 43 (Supplement 4)
7	OICA	10.2.	E	Approval system for vehicles carrying dangerous goods by road within the framework of the ADR Agreement
8	United Kingdom	3.	E	Propose addendum to document TRANS/WP.29/GRSG/1999/16
9	Spain	1.	E	Draft amendment to Regulation No. 36
10	United Kingdom	2.	E	Propose addendum to document TRANS/WP.29/GRSG/1999/15
11	OICA	1.	E	OICA proposed amended text in Regulation No. 36, annex 7, paragraph 3.6.1.
12	Belgium	1. and 3.	E	Proposal for amendment of TRANS/WP.29/GRSG/1999/20 and TRANS/WP.29/GRSG/1999/22

No.	Transmitted by	Agenda item	Language	Title
13	United Kingdom	1., 2. and 3.	E	Proposed amendment to documents TRANS/WP.29/GRSG/1999/5; TRANS/WP.29/GRSG/1999/6 and TRANS/WP.29/GRSG/1999/7
14	United Kingdom	7.	E	Proposal for amendment of UN/ECE Regulation No. 39-Speedometers
15	Canada and the United States of America	10.3.	E	Proposal for a new draft Regulation: Uniform provisions concerning the approval of vehicles with regard to the specifications for controls, tell-tales and indicators
16	Belgium	8.	E	Proposition of amendments to annex 9 (Electromagnetic Compatibility) of document TRANS/WP.29/GRSG/1999/17.
17	United Kingdom	8.	E	Proposal for draft amendments to the draft Regulation on the protection of M1 and N1 categories of vehicles against unauthorized use
18	OICA	9.	E	Proposal for amendments to Regulation No. 18

Annex 2

AMENDMENT TO REGULATION No. 52 AGREED BY GRSG
AT ITS SEVENTY-SEVENTH SESSION

Paragraph 2.1.1., amend to read:

"2.1.1. Class A: Vehicles designed to carry standing passengers; a vehicle of this class has seats and may have provisions for standing passengers."

Paragraph 2.1.2., amend to read:

"2.1.2. Class B: Vehicles not designed to carry standing passengers; a vehicle of this class has no provisions for standing passengers."

Paragraphs 5.6.3.1. and 5.6.3.2., disregard the proposed amendments.

Paragraph 5.7.4.1., amend to read:

"5.7.4.1. If an escape hatch is fitted in a Class B vehicle, at least one escape hatch shall be located such"

Paragraphs 5.7.5.1.1. to 5.7.5.1.1.2., delete the square brackets (preserve the proposed text).

Insert a new paragraph 5.7.7.7., to read:

"5.7.7.7. The maximum slope of the step in any direction shall not exceed 5 per cent."

Paragraph 5.7.8.1.3.3., disregard the proposed amendment.

Annex 3, figure 8, amend the title to read:

"Figure 8
PERMITTED INTRUSION IN LOWER PART OF PASSENGER SPACE
(See paragraph 5.7.8.1.3.3.)"

Annex 3

AMENDMENT TO DOCUMENT TRANS/WP.29/GRSG/1999/16 AGREED BY GRSG
AT ITS SEVENTY-SEVENTH SESSION

Paragraph 5.6.3.1., the table, service door width, remarks, add at the end the following text:

"... The required width shall be ensured in the height of 70 to 160 cm related to the level of the first step (see annex 3, figure 16)."

Paragraph 5.7.1.9., amend to read:

"5.7.1.9. The maximum slope of the floor in the access passage shall not exceed 5 per cent."

Paragraph 5.7.1.11., disregard the proposed amendment.

Paragraph 5.7.4.1., amend to read:

"5.7.4.1. If one or more escape hatches are fitted in the roof, at least one escape ... "

Paragraph 5.4.7.2., correct the number to paragraph 5.7.4.2.

Reference to paragraph 5.7.8.7., shall be to paragraph 5.7.8.8., and shall read:

"5.7.8.8. The maximum slope of the steep in any direction shall not exceed 5 per cent."

Annex 3, figure 11, delete "(min)", and amend the title to read:

" Figure 11
PERMITTED INTRUSION IN LOWER PART OF PASSENGER SPACE
(see paragraph 5.7.9.6.2.3.)"

Annex 4

AMENDMENTS TO DOCUMENT TRANS/WP.29/GRSG/1999/17
BASED ON THE DRAFT 01 SERIES OF AMENDMENTS TO REGULATION No. 97
ADOPTED BY WP.29 AT ITS ONE-HUNDRED-AND-SEVENTEENTH SESSION

Paragraph 8.2.5., amend to read:

"8.2.5. It shall not be possible to permanently override an immobilizer."

Paragraph 8.3.1.1.1., amend to read:

"8.3.1.1.1. disable, in the case of after-market fitting, or vehicle equipped with diesel engine, at least two separate vehicle circuits that are needed for vehicle operation under its own power (e.g. starter motor, ignition, fuel supply, etc.);"

Paragraph 8.3.4.1., amend to read (Note: The third indent of this paragraph, reading "- when locking the vehicle", should be deleted):

"....

- a maximum of 5 minutes after removing the key from the ignition lock."

Paragraph 8.3.5.1., amend to read:

"8.3.5.1. Unsetting shall be achieved by using one or a combination of the following devices. Other devices with an equivalent level of security giving equivalent performance are permitted."

Paragraph 8.3.5.1.1. should be deleted.

Paragraphs 8.3.5.1.2. and 8.3.5.1.3., should be renumbered as paragraphs 8.3.5.1.1. and 8.3.5.1.2.

Insert a new paragraph 8.3.5.1.3., to read:

"8.3.5.1.3. If unsetting can be achieved via a remote control, the immobilizer must return to the set condition within 5 minutes after unsetting if no supplementary action on the starter circuit has been undertaken."

Annex 5
AMENDMENTS TO DOCUMENT TRANS/WP.29/GRSG/1999/18
ADOPTED BY GRSG AT ITS SEVENTY-SEVENTH SESSION

Paragraph 1., insert a new footnote 1/, to read:

1/ As defined in annex 7 of the Consolidated Resolution of the Construction of Vehicles(R.E.3)(TRANS/WP.29/78/Rev.1), as amended.

Paragraph 4.4.1., footnote 1/, renumber as footnote 2/.

Paragraph 5.8., amend the value of "0.245 mdaN" to read "2.45 Nm".

Paragraph 6.1.3., amend the reference to "annex 6" to read "annex 3".

Paragraph 6.1.4., amend the value of "20 mdaN" to read "200 Nm".

Paragraph 11.2.2., amend to read:

"11.2.2. if the signal is visual, either:"

Insert new paragraphs 11.2.2.1 to 11.2.2.2.2., to read:

"11.2.2.1. it shall be produced solely by flashing of the vehicle's passing lights, or;

11.2.2.2. it shall comply with paragraphs 11.2.2.2.1. and 11.2.2.2.2. below

11.2.2.2.1. Duration of the optical signal

The optical signal shall have duration between 25 seconds and 5 minutes after the alarm has been activated. The unsetting of the alarm system shall immediately stop the signal.

11.2.2.2.2. Type of optical signal

Flashing of all direction indicators and/or passenger compartment light of the vehicle, including all lamps in the same electrical circuit.

Trigger frequency 2 ± 1 Hz

In relation to the audible signal, also asynchronous signals are allowed.

On time = off time ± 10 per cent."

Paragraph 12., amend to read:

" approved to the 01 and 02 series of amendments ... "
