



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.29/GRSG/57  
28 July 2000

Original: ENGLISH

---

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on General Safety Provisions (GRSG)

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

(10 to 14 April 2000)

1. GRSG held its seventy-eighth session from 10 April (afternoon) 2000 to 14 April (morning) 2000, under the chairmanship of Mr. J. Martin (Luxembourg). Experts from the following countries participated in the work: Belgium; Czech Republic; France; Germany; Hungary; Italy; Japan; Luxembourg; Netherlands; Norway; Poland; Russian Federation; Spain; Sweden; United Kingdom; United States of America. A representative of the European Commission (EC) also participated. Experts from the following non-governmental organizations took part in the session: International Road Transport Union (IRU); International Union of Public Transport (UITP); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); European Association of Automobile Suppliers (CLEPA); European Insurance Committee (CEA). Experts from the European Window Film Association (EWFA) also participated, at the invitation by the Chairman.

GE.00-22829

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/1999/20; TRANS/WP.29/GRSG/1999/25; TRANS/WP.29/GRSG/1999/26; TRANS/WP.29/GRSG/2000/1; TRANS/WP.29/GRSG/2000/2; TRANS/WP.29/GRSG/2000/3; informal documents Nos. 3, 11, 14, 15 and 24 of annex 1 to this report.

3. The expert from the European Community informed GRSG that, during the GRSG session, the European Council was expected to reach a common position on the draft proposal for a European Directive on Buses and Coaches and that this Directive would probably be adopted by the end of the year.

4. The expert from the United Kingdom suggested not to consider his proposal concerning accessibility of passengers with reduced mobility (TRANS/WP.29/GRSG/1999/20). GRSG agreed to defer not only the above-mentioned proposal but also the proposals related to this issue (TRANS/WP.29/GRSG/1999/20; TRANS/WP.29/GRSG/2000/2; TRANS/WP.29/GRSG/2000/3 and informal document No. 15).

5. The expert from the United Kingdom offered to prepare a new proposal on accessibility taking into consideration the European Community common position. He also presented a survey of occupied wheelchairs to determine their overall dimensions and masses. He also presented a draft proposal of an ISO test method for frontal impact for wheelchairs, where it was clearly indicated that a mistake had been detected when elaborating both amendments to the Regulation and the draft European Community Directive on this issue.

6. The expert from IRU expressed his concern about discontinuing the work on the development of Regulation No. 36. He explained to GRSG that his organization covered sixty-five countries and that they could not wait for the final decision of the fifteen Member States of the European Community. He was reminded that only the issue of accessibility for passengers with reduced mobility was deferred until the seventy-ninth session of GRSG.

7. The issue of the seat spacing for Class III vehicles was considered by GRSG on the basis of document TRANS/WP.29/GRSG/1999/26. In order to have the same minimum distances as those in the IRU classification, GRSG agreed to adopt for Class II and Class III vehicles a minimum seat spacing of 68 cm. It was pointed out that the measurement method to the IRU classification would be the method of the Regulation. Consequently, GRSG agreed to amend Regulation No. 36 as follows:

Paragraph 5.7.8.4.1., the table, for Class III, amend the value of 75 cm to read 68 cm.

Annex 3, figure 6, the table, for Class III, amend the value of 75 cm to read 68 cm.

GRSG also agreed to transmit this amendment to WP.29 and AC.1 for consideration at their November sessions.

8. The expert from Spain explained to GRSG that, after the adoption of the new seat spacing for Class III vehicles, his proposal of document TRANS/WP.29/GRSG/2000/1 was not necessary and withdrew it.

9. Informal document No. 11, transmitted by the expert from Germany, was considered. The proposal, clarifying the minimum distance between doors in relation to the overall length of the passenger compartment of articulated vehicles was considered unclear. GRSG requested the expert from Germany to redraft his proposal, and agreed to consider it at the next session.

10. GRSG clarified to the expert from Spain that his proposal, contained in informal document No. 24, had been adopted by AC.1 as Corrigendum 1 to Supplement 1 to the 03 series of amendments to the Regulation No. 36 and Corrigendum 1 to Regulation No. 107.

11. The expert from Belgium introduced informal document No. 14, which contained a new definition of low floor bus, increasing the total surface without steps to be accessible from the service door. GRSG agreed that the current definition should not be amended and the expert from Belgium withdrew his proposal.

12. The expert from the Russian Federation informed GRSG about the meeting of the informal group on trolleybuses which had taken place in Moscow from 7 to 11 February 2000. He presented informal document No. 3, which superseded document TRANS/WP.29/GRSG/1999/25, containing a new draft annex 8 with special prescriptions to trolleybuses to be added to Regulation No. 36.

13. He also said that all the proposals which had been transmitted to GRSG (TRANS/WP.29/GRSG/1999/13; TRANS/WP.29/GRSG/1999/1; TRANS/WP.29/GRSG/1999/2; TRANS/WP.29/GRSG/1999/25 and informal document No. 13 of the seventy-sixth session) and also the new proposals from the Czech Republic and the Russian Federation had been considered by the informal group. He explained to GRSG that the proposal from the Netherlands had been included in square brackets into the new proposal for draft annex 8.

14. The expert from the Netherlands, who had not been able to attend the informal meeting, explained his proposals. GRSG agreed to consider this new draft annex 8 of the Regulation at its next session and thanked the expert from the Russian Federation for his offer of elaborating a new document to be transmitted to GRSG.

15. GRSG clarified that the informal group was only in charge of the elaboration of the new annex concerning the specific safety prescriptions for trolleybuses. Consequently, the amendments needed for the general part of Regulation No. 36 due to the inclusion of trolleybuses in its scope should be considered directly by GRSG.

16. GRSG considered the proposed amendments to Regulation No. 36 included in document TRANS/WP.29/GRSG/1998/13 and suggested the following amendments to it to be included in a new revised proposal.

Insert a new paragraph 2.1.4., to read:

"2.1.4. "Trolleybus", means a vehicle of Classes I, II, or III, electrically driven by energy from external wires."

Paragraph 2.1.4. (former), renumber as paragraph 2.1.5., and amend to read:

"2.1.5. "Articulated vehicle", means ....."

Paragraph 5.1.1.3., amend to read:

"... articulated vehicles in both ...."

Paragraph 5.2.1.4., amend to read:

".... sections of an articulated vehicle to which ...."

Paragraph 5.5.4.5., amend to read:

"..... to the road surface, but never on any exhaust system or any high voltage electrical equipment."

Insert a new paragraph 5.5.5.3.4., to read:

"5.5.5.3.4. retrieving of trolley poles."

Paragraph 5.5.9., amend to read:

".....permitted within 100 cm of any exhaust system, any electrical high voltage electrical equipment or any other significant source of heat of a vehicle unless the material is effectively shielded. For the purpose of this paragraph, a flammable material is considered to be one which is not designed to withstand the temperature likely to be encountered in that location. Where necessary, shielding shall be provided to prevent grease or other flammable materials coming into contact with any exhaust system, any electrical high voltage electrical equipment or any other significant source of heat."

Paragraph 5.6.1.2., amend to read:

".....rigid section of an articulated vehicle shall be .... articulated vehicle of Class I."

Paragraph 5.6.1.6., amend to read:

".....section of an articulated vehicle shall be treated as a separate vehicle ... "

Paragraph 5.9., amend to read:

"5.9. Articulated section of articulated vehicles"

Paragraph 5.9.2., amend to read:

"5.9.2. When the articulated vehicles at its unladen kerb mass ... "

Paragraph 5.9.4., amend to read:

"5.9.4. On articulated vehicles, handrails and/or .... "

Paragraph 5.10.3., amend to read:

" ..... (see annex 4, figure C) in the case of an articulated vehicle."

Paragraph 5.11., amend to read:

"5.11. Direction holding of articulated vehicles"

Insert a new paragraph 5.16., to read:

"5.16. Trolleybuses shall comply with the prescriptions of annex 8."

17. When considering paragraph 5.5.4.5., the expert from Belgium proposed to amend the paragraph in order not to allow the flow of any fuel to the road. It was reminded that the aim of the paragraph was to avoid, in case of deficiency, any fuel leaking flow on the exhaust system or high voltage electrical equipment. The expert from Germany suggested the following text as a compromise.

"5.5.4.5. Under no circumstances fuel leaking from any part of the system should flow on any exhaust system or any high voltage electrical equipment."

18. No consensus was reached and GRSG requested the experts to suggest a new wording, to be considered at the next session. Nevertheless, the expert from OICA expressed his reservation to the reference to any high voltage electrical equipment.

19. GRSG did not agree on the reduction of the number of exits by one, as proposed in document TRANS/WP.29/GRSG/1998/13, paragraph 5.6.1.5., but agreed that the expert from the Netherlands would transmit a proposal to allow trolleybuses to have a safe exit on the roof, avoiding the risk of touching the electrical parts of it.

20. The expert from the United Kingdom raised the question as to whether a modification of the type approval certificate (annex 1) and the approval mark was necessary after the introduction of trolleybuses into the scope of the Regulation. GRSG agreed to consider these issues at the next session.

21. The expert from the Russian Federation offered to prepare a revised proposal of document TRANS/WP.29/GRSG/1998/13, to be considered at the October session, taking into consideration the amendments adopted in principle by GRSG (see para. 16 above).

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

Documentation: TRANS/WP.29/GRSG/1999/15; TRANS/WP.29/GRSG/1999/21; informal documents Nos. 2 and 16 of annex 1 to this report.

22. As decided for Regulation No. 36, (see para. 4 above), GRSG agreed to postpone any consideration of accessibility to vehicles for passengers with reduced mobility (TRANS/WP.29/GRSG/1999/21 and informal document No. 16).

23. Concerning the proposal contained in document TRANS/WP.29/GRSG/1999/15, the Chairman informed GRSG that it had been adopted by AC.1 at its March 2000 session with the exception of the slope of the floor in the access passage (para. 5.7.1.12.) and paragraphs 5.6.3.1. and 5.6.3.2., and its corresponding figure 21 of annex 3 (TRANS/WP.29/GRSG/56, para. 21). The adopted text was issued under document symbol TRANS/WP.29/725.

24. For paragraph 5.7.1.12., the expert from OICA presented the first part of informal document No. 2. GRSG adopted the proposal as reproduced below and agreed to transmit it to WP.29 and AC.1 for consideration at their November 2000 sessions.

Paragraph 5.7.1.12., amend to read:

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

25. Concerning paragraphs 5.6.3.1. and 5.6.3.2. and the corresponding figure 21 of annex 3 of document TRANS/WP.29/GRSG/1999/15, GRSG accepted the request of the expert from the United Kingdom to postpone their consideration.

#### DEVELOPMENT OF REGULATION 107 (Double-deck large passenger vehicles)

Documentation: TRANS/WP.29/2000/23; TRANS/WP.29/GRSG/1999/22; informal documents Nos. 2; 12; 13; 15 and 21 of annex 1 to this report.

26. GRSG agreed to postpone any consideration about accessibility to passengers with reduced mobility (TRANS/WP.29/GRSG/1999/22 and informal document No. 15) as decided for Regulations Nos. 36 and 52 (see paras. 4 and 22 above).

27. The Chairman informed GRSG that the proposal for amending Regulation No. 107, which had been adopted by GRSG at its seventy-seventh session (TRANS/WP.29/2000/23), had not been considered by WP.29 during its March 2000 session due to the difficulties of some delegations concerning the manoeuvrability. He also informed GRSG that OICA had presented an informal document during that WP.29 session, which contained proposals adopted by GRSG but not included in document TRANS/WP.29/2000/23.

28. The expert from OICA explained to GRSG that the proposals mentioned by the Chairman were contained in informal document No. 2. GRSG adopted the proposals and agreed to transmit them to WP.29 and AC.1 for their July 2000 sessions in order to be considered jointly with document TRANS/WP.29/2000/23.

29. In order to avoid disagreement, GRSG decided to eliminate from document TRANS/WP.29/2000/23 controversial amendments to paragraphs 5.10.2., 5.10.3., and to annex 4, figures A and B. It also agreed to consider this issue again at the next session. (Note by the secretariat: The proposal of document TRANS/WP.29/2000/23 as amended by informal document No. 2 and by paragraph 32. of this report has been issued as document TRANS/WP.29/2000/23/Rev.1.)

30. The expert from Germany introduced informal document No. 12, which contained an amendment to Regulation No. 107, parallel to informal document No. 11, referring to Regulation No. 36 (see para. 9 above). The

expert from Germany agreed to present a new drafting of his proposal to be considered at the October session of GRSG.

31. Informal document No. 13 was presented by the expert from Germany who explained that its purpose was to clarify that the doors referred to in paragraph 5.5.2.2. of Regulation No. 107 should be service or emergency doors. The expert from the United Kingdom expressed his concerns about the drafting and offered to transmit to GRSG an alternative proposal.

32. The expert from IRU presented informal document No. 21 which contained the amendment to Regulation No. 107 concerning seat spacing for Class III vehicles in the A type-approval. GRSG adopted the amendment reproduced below and agreed to transmit it to WP.29 and AC.1 for consideration at their November 2000 sessions.

Paragraph 5.7.9.4.1.1., amend to read:

" .....

(c) 68 cm in vehicles of Class III."

Annex 3, figure 6, the table, approval A, the H value for Class III shall be 68.

DEVELOPMENT OF REGULATION No. 66 (Strength of superstructure)

Documentation: Informal documents Nos. 5, 6 and 7 of annex 1 to this report.

33. The expert from Hungary presented informal document No. 6, which contained information on 23 roll-over accidents taken from the Hungarian media. As a conclusion the expert from Hungary suggested that the task to be done in the development of this Regulation was to avoid the roll-over and to improve the strength of the superstructure in order to minimize the number of fatalities and the severity of injuries.

34. The expert from Spain reminded GRSG of the interest of his country on this matter and offered the Spanish delegation's support to the informal group in charge of elaboration of the proposals to improve the Regulation.

35. The expert from Hungary presented informal document No. 7, which contained a timetable for the informal group. He announced that the delegate from South Africa had declared his intention to participate in the informal group.

36. The experts from the Czech Republic, Germany, Hungary, the Netherlands, Spain and the United Kingdom confirmed their intention to continue their work in the informal group. The experts from Belgium, France, and OICA announced their intention to participate, whilst the experts from Italy and Poland agreed to consult their Governments in order to find a possibility of taking part in the work.

37. GRSG agreed that the expert from Hungary, as Chairman of the informal group would convene the informal group not later than the beginning of September 2000.

38. The expert from the Czech Republic presented informal document No. 5, which contained amendments to the scope and to the provisions of the Regulation concerning a residual space for passengers. The aim of his proposal was to avoid differing interpretations by the technical services. GRSG agreed to consider the proposal at the October session, and requested the secretariat to distribute informal document No. 5 with an official symbol.

DRAFT REGULATION ON FIRE SAFETY

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

39. The experts from Norway and Belgium explained to GRSG that their announced proposals (TRANS/WP.29/GRSG/56, para. 32) were not yet available because a study carried out in Belgium was not yet finished. They announced that the proposal should be available for the October session of GRSG.

40. Some experts raised the question of gas toxicity after combustion and suggested that this issue should be considered in the revised proposal of the draft Regulation. The expert from IRU suggested that the experts contact their air transport national authorities, which should have information available on this subject.

41. As agreed at the seventy-seventh session (TRANS/WP.29/GRSG/56, para. 31), the scope of the new draft Regulation was considered. After an exchange of opinions, GRSG agreed that M2 and M3 vehicles of Classes B, II and III should be covered by the scope of the new Regulation. Nevertheless, the expert from Belgium asked to extend the scope to the so-called school bus vehicles.

DEVELOPMENT OF REGULATION No. 43 (Safety glazing)

Documentation: TRANS/WP.29/GRSG/1999/4; TRANS/WP.29/GRSG/1999/12; TRANS/WP.29/GRSG/1999/29; TRANS/WP.29/GRSG/1999/30; TRANS/WP.29/GRSG/2000/4; informal documents Nos. 4, 10, 22 and 23 of annex 1 to this report.

42. Consideration of this item started with the report of the informal group on safety glazing. The expert from Germany expressed his discontent with the delay in the availability of the report, considering that the informal group had met at the end of January.

43. The expert from Belgium, Chairman of the informal group, presented the report of the informal meeting. He stated that the work was divided in three items;

- (i) test areas A, B, and I, and frontal vision,
- (ii) alternative headform, and
- (iii) global harmonization of safety glazing requirements.

44. Concerning the test zones, he informed GRSG that the informal group had decided only to amend the B zone requirements. The informal group had also considered it convenient to establish a new Regulation parallel to the current European Community Directive (77/649/EEC).



45. With regard to the alternative headform (TRANS/WP.29/GRSG/1999/4), the expert from Belgium announced that the tests to verify the equivalence between the two headforms had not yet been finalized and that the work would continue.

46. Concerning the global harmonization of safety glazing requirements (TRANS/WP.29/GRSG/1999/29 and TRANS/WP.29/GRSG/1999/30), he insisted that the concerns related to interpretation of the results should be added to those which had been noted in the report of the seventy-seventh session (TRANS/WP.29/GRSG/56, para. 34).

47. For the light transmission rate, he explained that two positions, i.e. 70 per cent or 75 per cent were clearly identified. The experts had agreed to eliminate the identification of the colour test and the test of impact of the headform against windscreen panes. Consideration of the fragmentation test, resistance to the abrasion test, ball impact test, interpretation of results and the conformity of production procedures would continue. Finally, he explained that the informal group agreed on the test of fire resistance, as proposed by CLEPA.

48. The expert from Belgium explained that the proposal of informal document No. 10 contained the amendments to Regulation No. 43, as agreed by the informal group.

49. GRSG considered and modified the proposal of informal document No. 10. The expert from Belgium tabled informal document No. 23, which also modified informal document No. 10. GRSG adopted informal document No. 23 as reproduced in annex 2 to this report, and agreed to transmit it for consideration to WP.29 and AC.1 in their November 2000 sessions.

50. GRSG considered documents TRANS/WP.29/GRSG/1999/12 and TRANS/WP.29/GRSG/2000/4, aligning Regulation No. 43 to the corresponding European Community Directive 92/22/EEC and including installation requirements for glazing.

51. Document TRANS/WP.29/GRSG/1999/12 was adopted in principle. The suggestions noted below were made by different experts in order to be considered before the final adoption.

Paragraph 2.16., the experts from Belgium and OICA suggested to find a new definition of type of vehicle in order to limit the number of types.

Paragraph 2.19., the expert from CLEPA proposed to consider a new drafting in order to align it to other Regulations considering provisions for installation (i.e. Regulation No. 46).

Paragraphs 5.5.5. and 5.5.7., the expert from CLEPA suggested to complete the text.

Annexes 14 and 16, paragraphs 6.1.3.1., 6.1.3.2. and 6.3.3., should be reconsidered at the next session.

Annex 21, the experts from the United Kingdom and Belgium offered to redraft a common proposal for this annex. GRSG noted that footnotes 1/ and 2/ of the table for additional marking requirements for plastic glazing should be redrafted taking into consideration the adopted definition of special purpose

vehicles in the Consolidated Resolution on the Construction of Vehicles (R.E.3).

52. Regarding the proposal for the draft global technical regulation (TRANS/WP.29/GRSG/1999/29) and the proposal to amend accordingly Regulation No. 43 (TRANS/WP.29/GRSG/1999/30), GRSG agreed to continue consideration during the next session, if WP.29 would consider it in the programme of work for the new draft global technical regulations.

53. The expert from Spain introduced informal document No. 22 containing a proposal on banding the addition of plastic films after the type approval of glazing material. He explained that this proposal should be incorporated into document TRANS/WP.29/GRSG/1999/12.

54. GRSG underlined that paragraphs 9.1.1. and 9.1.2. of the proposed draft Regulation established the procedures for modification and extensions of type approvals of safety glazing material.

55. Several experts supported the proposal of informal document No. 22, but others expressed their concerns considering that this issue should be managed during the periodical technical inspection of vehicles.

56. GRSG agreed to consider the above issue because some characteristics of the type approved safety glazing would be modified after the addition of the plastic film (i.e. light transmission coefficient, optical distortion, etc.). In order to allow its consideration, GRSG requested the secretariat to distribute informal document No. 22 with an official symbol at the next session.

57. The expert from EWFA made a presentation of his association. His organization had been created to collaborate with the glazing industry, with the aim of winning universal recognition for the innovative performance and properties of the current window films. He also explained that informal document No. 4 contained a proposal to amend Regulation No. 43 in order to allow and facilitate the fixing of plastic films on the glazing materials. He informed GRSG that several car manufacturers had installed its plastic films.

58. The Chairman recalled that only non-governmental organizations which have consultative status with ECOSOC had the possibility of transmitting officially their proposals to different UN bodies, and suggested that the expert from EWFA file an application for consultative status or transmit its proposals through an ECE Government.

#### DEVELOPMENT OF REGULATION No. 39 (Speedometer equipment)

Documentation: TRANS/WP.29/GRSG/2000/5; TRANS/WP.29/GRSG/2000/6; informal document No. 17 of annex 1 to this report.

59. GRSG noted that documents TRANS/WP.29/GRSG/2000/5, and TRANS/WP.29/GRSG/2000/6 were similar and agreed to consider them jointly.

60. The following amendments to document TRANS/WP.29/GRSG/2000/6 were adopted in principle by GRSG:

Paragraph 5.1., amend to read:

"5.1. The display of the ..... as stated by the manufacturer but shall not exceed the maximum speed by [30] per cent."

Paragraph 5.1.1., delete the reference to this new paragraph.

Paragraph 5.1.1., maintaining its numbering amend the word "dial" to read "display" (3 times) and delete the reference to "L2 category vehicles".

Paragraph 5.1.3., amend to read:

" .....for vehicles of categories L1 (mopeds) and L2 the dial readings ....."

Paragraph 5.1.3.1., delete the reference to this new paragraph."

Paragraph 5.1.2. (former) (renumbered 5.1.4.), delete the reference to L2 category vehicles, and amend the word "dial" to read "display".

Paragraph 5.1.5., amend to read:

" ..... categories L1 (mopeds) and L2 manufactured ..."

Paragraph 5.1.5.1., delete the reference to this new paragraph.

Paragraph 5.2.1., amend to read:

" ..... A test shall be carried out for ....."

Paragraph 5.2.5., the table, second column, insert in brackets "(V<sub>1</sub>)" after the test speed, and insert in the second column, rows two to five the value in square brackets "[25 per cent]".

Paragraph 5.2.6., the reference to this paragraph shall be deleted.

Paragraph 5.3., amend to read:

"5.3. The speed indicated shall not be less than the true speed of the vehicle. At the test speeds specified in paragraph 5.2.5. there shall be the following relationship between the speed displayed (V<sub>1</sub>) and the true speed (V<sub>2</sub>):

$$0 \leq (V_1 - V_2) \leq 0.1 V_2 + 4 \text{ km/h.}"$$

Annex 1, paragraph 6., amend the word "weight" to read "mass".

61. The expert from Sweden presented informal document No. 17 in which he tabled the tolerances both for type approval and conformity of production (COP).

62. GRSG agreed to consider the requirements for COP and the pending issues at its October session.

DRAFT REGULATION ON THE PROTECTION OF M1 AND N1 CATEGORIES OF VEHICLES AGAINST UNAUTHORIZED USE (Development)

Documentation: TRANS/WP.29/2000/3; TRANS/WP.29/GRSG/2000/7; informal documents Nos. 1, 8, 9 and 18 of annex 1 to this report.

63. The Chairman informed GRSG that the proposal for the new draft Regulation (TRANS/WP.29/2000/3) had not been considered by WP.29 and AC.1 due to incomplete internal procedures in the European Community. The expert from OICA pointed out that one section was missing of paragraph 8.3.4.1. in document TRANS/WP.29/2000/3. The secretariat recalled that this indent had been deleted at the seventy-seventh session (TRANS/WP.29/GRSG/56, annex 4).

64. GRSG considered the proposed amendments to the draft Regulation contained in document TRANS/WP.29/GRSG/2000/7 and in informal document No. 1, transmitted by the expert from France, and informal document No. 18 transmitted by the expert from the United Kingdom.

65. As a result of the discussion, GRSG adopted document TRANS/WP.29/GRSG/2000/7 amended as indicated in annex 3 to this report. GRSG agreed to reconsider paragraph 8.2.10. of this document at the October session, and requested the secretariat to distribute the proposal of paragraph 8.2.10 with an official symbol. GRSG also agreed that the adopted document should be transmitted to WP.29 and AC.1 for consideration at their November 2000 sessions.

66. The expert from France introduced informal document No. 9, containing proposals to amend both the draft Regulation on the protection of M1 and N1 categories of vehicles against unauthorized use and Regulation No. 97, as regards the electromagnetic compatibility. In order to allow the proper consideration of this issue, GRSG agreed to take this matter on board during the October meeting and requested the secretariat to distribute informal document No. 9 with an official symbol.

67. The expert from the Netherlands requested the other experts to present up their experiences on "after-theft devices", which in some cases allowed to stop the engine of the vehicle, and also on the existence of enforced or draft national regulations concerning these devices.

68. The expert from France raised the safety problems that such devices could present, and suggested that a general solution might be found if such devices would only become active when the vehicle would be restarted. The expert from Belgium offered to send information concerning his experience on this subject to the expert from the Netherlands, and expressed his opposition to the request for such a device by certain insurance companies.

69. The secretariat informed GRSG about the follow-up that WP.29 had taken concerning the use of the frequency of 433.92 MHz and a radiation power of 25 mw for radio transmission systems in automotive use (informal document No. 8). He stressed that the actions to extend the scope of the application of the RR provision No. S5.138 to the regions other than Europe and Africa could only be taken by the Member States of the International Telecommunication Union.

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

Documentation: TRANS/WP.29/2000/18; TRANS/WP.29/GRSG/2000/7.

70. The Chairman informed GRSG that the proposal of document TRANS/WP.29/2000/18 had not been considered by WP.29 at its one-hundred-and-twentieth session, because this amendment to Regulation No. 18 should be adopted at the same time as the draft Regulation on the protection of M1 and N1 categories of vehicles against unauthorized use (see para. 63 above).

71. Concerning document TRANS/WP.29/GRSG/2000/7, GRSG adopted the part of it dealing with Regulation No. 18, with the same amendments as adopted for the draft Regulation on the protection of M1 and N1 categories of vehicles against unauthorized use (see para. 65 above). The amended proposal is reproduced below. GRSG agreed to transmit the proposal to WP.29 and AC.1 for consideration at their sessions of November 2000.

Insert a new paragraph 5.1.3., to read:

"5.1.3. The requirement of paragraph 5.1. can be achieved at the same time as or before the actions described in paragraphs 5.1.1. and 5.1.2.".

Paragraph 5.9.1., amend to read:

"5.9.1. It shall not be possible to activate devices to prevent unauthorized use without first setting the engine controls to a stop condition and then performing an action which is not an uninterrupted continuation of stopping the engine, or without first setting the engine controls to a stop condition when the vehicle is stationary with the parking brake applied, or the speed of the vehicle does not exceed 4 km/h."

Insert a new paragraph 5.9.3., to read:

"5.9.3. Paragraphs 5.8., 5.8.1. or 5.8.2., and 5.9.2. are only applicable to devices which include mechanical keys."

DEVELOPMENT OF REGULATION No. 97 (Vehicle alarm systems)

Documentation: TRANS/WP.29/GRSG/2000/7; informal documents Nos. 1, 8, 9, 19 and 20 of annex 1 to this report.

72. The expert from the United Kingdom explained to GRSG that informal documents Nos. 19 and 20 were the application to Regulation No. 97 of informal document No. 18 (see paras. 64 and 65 above). GRSG adopted the corresponding part of document TRANS/WP.29/GRSG/2000/7 in the same way as for the draft Regulation on the protection of M1 and N1 categories of vehicles against unauthorized use (see paragraph 65 above). The amended proposal is reproduced in annex 4 to this report and incorporates the adopted content of informal document No. 1. GRSG agreed to transmit the proposal to WP.29 and to AC.1 for consideration at their November 2000 sessions as Supplement 1 to the 01 series of amendments to Regulation No. 97.

73. GRSG noted that informal documents Nos. 8 and 9 were already considered (see paras. 66 and 69 of this report).

OTHER BUSINESS

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

Documentation: TRANS/WP.29/GRSG/1999/8/Rev.1.

74. At the request of several experts, who had not received on time document TRANS/WP.29/GRSG/1999/8/Rev.1, GRSG agreed to consider the subject at its next session.

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

Documentation: TRANS/WP.29/GRSG/2000/10.

75. GRSG considered document TRANS/WP.29/GRSG/2000/10 which had been elaborated jointly by the secretariat of WP.15 and WP.29. At the request of WP.15 the document contained a proposal for extending the scope of Regulation No. 105 to complete and completed vehicles. It also contained prescriptions for the brake systems.

76. Only the experts from France and from the United Kingdom expressed their preferences to extend the scope of Regulation No. 105 to complete and completed vehicles. Therefore, GRSG decided to amend the Regulation, without amending its scope in a first step, in order to align its prescriptions to Appendix B2 of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).

77. GRSG also agreed that the brake prescriptions should be incorporated into annex 5 of Regulation No. 13.

78. On the basis of the above decisions, GRSG requested the expert from OICA to prepare a new proposal to adapt Regulation No. 105 to the ADR, in order to consider it at the October session. GRSG agreed to delay consideration of the scope of Regulation No. 105 and the subsequent prescriptions of document TRANS/WP.29/GRSG/2000/10 to a future session.

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

Documentation: TRANS/WP.29/GRSG/1999/19/Rev.1; TRANS/WP.29/GRSG/2000/8.

79. With Canada not represented, the expert from the United States of America introduced document TRANS/WP.29/GRSG/1999/19/Rev.1 containing all the comments received from GRSG experts during the seventy-seventh session (TRANS/WP.29/GRSG/56, para. 67).

80. GRSG noted that the number of symbols included in table 1 of the proposal was too excessive to be considered as mandatory, and suggested to divide the symbols into categories, in order to select some as mandatory. The expert from OICA offered to classify the symbols and to transmit his proposal to the expert from the United States of America.

81. Some experts considered that the scope of the draft Regulation should only specify the identification of controls, tell-tales and indicators, as they were considered in the European Community Directive 78/316/EEC. Other

experts considered that the location, colour and illumination of controls, tell-tales and indicators were also safety features and should be maintained in the draft proposal. No agreement was reached on this issue during the session.

82. GRSG requested the expert from the United States of America to amend the proposal, taking into consideration the fact that symbols would be harmonized but divided into categories and that no text should be included into any symbol, as well as bearing in mind the latest version of the ISO symbol identification standard.

83. Regarding the draft proposal for a global technical regulation concerning uniform provisions for motor vehicle controls, tell-tales and indicators (TRANS/WP.29/GRSG/2000/8), GRSG agreed to defer its consideration to the October session, awaiting the list of priorities for global technical regulations to be elaborated by WP.29.

Draft global technical regulation on windshield wiping/washing and defrosting/defogging

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

84. The Chairman reminded GRSG that the most important pending issues were the temperature for the defrosting test and the upward angle for the vision areas.

85. The expert from the United States of America informed GRSG that he hoped to obtain complementary data from the American manufacturers to consider the vision angles, in order to allow larger clear areas for different sizes of vehicles. He also informed GRSG that using different angles, the reference point according to USA rules should be modified, and concluded that he would most probably be able to define his position at the next session. Finally he announced that his country would be the official country to transmit the proposal to GRSG.

86. The expert from the United Kingdom suggested to delete from the scope of the draft the words "powered by an internal combustion engine".

87. GRSG agreed to continue consideration of this item after receiving a complementary document to be transmitted by the expert from the United States of America.

(e) Consolidated Resolution on the Construction of Vehicles (R.E.3)

Definition of Low Volume Manufacturers

Documentation: TRANS/WP.29/1998/16.

88. The Chairman informed GRSG that WP.29 had proposed to create a new informal group in charge of harmonizing globally the classification and definitions of vehicles, and its masses and dimensions (TRANS/WP.29/703, para. 17) and invited Japan to consider the chairmanship of such a group. He proposed to use the potential of this new group and direct to it the proposal from OICA concerning the Low Volume Manufacturers.

89. The expert from Japan informed GRSG that, after the endorsement by WP.29 of such an informal group, his country would suggest to have a half-day meeting at the end of the October GRSG session (19 October 9.30h to 12.30h) with a view to considering the following items.

- (i) revision of the current status of national disparities in the definition of categories of vehicles, and their dimensions,
- (ii) establishment of the scope and priorities of work,
- (iii) establishment of work schedule and procedures, and
- (iv) assignment of work.

90. The secretariat recalled that this informal group, once endorsed by WP.29, should meet during the GRSG sessions, with its facilities, and should have a secretariat, which should report to GRSG. He suggested that, in the future, the informal group should meet at the beginning of the GRSG session in order to report to GRSG as soon as possible.

91. The expert from OICA insisted that his proposal of a definition of a low volume manufacturer should be discussed at the GRSG level and should not be transmitted to the informal group.

92. After some consideration, a number of experts expressed their opinion that this issue should be solved on a national basis, and consequently, no amendment of R.E.3 was needed. Other experts reserved their opinion. GRSG decided to continue its consideration of this item at the next session.

(d) Chairmanship of GRSG

93. The Chairman informed GRSG of his coming retirement and thanked all the experts for their collaboration during his chairmanship.

94. GRSG requested the Chairman to continue to chair the October session in order to assure the continuity of the work and to allow the election of the new Chairman and Vice-Chairman according to the new Terms of Reference and Rules of Procedure of WP.29 (TRANS/WP.29/690).

95. The Chairman accepted to chair the October session subject to the approval by his Government.

AGENDA FOR THE NEXT SESSION

96. The following agenda was agreed for the seventy-ninth session to be held in Geneva from 16 October (14.30h) to 20 October (12.30h) 2000 1/, 2/, 3/.

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
5. Draft Regulation on fire safety
6. Regulation No. 43 (Safety glazing), development



7. Regulation No. 39 (Speedometer equipment),
8. New draft Regulation on the protection of M1 and N1 category vehicles against unauthorized use, development
9. Regulation No. 18 (Protection against unauthorized use), development
10. Regulation No. 97 (Vehicle alarm systems), development
11. Other business
  - 11.1. Regulation No. 34 (Prevention of fire risk), development
  - 11.2. Regulation No. 105 (ADR vehicles), development
  - 11.3. New draft Regulation on identification of controls, tell-tales and indicators
  - 11.4. New draft global regulation on windshield wiping and washing, defrosting and defogging
  - 11.5. R.E.3 Definition of a Low Volume Manufacturer
  - 11.6. Election of Chairman and Vice-Chairman

---

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.

2/ The session will start by consideration of items 7., 6. and 11.4. The rest of the items should follow in the numerical order of the agenda.

3/ The informal group on harmonization of vehicle classification and definitions will meet on 16 October, beginning at 14.30h and 17 October from 09.30h to 12.30h.

---

Annex 1LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT  
A SYMBOL DURING THE SEVENTY-EIGHTH SESSION

<u>No</u>	<u>Transmitted</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>
1.	France	8., 9., and 10.	E/F	Additional proposals to document TRANS/WP.29/GRSG/2000/7
2.	OICA	2. and 3.	E	Corrigenda to Draft Supplements to Regulation 52: TRANS/WP.29/2000/21 Regulation 107: TRANS/WP.29/2000/23
3.	Russian Federation	1.	E	Report of the meeting of GRSG informal group on trolley bus
4.	EWFA	6.	E	Draft Supplement to Regulation No. 43
5.	Czech Republic	4.	E	Proposal for a draft Corrigendum to Regulation No. 66-00
6.	Hungary	4.	E	Unusual statistics about rollover accidents of buses
7.	Hungary	4.	E	Development of Regulation No. 66
8.	Secretariat	8.	E	Conditions for use of frequency 433.92 MHz: follow-up actions
9.	France	8. and 10.	E/F	Proposal for a draft amendment to draft Regulation on the protection of M1 and N1 vehicles against unauthorized use and for Regulation No. 97
10.	Belgium	6.	E/F	Proposal for draft amendments to Regulation No. 43
11.	Germany	1.	E	Proposal for draft amendments to ECE Regulation No. 36
12.	Germany	3.	E	Proposal for draft amendments to ECE Regulation No. 107
13.	Germany	3.	E	Proposal for draft amendments to ECE Regulation No. 107
14.	Belgium	1.	E/F	Proposal for draft amendments to Regulation No. 36
15.	Belgium	1. and 3.	E	Proposal for draft amendments to Regulations Nos. 36 & 107

<u>No</u>	<u>Transmitted</u>	<u>Agenda item</u>	<u>Language</u>	<u>Title</u>
16.	Belgium	2.	E	Proposal for draft amendments to Regulation No. 36
17.	Sweden	7.	E	Speedometer equipment
18.	United Kingdom	8.	E	Draft corrigendum to proposal for a new draft Regulation: Uniform technical prescriptions concerning the protection of motor vehicles against unauthorized use The new draft Regulation combining Regulation No. 18 (protection against unauthorized use) and Regulation No.97 (vehicle alarm systems)
19.	United Kingdom	10.	E	Draft corrigendum to Regulation No. 97: Uniform provisions concerning the approval of vehicle alarm systems (VAS) and of motor vehicles with regard their alarm systems (AS)
20.	United Kingdom	10.	E	Draft Supplement to Regulation No. 97: Uniform provisions concerning the approval of vehicle alarm systems (VAS) and of motor vehicles with regard to their alarm systems (AS)
21.	IRU	3.	E	Proposed amendment to ECE Regulation No. 107 with regard to seat spacing on Class III vehicles
22.	Spain	6.	E	Amendment of R 43-03
23.	Belgium	6.	E/F	Proposal for draft amendments to Regulation No. 43
24.	Spain	1.	E	Amendment of item 5.2.2.1.7. of R.36 and 5.5.2.7. of R.107
-	United Kingdom	1.	E	ISO/CD 10542-1 April 1998
-	United Kingdom	1.	E	A survey of occupied wheelchairs to determine their overall dimensions and weight: 1999 Survey

---

Annex 2

AMENDMENTS TO REGULATION No. 43 ADOPTED BY GRSG  
AT ITS SEVENTY-EIGHTH SESSION

Insert new paragraphs 2.19 to 2.23, to read:

- "2.19. "Opaque obscuration" means any area of the glazing preventing light transmission.
- 2.20. "Shade band" means any area of the glazing with a reduced regular transmittance.
- 2.21. "Transparent area" means the whole glazing area, excluding any opaque obscuration and any shade band.
- 2.22. "Daylight opening" means the all glazing area, excluding any opaque obscuration but including any shade band.
- 2.23. "Interlayer" means any material used to hold together the component layers of laminated glazing."

Annex 1, appendix 10, the left figure, interchange the letters "A" and "B".

Annex 3,

Paragraph 9.1.2.2., amend to read:

- "9.1.2.2. For the windscreens of M<sub>1</sub> vehicles g/, the test shall be carried out in test area B defined in annex 18 paragraph 2.3., excluding any opaque obscuration impinging on it.

For windscreens of other categories of vehicles, the test shall be carried out in the Zone I defined in paragraph 9.2.5.2.3. of this annex.

However, for agricultural and forestry tractors and for construction-site vehicles for which it is not possible to determine Zone I, the test shall be carried out in the Zone I' as defined in paragraph 9.2.5.3. of this annex."

Paragraph 9.2.6., the table, replace "B" in the column "Zone" by "B-reduced according to paragraph 2.4. of annex 18".

Paragraph 9.2.6.5., amend to read:

- "9.2.6.5. Slight deviations from the requirements may be allowed in the reduced test area B according to paragraph 2.4. of annex 18 provided they are localised and recorded in the report."

Paragraph 9.3.5., the table, replace "B" in the column "Zone" by "B-reduced according to paragraph 2.4. of annex 18".

Paragraph 9.3.5.5., amend to read:

"9.3.5.5. Slight deviations from the requirements may be allowed in the reduced test area B according to paragraph 2.4. of annex 18 provided they are localised and recorded in the report."

Annex 18,

Paragraph 1.2., table 1, replace "X, Y, Z" by "a, b, c(d)"

Paragraph 2.2., amend to read:

"2.2. "Test area A" is the area of the outer surface of the windscreen bounded by the intersection of the following four planes (see figure 1):

- (a) a plane inclined upwards from the X axis at 3°, passing through V<sub>1</sub>, and parallel to the Y axis (plane 1);
- (b) a plane inclined downwards from the X axis at 1°, passing through V<sub>2</sub>, and parallel to the Y axis (plane 2);
- (c) a vertical plane passing through V<sub>1</sub> and V<sub>2</sub> and inclined at 13° to the left of the X axis in the case of left-hand drive vehicles and to the right of the X axis in the case of right-hand drive vehicles (plane 3);
- (d) a vertical plane passing through V<sub>1</sub> and V<sub>2</sub> and inclined at 20° to the right of the X axis in the case of left-hand drive vehicles and to the left of the X axis in the case of right-hand drive vehicles (plane 4)."

Paragraph 2.3., amend to read:

"2.3. "Test area B" is the area of the outer surface of the windscreen bounded by the intersection of the following four planes:

- (a) a plane inclined upwards from the X axis at 7°, passing through V<sub>1</sub>, and parallel to the Y axis (plane 5);
- (b) a plane inclined downwards from the X axis at 5°, passing through V<sub>2</sub>, and parallel to the Y axis (plane 6);
- (c) a vertical plane passing through V<sub>1</sub> and V<sub>2</sub> and inclined at 17° to the left of the X axis in the case of left-hand drive vehicles and to the right of the X axis in the case of right-hand drive vehicles (plane 7);
- (d) a plane symmetrical with respect to plane 7 in relation to the longitudinal median plane of the vehicle (plane 8)."

Insert new paragraphs 2.4. and 2.5., (and its corresponding footnotes) to read:

- "2.4. The "reduced test area B" is test area B with the exclusion of the following areas 1/(see figures 2 and 3).
- 2.4.1. the test area A defined under paragraph 2.2., extended according to paragraph 9.2.2.1. of annex 3;
- 2.4.2. at the discretion of the vehicle manufacturer, one of the two following paragraphs may apply:
- 2.4.2.1. any opaque obscuration bounded downwards by plane 1 and laterally by plane 4 and its symmetrical in relation to the longitudinal median plane of the vehicle (plane 4');;
- 2.4.2.2. any opaque obscuration bounded downwards by plane 1, of maximum width 150 mm 2/, provided it is inscribed in an area of width 300 mm centred on the longitudinal median plane of the vehicle;
- 2.4.3. any opaque obscuration bounded by the intersection of the outer surface of the windscreen:
- (a) with a plane inclined downwards from the X axis at 4°, passing through V<sub>2</sub>, and parallel to the Y axis (plane 9);
- (b) with plane 6;
- (c) with planes 7 and 8 or the edge of the outer surface of the windscreen if the intersection of plane 6 with plane 7 (plane 6 with plane 8) doesn't cross the outer surface of the windscreen;
- 2.4.4. any opaque obscuration bounded by the intersection of the outer surface of the windscreen:
- (a) with a horizontal plane passing through V<sub>1</sub> (plane 10);
- (b) with plane 3 3/
- (c) with plane 7 4/ or the edge of the outer surface of the windscreen if the intersection of plane 6 with plane 7 (plane 6 with plane 8) doesn't cross the outer surface of the windscreen;
- (d) with plane 9;

---

1/ But taking into account the fact that the datum points as defined under paragraph 2.5. must be located in the transparent area.

2/ Measured on the trace of plane 1 on the outer surface of the windscreen

3/ For the other side of the windscreen, with a symmetrical plane with respect to plane 3 in relation to the longitudinal median plane of the vehicle

4/ For the other side of the windscreen, with plane 8.

2.4.5. an area within 25 mm from the edge of the outer surface of the windscreen or from any opaque obscuration. This area shall not impinge on the extended test area A.

2.5. Definition of the datum points (see figure 3)

The datum points are points situated at the intersection with the outer surface of the windscreen of lines radiating forward from the V points:

2.5.1. upper vertical datum point forward of V1 and  $7^\circ$  above the horizontal (Pr1);

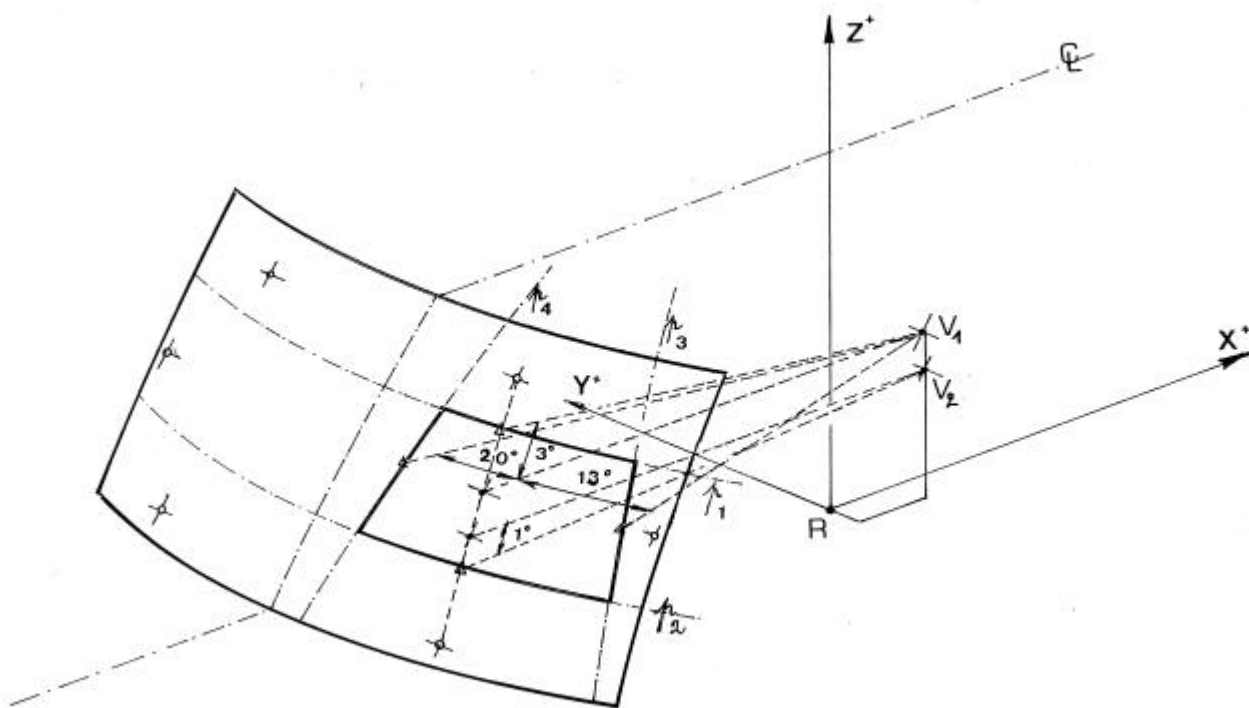
2.5.2. lower vertical datum point forward of V2 and  $5^\circ$  below the horizontal (Pr2);

2.5.3. horizontal datum point forward of V1 and  $17^\circ$  to the left (Pr3);

2.5.4. three additional datum points symmetrical to the points defined under paragraphs 2.5.1. to 2.5.3. in relation to the longitudinal median plane of the vehicle (respectively Pr'1, Pr'2, Pr'3)."

Figures 1 to 3, amend to read:

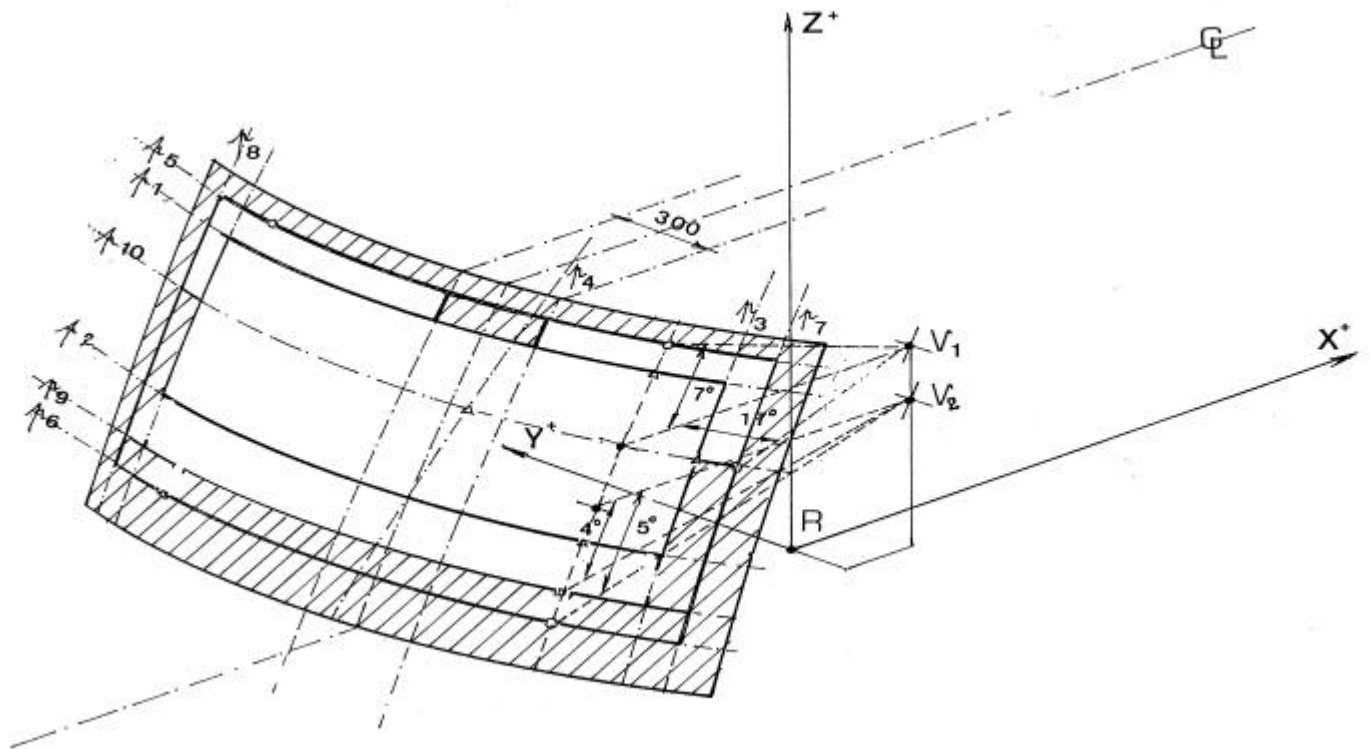
"



<p><math>C_L</math>: trace of the longitudinal median plane of the vehicle</p> <p><math>P_i</math>: trace of the relevant plane (see text)</p>
--

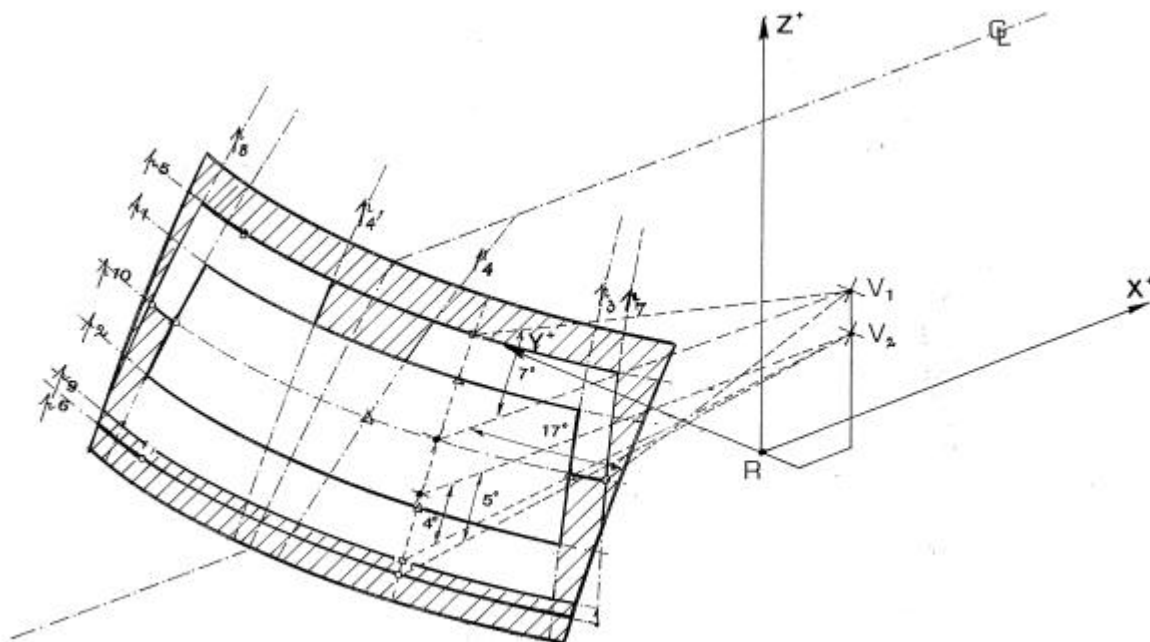
Figure 1: test area "A" (example of a left-hand vehicle)





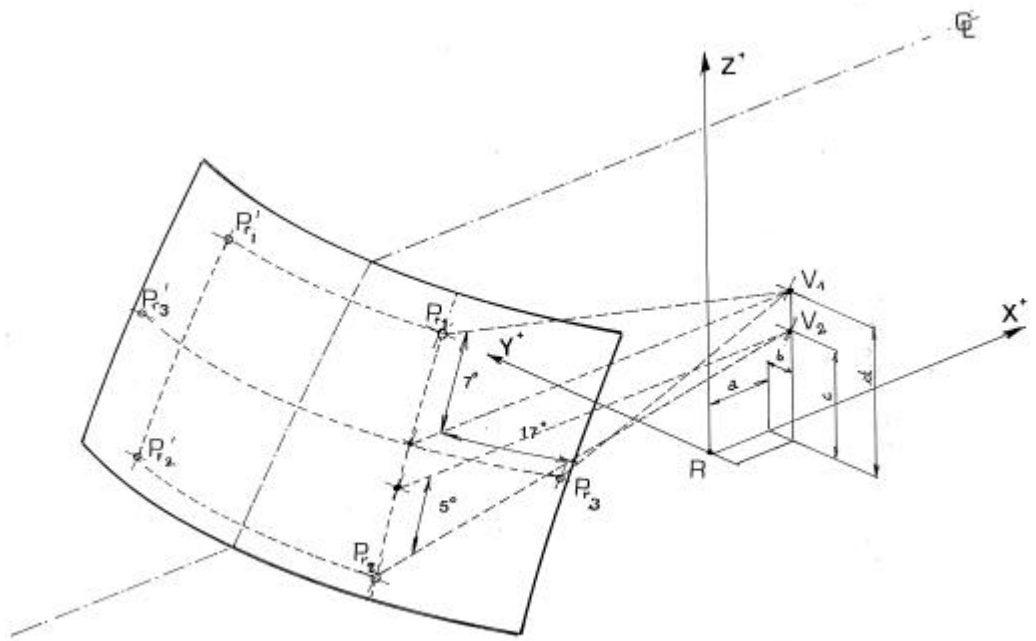
<p><math>C_L</math>: trace of the longitudinal median plane of the vehicle</p> <p><math>P_i</math>: trace of the relevant plane (see text)</p>
--

Figure 2a: reduced test area "B" (example of a left-hand vehicle) - upper obscuration area as defined in paragraph 2.4.2.2.



$C_L$ : trace of the longitudinal median plane  
of the vehicle  
 $P_i$ : trace of the relevant plane (see text)

Figure 2b: reduced test area "B" (example of a left-hand vehicle)  
- upper obscuration area as defined in paragraph 2.4.2.1.



<p><math>C_L</math>: trace of median plane of the vehicle <math>P_{ri}</math>: datum points <math>a, b, c, d</math>: co-ordinates of "V" points</p>
---

Figure 3: determination of the datum points  
(example of a left-hand vehicle)"

Annex 3

AMENDMENTS TO THE DRAFT REGULATION ON THE UNIFORM TECHNICAL PRESCRIPTIONS  
CONCERNING THE PROTECTION OF MOTOR VEHICLES AGAINST UNAUTHORIZED USE  
ADOPTED BY GRSG AT ITS SEVENTY-EIGHTH SESSION

Insert a new paragraph 5.2.1.3., to read:

"5.2.1.3. The requirement of paragraph 5.2.1. can be achieved at the same time as or before to the actions described at paragraphs 5.2.1.1. and 5.2.1.2."

Insert a new paragraph 5.2.8., to read:

"5.2.8. Regarding the nature of the device to prevent the unauthorized use, paragraph 5.2.6. or 5.2.7., shall be applied."

Paragraphs 5.2.8. to 5.2.10. (former), renumber as paragraphs 5.2.9. to 5.2.11.

Paragraph 5.2.10.1.(former), renumber as paragraph 5.2.11.1. and amend to read:

"5.2.11.1. It shall not be possible to activate devices to prevent unauthorized use without first setting the engine controls to a stop condition and then performing an action which is not an uninterrupted continuation of stopping the engine or without first setting the engine controls to a stop condition and when the vehicle is stationary with the parking brake applied or the speed of the vehicle does not exceed 4 km/h."

Paragraph 5.2.10.2. (former), renumber as paragraph 5.2.11.2.

Insert a new paragraph 5.2.11.3., to read:

"5.2.11.3. Paragraphs 5.2.10., 5.2.10.1. or 5.2.10.2., and 5.2.11.2. are only applicable to devices which include mechanical keys."

Paragraphs 5.2.11. to 5.2.14. (former), renumber as paragraphs 5.2.12. to 5.2.15.

Paragraph 5.3.1.3., amend the reference to paragraph 5.2.10. to paragraph 5.2.11.

Paragraph 5.4., amend to read:

"... and paragraph 8.4. below, mutatis mutandi."

If the technology of the device is such that paragraphs 5, 6, and 8.4. are not applicable it shall be verified that care has been taken to preserve safety of the vehicle. The functioning process

of these devices shall incorporate secure means to prevent any risk of blocking or accidental disfunctioning which could compromise the safety of the vehicle."

Paragraph 6.2.3., amend to read:

"..... e.g. EN 300 220-1 V1.2.1 (1997-11) and EN 300 220-2 V1.2.1 (1997-11) (including any advisory requirements). The frequency ....."

Paragraph 7.2.3., amend to read:

"..... e.g. EN 300 220-1 V1.2.1 (1997-11) and EN 300 220-2 V1.2.1 (1997-11) (including any advisory requirements). The frequency ....."

Paragraph 8.1.11., should be deleted

Paragraph 8.2.2., amend to read:

"..... e.g. EN 300 220-1 V1.2.1 (1997-11) and EN 300 220-2 V1.2.1 (1997-11) (including any advisory requirements). The frequency ..... of the immobilizer must comply ....."

Paragraph 8.2.4., amend to read:

"8.2.4. It shall not be possible for an immobilizer to enter the set state when the ignition key is in the engine running mode, except when:

(a) the vehicle is equipped on intended to be equipped for ambulance, fire brigade or police purposes; or

(b) the engine is required to:

(i) drive machinery forming part of, or mounted on, the vehicle for purposes other than driving the vehicle; or

(ii) maintain the electrical power of the batteries of the vehicle at a level required for driving that machinery or apparatus;

and the vehicle is stationary with the parking brake applied. When this exception is used, this fact shall be stated under item 2 of the addendum to the communication document (annex 2 to this Regulation)."

Paragraph 8.3.4.2., amend to read:

"8.3.4.2. If the immobilizer can enter the set state when the ignition key is in the engine running mode as provided for in paragraph 8.2.4., the immobilizer may also be set by the opening of the driver's door and/or the authorised user carrying out a deliberate action."

---

Annex 4AMENDMENTS TO REGULATION No. 97 ADOPTED BY GRSG  
AT ITS SEVENTY-EIGHTH SESSION

Paragraph 5.3., amend to read (including new footnotes 3/ and 4/; former footnotes 3/ and 4/ renumber as footnotes 5/ and 6/):

"..... ETSI Standards 2/, e.g. EN 300 220-1 V1.2.1 (1997-11) and EN 300 220-2 V1.2.1 (1997-11) (including any advisory requirements). The frequency and maximum radiated power of radio transmissions for the setting and unsetting of the alarm must comply with the CEPT/ERC 3/ Recommendation 70-03 (1977) relating to the use of short ranges devices 4/.

---

3/ CEPT: Confederation of European Posts and Communications  
ERC: European Radiocommunications Committee

4/ Contracting Parties may prohibit the frequency and/or the power and may permit the use of other frequency and/or power."

Paragraph 17.3., amend to read (including the references to footnotes 3/ and 4/):

"..... ETSI Standards 2/, e.g. EN 300 220-1 V1.2.1 (1997-11) and EN 300 220-2 V1.2.1 (1997-11) (including any advisory requirements). The frequency and maximum radiated power of radio transmissions for the setting and unsetting of the alarm must comply with the CEPT/ERC 3/ Recommendation 70-03 (1977) relating to the use of short ranges devices 4/."

Paragraph 31.2., amend to read (including the references to footnotes 3/ and 4/):

"..... ETSI Standards 2/, e.g. EN 300 220-1 V1.2.1 (1997-11) and EN 300 220-2 V1.2.1 (1997-11) (including any advisory requirements). The frequency and maximum radiated power of radio transmissions for the setting and unsetting of the immobilizer must comply with the CEPT/ERC 3/ Recommendation 70-03 (1977) relating to the use of short ranges devices 4/."

Paragraph 31.4., amend to read:

"31.4. It shall not be possible for an immobilizer to enter the set state when the ignition key is in the engine running mode, except when:

- (a) the vehicle is equipped or intended to be equipped for ambulance, fire brigade or police purposes; or
- (b) the engine is required to:
  - (i) drive machinery forming part of, or mounted on, the vehicle for purposes other than driving the vehicle; or

- (ii) maintain the electrical power of the batteries of the vehicle at a level required for driving that machinery or apparatus;

and the vehicle is stationary with the parking brake applied. When this exception is used, this fact shall be stated under item 2 of the addendum to the communication document (annex 2 to this Regulation)"

Paragraph 32.4.2., amend to read:

"32.4.2. If the immobilizer can enter the set state when the ignition key is in the engine running mode as provided for in paragraph 31.4., the immobilizer may also be set by the opening of the driver's door and/or the authorised user carrying out a deliberate action."

---