



Economic and Social Council

Distr.: General
7 November 2014

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

107th session

Geneva, 30 September – 3 October 2014

Report of the Working Party on General Safety Provisions on its 107th session

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1	3
II. Adoption of the agenda (agenda item 1)	2–4	3
III. Regulation No. 107 (M ₂ and M ₃ vehicles) (agenda item 2)	5–8	3
A. Proposals for further amendments	5–7	4
B. Requirements for service doors, windows and emergency exits	8	5
IV. Regulation No. 34 (Prevention of fire risks) (agenda item 3)	9	5
V. Regulation No. 39 (Speedometer) (agenda item 4)	10	5
VI. Regulation No. 43 (Safety glazing) (agenda item 5).....	11–15	5
VII. Regulation No. 46 (Devices for indirect vision) (agenda item 6).....	16–19	6
VIII. Regulation No. 58 (Rear underrun protection) (agenda item 7).....	20	7
IX. Regulation No. 67 (LPG vehicles) (agenda item 8)	21	7
X. Regulation No. 110 (CNG vehicles) (agenda item 9)	22–27	8
XI. Regulation No. 116 (Vehicle Alarm Systems) (agenda item 10)	28–30	9
XII. Regulation No. 118 (Burning behaviour) (agenda item 11)	31	9
XIII. Regulation No. 121 (Identification of controls, tell-tales and indicators) (agenda item 12)	32	10

XIV.	International Whole Vehicle Type Approval (agenda item 13)	33–34	10
XV.	Consolidated Resolution on the Construction of Vehicles (R.E.3.) (agenda item 14).....	35–37	10
XVI.	Accident Emergency Call Systems (agenda item 15)	38–40	10
XVII.	Election of officers (agenda item 16)	41	11
XVIII.	Other business (agenda item 17)	42	44
	A. Proposals for further amendments global technical regulation No. 6 (Safety glazings)	42	11
	B. Proposal for amendments to Regulation No. 97 (Vehicle Alarm Systems (VAS))	43	11
	C. Tributes to Mr. Anis Kanji-Nanji.....	44	11
XIX.	Provisional agenda for the 108 th session (agenda item 18).....	45	12
Annexes			
I.	List of informal documents considered during the session		13
II.	Draft amendments to Regulation No. 43 (para. 12) (based on ECE/TRANS/WP.29/GRSG/2014/23).....		15
III.	Draft amendments to Regulation No. 110 (para. 22) (based on ECE/TRANS/WP.29/GRSG/2014/27).....		16
IV.	Draft amendments to Regulation No. 116 (para. 29) (based on GRSG-107-27-Rev.1).....		17
V.	Draft amendments to Regulation No. 97 (para. 42) (based on GRSG-107-26-Rev.1)		18
VI.	GRSG informal groups.....		19

I. Attendance

1. The Working Party on General Safety Provisions (GRSG) held its 107th session from 30 September (afternoon) to 3 October 2014 (morning) in Geneva. The meeting was chaired by Mr. A. Erario (Italy). Experts from the following countries participated in the work, following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690 and Amend.1 and Amend.2): Belgium, Canada, China, Czech Republic, Finland, France, Germany, Hungary, India, Italy, Luxembourg, Kuwait, Japan, Netherlands, Norway, Poland, Qatar, Republic of Korea, Russian Federation, Serbia, Saudi Arabia, South Africa, Spain, Sweden, Switzerland, Turkey and United Kingdom of Great Britain and Northern Ireland. An expert from the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: European Association of Automotive Suppliers (CLEPA), European Liquefied Petroleum Gas Association (AEGPL), Fédération Internationale de l'Automobile (FIA), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU) and International Association for Natural Gas Vehicles (NGV Global - IANGV). Upon the special invitation of the Chair, an expert from the International Association of the Body and Trailer Building Industry (CLCCR) participated.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSG/2014/21 and Add.1
Informal document GRSG-107-01

2. GRSG considered and adopted the agenda proposed for the 107th session (ECE/TRANS/WP.29/GRSG/2014/21 and Add.1) with the new agenda items 17(a) to 17(c).

3. GRSG also adopted the running order for the session as proposed by the Chair in GRSG-107-01. GRSG noted the main decisions of the World Forum WP.29 taken during its sessions of June 2014 (report ECE/TRANS/WP.29/1110).

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

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

A. Proposals for further amendments

Documentation: ECE/TRANS/WP.29/2014/70
ECE/TRANS/WP.29/2014/76
ECE/TRANS/WP.29/2014/77
ECE/TRANS/WP.29/GRSG/2014/6
ECE/TRANS/WP.29/GRSG/2014/22
ECE/TRANS/WP.29/GRSG/2014/31
Informal documents WP.29-164-05, GRSG-107-04, GRSG-107-13, GRSG-107-14, GRSG-107-19, GRSG-107-25, GRSG-107-32 and GRSG-107-33

5. The expert from the Russian Federation lifted the reservation on ECE/TRANS/WP.29/2014/70, submitted to the November 2014 sessions of WP.29 and of

the Administrative Committee of the 1958 Agreement (AC.1). GRSG confirmed the adoption of ECE/TRANS/WP.29/2014/70 as well as ECE/TRANS/WP.29/2014/77 (this latter document will be submitted to the March 2015 sessions of WP.29 and AC.1), without amendments. The expert from OICA withdrew ECE/TRANS/WP.29/GRSG/2014/31. GRSG agreed to withdraw ECE/TRANS/WP.29/2014/76 from the agenda of the WP.29 session in November 2014. (see WP.29-164-05).

6. The expert from Sweden gave a presentation (GRSG-107-32) justifying the amendments list in GRSG-107-25 to ECE/TRANS/WP.29/GRSG/2014/6 on the subject of introducing fire suppression systems for buses and coaches. GRSG noted GRSG-107-13, tabled by the expert from Germany, proposing to limit the mandatory fitting of fire suppression systems to buses of category M₃, Class III only. The expert from the Netherlands expressed concerns on safety and fire risks of all categories of buses and coaches using Natural Gas (NG) and/or hydrogen in their propulsion system. Thus he introduced GRSG-107-33 to complement the proposal from Sweden and cover all categories of NG and/or Hydrogen Fuelled vehicles. The experts from France, Poland, Russian Federation, Switzerland and Turkey also preferred to cover all Classes while the experts from Italy and the Czech Republic endorsed the proposal from Germany. The expert from EC noted that the proposal would imply relevant costs for the industry and that this aspect should be further explored. The expert from OICA argued that the proposal from Sweden was outside the scope of UN Regulation No. 107 and listed a series of concerns in GRSG-107-14 proposing, amongst others, the optional installation of the fire suppression system. Finally, GRSG agreed to resume consideration on this subject at its May 2015 session and invited interested experts to send their comments to the expert from Sweden in due time to allow him to submit a revised official proposal, taking into account the possibility of a new specialized regulation.

7. GRSG considered ECE/TRANS/WP.29/GRSG/2014/22, tabled by the expert from EC, to align Annex 11 of the UN Regulation with Regulation (EU) 1230/2012. The expert from Hungary introduced GRSG-107-04 (for information only) arguing that ECE/TRANS/WP.29/GRSG/2014/22 did not correctly addressing the issue of volume and location of the masses. The expert from OICA introduced GRSG-107-19, amending ECE/TRANS/WP.29/GRSG/2014/22. Finally, GRSG adopted ECE/TRANS/WP.29/GRSG/2014/22 as amended below. The secretariat was requested to submit it to WP.29 and AC.1 for consideration and vote at their March 2015 sessions, as draft Supplement 3 to the 05 series of amendments and as Supplement 3 to the 06 series of amendments to the UN Regulation.

Annex 11,

Paragraph 3.2.3.2.1., amend to read:

"3.2.3.2.1. The vehicle in running order ...

...

B (kg), declared by the manufacturer, shall have a numeric value **not less than 100 x V**.

V is the total volume of baggage compartments in m³ **including exterior racks, ski-boxes and baggage compartments**, that are attached to the outside of the vehicle.

BX, declared by the manufacturer, shall have a numeric value not less than 75 kg/m²...

..."

B. Requirements for service doors, windows and emergency exits

Documentation: Informal document GRSG-107-05

8. GRSG noted GRSG-107-05, tabled by the expert from Hungary, addressing ECE/TRANS/WP.29/2014/70. In his opinion, this last compromise did not correctly address the security as it facilitated the access of undesirable people during the parking time of buses. GRSG noted no support and reiterated its decision of the previous session. GRSG agreed to keep GRSG-107-05 for reference only in the agenda of its May 2015 session.

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

Documentation: ECE/TRANS/WP.29/2014/65
Informal document GRSG-107-17, WP.29-164-06

9. The expert from OICA introduced GRSG-107-17 supplementing ECE/TRANS/WP.29/2014/65, already adopted at the May 2014 session of GRSG, to clarify the transitional provisions. Finally, GRSG confirmed ECE/TRANS/WP.29/2014/65 with the amendments reproduced below. The secretariat was requested to submit the proposed amendments to ECE/TRANS/WP.29/2014/65 to the November 2014 sessions of WP.29 and AC.1 for consideration and vote (WP.29-164-06).

Paragraph 17.10., correct to read:

"17.10. Even after the date of entry into force of the 03 series of amendments to this Regulation, **Contracting Parties applying this Regulation shall continue to accept** type approvals to the preceding series of amendments to the Regulation which are not affected by the 03 series of amendments."

V. Regulation No. 39 (Speedometer) (agenda item 4)

Documentation: ECE/TRANS/WP.29/GRSG/2014/32
Informal documents GRSG-107-20 and GRSG-107-29-Rev.1

10. The expert from Belgium introduced ECE/TRANS/WP.29/GRSG/2014/32, proposing new requirements for odometers into UN Regulation No. 39. She presented GRSG-107-29-Rev.1 amending her proposal to include the comments received by the expert from OICA (GRSG-107-20). GRSG supported in principle the proposal. However, there was a general agreement among experts that the mandatory fitting of odometers should be completed by transitional provisions, anti-tampering requirements and type approval markings. GRSG agreed to resume consideration on this subject at its May 2015 session on the basis of a revised proposal from the expert of Belgium and on a proposal of transitional provisions from the experts of OICA and IMMA.

VI. Regulation No. 43 (Safety glazing) (agenda item 5)

Documentation: ECE/TRANS/WP.29/2014/67
ECE/TRANS/WP.29/GRSG/2014/23
Informal documents GRSG-106-10, GRSG-107-06, GRSG-107-12,
GRSG-107-16, GRSG-107-21, GRSG-107-22 and GRSG-107-24

11. GRSG endorsed ECE/TRANS/WP.29/2014/67, not amended, already submitted to the November 2014 sessions of WP.29 and AC.1 for consideration and vote.

12. The expert from Germany, Chair of the informal working group (IWG) on Plastic Glazing, introduced GRSG-107-12 with the justification for the proposed amendments to ECE/TRANS/WP.29/GRSG/2014/23, which aims to introduce new provisions for plastic windscreens and laminated plastic panes other than windscreens. GRSG adopted the proposal as amended by Annex II of this report. The secretariat was requested to submit ECE/TRANS/WP.29/GRSG/2014/23 to the March 2015 sessions of WP.29 and AC.1 as draft Supplement 4 to the 01 series of amendments to UN Regulation No. 43. GRSG considered and adopted GRSG-107-16, as reproduced below. The secretariat was requested to submit it to the March 2015 sessions of WP.29 and AC.1 as draft Corrigendum 5 to Revision 3 to the UN Regulation.

Paragraph 5.3.1., amend to read:

"5.3.1. In the case ... of the group pursuant to Annex 1, ~~Appendix 8~~ **Appendix 10.**"

13. The expert from the Republic of Korea introduced GRSG-107-06, proposing an amendment to the methodology of the 227g ball drop test for toughened glass that would cope with defects of panoramic sunroofs. The experts from CLEPA and OICA provided (GRSG-107-22) comments to the national defect investigation by Korea and the proposed amendments. The expert from the Republic of Korea reiterated his intention (GRSG-106-10) to draft a parallel amendment to UN GTR No. 6 (see para. 41 below). However, he suggested that the development of amendments on both UN Regulation and the UN GTR No. 6 should be carried out by an IWG. Finally, GRSG agreed to seek consent from WP.29 and from the Executive Committee of the 1998 Agreement (AC.3) at their November 2015 sessions to establish the above-mentioned IWG.

14. The expert from Hungary introduced GRSG-107-21, aimed at allowing the use of thick glass panes for multiple glazed units. GRSG agreed to resume discussion on this issue at its May 2015 session and requested the secretariat to distribute GRSG-107-21 with an official symbol.

15. GRSG noted GRSG-107-24, tabled by the expert from CLEPA, proposing an excluded area from the main vision zone to allow the application of safety systems (e.g. rain-light sensors, collision warning systems) for vehicle category other than M₁. GRSG agreed to resume consideration on this proposal at its May 2015 session and requested the secretariat to distribute GRSG-107-24 with an official symbol.

VII. Regulation No. 46 (Devices for indirect vision) (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRSG/2014/26
Informal documents GRSG-107-10-Rev.1, GRSG-107-31 and GRSG-107-34

16. GRSG noted a practical demonstration on camera-monitor systems organized by OICA in the perimeter of the Palais des Nations.

17. The expert from the Netherlands, Chair of the IWG on camera-monitor systems (CMS) informed GRSG about the work progress made by the group on 5 and 6 June and on 29 and 30 September 2014 (GRSG-107-34). He stated that the group did not submit a draft amendment as expected, because a number of pending issues have not yet been resolved. He announced the intention of the Group to submit an official proposal allowing the replacement of all mirrors with camera-monitor systems, for consideration at the May 2015 session of GRSG. He also announced that the next meetings of the IWG were scheduled on 3 and 4 November in Paris and on 17 and 19 December 2015 in the Netherlands.

18. The expert from Japan introduced GRSG-107-10-Rev.1, superseding ECE/TRANS/WP.29/GRSG/2014/26 on the close-proximity field of vision. This proposal excludes close proximity devices for category M₁ from the scope of the UN Regulation and allows Contracting Parties to limit the application of the scope of the UN Regulation to category M₁ only. He added that the intention of his proposal was to allow Contracting Parties to keep their national requirements on close-proximity field of vision when UN Regulation No. 46 would be added to List A of the regulations to be included into the new UN Regulation No. 0. GRSG noted some concerns on the possible interpretation of the 1958 Agreement that could hamper the principle of reciprocal recognition of type approvals. GRSG agreed to resume discussion on this subject at its May 2015 session on the basis of revised proposal prepared by the expert from Japan in cooperation with interested parties.

19. The expert from Germany introduced GRSG-107-31, proposing requirements for mirrors that have a folding mechanism operated electronically or by any other automatic system. He added that the speed at which the device for indirect vision should automatically return to the normal position, had been fixed at 5 km/h because of the difficulty to identify exactly the commencement of movement at 0 km/h. The proposal received a number of comments such as by the expert from the Netherlands who argued that even at 5 km/h, accidents could occur implying liability problem if the mirror did not deploy. The expert from EC suggested that further assessment on the risks of safety was needed to clarify the responsibility of the vehicle manufacturer and the driver. Finally, GRSG agreed to resume discussion on this subject at its May 2015 session on the basis of a revised proposal by the expert from Germany, taking into account the comments received.

VIII. Regulation No. 58 (Rear under run protection) (agenda item 7)

Documentation: (ECE/TRANS/WP.29/GRSG/2014/18 and
ECE/TRANS/WP.29/GRSG/2014/11)
Informal documents GRSG-106-32, GRSG-107-30 and GRSG-107-39

20. Recalling the discussion on GRSG-106-32 during the previous session of GRSG, the expert from Germany introduced GRSG-107-30 superseding ECE/TRANS/WP.29/GRSG/2014/18 and proposing more stringent requirements for rear underrun protection devices. The expert from OICA preferred to exclude vehicles of category N₂ from the proposal, due to their limited presence in the current traffic fleet. The expert from CLCCR suggested splitting vehicle category N₂ and addressing only those having design similarity with N₃. The expert from Japan required more time to assess the impact of the proposal including the splitting of vehicle category N₂. Following the discussion, the expert from Germany introduced a revised proposal (GRSG-107-39). GRSG agreed to resume discussion at its May 2015 session, taking into account the study reservation of some experts. The secretariat was requested to distribute GRSG-107-39 with an official symbol at the next session of GRSG.

IX. Regulation No. 67 (LPG vehicles) (agenda item 8)

21. The expert from AEGPL, regretted the unavailability of a revised document and requested more time to draft it. In the meantime, he withdrew his initial proposals (ECE/TRANS/WP.29/GRSG/2013/29 and GRSG-106-12). GRSG agreed to resume consideration on this matter at its next session on the basis of a new proposal jointly prepared by AEGPL.

X. Regulation No. 110 (CNG/LNG vehicles) (agenda item 9)

Documentation: ECE/TRANS/WP.29/GRSG/2014/27
ECE/TRANS/WP.29/GRSG/2014/28
ECE/TRANS/WP.29/GRSG/2014/29
ECE/TRANS/WP.29/GRSG/2014/30
Informal documents GRSG-107-02, GRSG-107-03, GRSG-107-09,
GRSG-107-28, GRSG-107-35, GRSG-107-36 and GRSG-107-37 and
GRSG-107-38

22. GRSG considered ECE/TRANS/WP.29/GRSG/2014/27 on introducing a new class of compressed natural gas (CNG) components (Class 6). The proposal received a number of comments from GRSG. The expert from IANGV introduced GRSG-107-38 (superseding GRSG-107-03), for the follow-up discussion. Finally, GRSG adopted ECE/TRANS/WP.29/GRSG/2014/27 as amended by Annex III of this report. The secretariat was requested to submit the proposal to the March 2015 sessions of WP.29 and AC.1 as draft Supplement 3 to the 01 series of amendments to UN Regulation No. 110.

23. The expert from Belgium introduced ECE/TRANS/WP.29/GRSG/2014/28 clarifying the provisions for the periodic inspection of pressure relief valves. The expert from OICA suggested to improve the proposal by adding further instructions on how to conduct the tests. The expert from France raised similar comments and suggested to indicate the exact test that should be conducted either visually or physically. The expert from IANGV argued the lack of empirical evidence for the proposal and suggested a five-year frequency of visual inspection frequency. The expert from Germany stated that the proposal addressed issues beyond of the scope of the type approval procedures. Finally, GRSG agreed to resume discussion on this matter at its May 2015 session.

24. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSG/2014/29 to regulate the direction of discharging the pressure relief devices of CNG containers. He explained that the proposal addressed the safety of not only the vehicle occupants but also the surrounding area. The expert from IANGV introduced GRSG-107-35, which suggests that the discussion should be deferred until after the outcome of the ongoing research conducted in the United States of America on this matter. The experts from France, Germany, Sweden and OICA questioned the impact of this proposal on design of vehicle categories M₁ and N₁. GRSG agreed to resume discussion on this subject at its May 2015 session on the basis of a revised document.

25. The experts from the Netherlands and IANGV introduced ECE/TRANS/WP.29/GRSG/2014/30 and its amendment GRSG-107-36 amending it. The expert from France raised a study reservation on the proposal and GRSG agreed to resume discussion on this subject at its May 2015 session on the basis of a revised official proposal by the Netherlands.

26. Recalling its request at the previous session, GRSG noted the availability of ISO STD 11439:2013 and ISO 6722 (GRSG-107-28) with a condition of limited use by GRSG experts. The expert from NGV Global introduced the terms of references (ToR) for the proposed IWG to revise the provisions of the UN Regulation (GRSG-107-02), including the harmonization of provisions related to private standards. The expert from Germany suggested that the proposed ToR needed improvement and added that he did not support the establishment of an IWG that would revise the UN Regulation without a clear description of tasks. The expert from France made similar comments and raised concerns on the availability of ISO standards. The Chair of GRSG suggested the possible solution of reproducing the part concerned with ISO STD 11439:2013 into Annex 3 of the UN Regulation rather than to reference it. GRSG agreed to resume discussion at its May 2015

session on the basis of a revised proposal tabled by the expert from NGV Global. Interested experts were invited to contact the expert from NGV to complete the revised draft ToR.

27. The expert from Japan introduced GRSG-107-09 and GRSG-107-37, informing GRSG about the outcome of a "Study group for CNG cylinders" established in Japan for investigation of safety related issues in UN Regulation No. 110. The expert from EC encouraged discussion on this subject. GRSG agreed to resume discussion on this subject at its May 2015 session, awaiting further information provided by the expert from Japan.

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

Documentation: Informal documents GRSG-106-38, GRSG-107-08, GRSG-107-15 and GRSG-107-27-Rev.1

28. Referring to the request of comments from GRSG (GRSG-106-38) submitted by the expert from EC at the last session, the expert from Germany provided information (GRSG-107-08) from the German type approval authority on the possibility of using a smart phone as an innovative alarm system. He added that some of these solutions had been refused, such as those which open the vehicle, because the smartphone signal was considered as an additional key, not provided by the vehicle manufacturer, which could potentially interfere with the original alarm system from the manufacturer. The GRSG Chair invited experts to provide their comments to the expert from EC and GRSG agreed to resume consideration on this matter at its May 2015 session.

29. The expert from Germany introduced GRSG-107-27-Rev.1, aimed at removing additional lighting not complying with UN Regulation No. 48. GRSG adopted the proposal, as reproduced in Annex IV to this report. The secretariat was requested to submit it to WP.29 and AC.1 for consideration and vote at their June 2015 sessions as draft Supplement 5 to the UN Regulation, subject to a final review of GRSG at its May 2015 session. GRSG also agreed to send GRSG-107-27-Rev.1 to the October 2014 session of GRE for information.

30. The expert from OICA introduced GRSG-107-15 allowing the introduction of different operating voltage ranges according to the battery technology used. The expert from Germany supported, in principle, the proposal. However, he raised a study reservation on covering high voltage components or not.

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

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

31. The expert from OICA introduced detailed justifications (GRSG-107-18) for his proposal (ECE/TRANS/WP.29/GRSG/2014/24) to update, in UN Regulation No. 118, the ISO standard references. GRSG agreed to resume discussion on this agenda item at its May 2015 session and to keep GRSG-107-18 as reference, to leave time for experts to study ISO STD 6722 (see para. 26 above). Experts were invited to send comments to the secretariat concerning the above-mentioned ISO standard.

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

Documentation: ECE/TRANS/WP.29/2012/30 and Corr.1

ECE/TRANS/WP.29/GRSG/2014/12

32. On the request of the expert from OICA, author of ECE/TRANS/WP.29/GRSG/2014/12, GRSG agreed to defer consideration of ECE/TRANS/WP.29/GRSG/2014/12 to its May 2015 session.

XIV. International Whole Vehicle Type Approval (agenda item 13)

Documentation: Informal document GRRF-78-49

33. The GRSG ambassador reported on the activities of the informal group on IWVTA (GRRF-78-49). He highlighted the relevant documents concerning the last WP.29 session in June 2014 and the recent IWVTA meeting held in Paris on 23-24 September 2014. He informed GRSG about the current status of draft UN Regulation No. 0 by showing the updated Lists A and B.

34. Following the discussion, GRSG agreed on moving UN Regulations Nos. 34 and 116 from List B to List A, however further progress by GRSG on UN Regulation No. 46 was expected at the next session on the basis of a proposal by Japan (see para. 18).

XV. Consolidated Resolution on the Construction of Vehicles (R.E.3) (agenda item 14)

Documentation: ECE/TRANS/WP.29/GRSG/2014/25
Informal document GRSG-107-07

35. The secretariat introduced ECE/TRANS/WP.29/GRSG/2014/25 on a first draft of new definitions for agricultural and forestry vehicles that have been prepared by the Working Party on Lighting and Light-Signalling (GRE) Informal Group on Agricultural Vehicle Lighting Installation (AVLI).

36. The expert from EC presented GRSG-107-07 on alternative definitions to those reflected in ECE/TRANS/WP.29/GRSG/2014/25 to align the wording with the EU legislation.

37. GRSG noted no objection and agreed that both proposals should further be considered at the next GRE session.

XVI. Accident Emergency Call Systems (agenda item 15)

Documentation: Informal document GRSG-107-11

38. The expert from the Russian Federation, chairing the Informal Working Group on Accident Emergency Call System (AECS), reported on the progress made by the Group during the last meeting held in Turin in September 2014. He stressed the need to agree on the scope and principles of the draft UN Regulation on AECS. He presented GRSG-107-11 listing three possible alternatives (i) limitation of the scope of the UN Regulation to the vehicle while excluding issues on communication network and data transmission mechanisms, (ii) development of several UN Regulations, each one covering a technology class for a specific region, (iii) development of a UN Regulation that includes three classes of AECS covering the technologies used in the regions of the European Union, Japan and Russian Federation.

39. Several delegates expressed their concern on the first option due to the limited scope of the Regulation and the need to ensure that the type of AECS must be tested as a whole.

GRSG decided to reject the second option. A large number of experts expressed their preference for the third option as long as the mutual recognition under the 1958 Agreement could be met.

40. GRSG agreed to go forward with option (iii) but to keep option (i) as a backup solution. The Chair of GRSG announced his intention to seek the advice of WP.29 at its November 2014 session.

XVII. Election of officers (agenda item 16)

41. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 as amended by Amendments 1 and 2), GRSG called for the election of officers on Wednesday afternoon, 1 October 2014. Mr. A. Erario (Italy) was unanimously re-elected as Chair and Mr. M. Matolcsy (Hungary) as Vice-Chair for the GRSG sessions scheduled for the year 2015.

XVIII. Other business (agenda item 17)

A. Proposal for amendments to gtr No. 6 (Safety glazings)

Documentation: Informal document GRSG-107-23

42. The expert from CLEPA introduced a proposal of amendments to UN GTR No. 6 (WP.29-107-23), to solve a mistake in the scope of the UN GTR. GRSG agreed to refer the proposal to the new established IWG (see para. 13), pending the endorsement of WP.29 and AC.3 at their November 2014 session.

B. Proposal for amendments to Regulation No. 97 (Vehicle Alarm Systems(VAS))

Documentation: Informal document GRSG-107-26-Rev.1

43. Referring to UN Regulation No. 116, the expert from Germany proposed a parallel amendment to UN Regulation No. 97 (see para. 29). He introduced GRSG-107-26-Rev.1 on the same subject. GRSG adopted the proposal, as reproduced in Annex V to this report. The secretariat was requested to submit it to WP.29 and AC.1 for consideration and vote at their June 2015 sessions as draft Supplement 8 to the 01 series of amendments to the UN Regulation, subject to a final review of GRSG at its May 2015 session. GRSG also agreed to send GRSG-107-26-Rev.1 to the October 2014 session of GRE for information.

C. Tributes to Mr. Anis Kanji-Nanji

44. Learning that Mr. Anis Kanji-Nanji (OICA) would no longer attend the sessions, GRSG acknowledged his considerable contribution to the activities of the Group. GRSG wished Mr. Anis Kanji-Nanji all the best for his future activities.

XIX. Provisional agenda for the 108th session

45. The following provisional agenda was adopted for the 108th session of GRSG, scheduled to be held in Geneva from 4 May (starting at 2.30 p.m.) to 8 May (concluding at 12.30 p.m.) 2015¹:

1. Adoption of the agenda.
2. Regulation No. 107 (M₂ and M₃ vehicles):
 - (a) Proposals for further amendments;
 - (b) Requirements for service doors, windows and emergency exits.
3. Regulation No. 39 (Speedometer).
4. Regulation No. 43 (Safety glazing).
5. Regulation No. 46 (Devices for indirect vision).
6. Regulation No. 58 (Rear underrun protection).
7. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)).
8. Regulation No. 97 (Vehicle Alarm Systems (VAS))
9. Regulation No. 110 (Specific components for CNG).
10. Regulation No. 116 (Vehicle Alarm Systems).
11. Regulation No. 118 (Burning behaviour).
12. Regulation No. 121 (Identification of controls, tell-tales and indicators).
13. International Whole Vehicle Type Approval.
14. Consolidated Resolution on the Construction of Vehicles (R.E.3).
15. Accident Emergency Call Systems (AECS).
16. Proposal for amendments to gtr No. 6 (Safety glazings)
17. Other business.

¹ GRSG noted that the deadline for submission of official documents to the UNECE secretariat was 4 July 2014, twelve weeks prior to the session.

Annex I

List of informal documents considered during the session

List of informal documents (GRSG-107-...) distributed during the session (English only)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1	(GRSG Chair) Running order of the 107th session of GRSG (30 September - 3 October 2014) (Palais des Nations, Room VII)	(f)
2	(NGV Global) - Terms of Reference to create an Informal GRSG group on NGV - UN Regulation No. 110	(e)
3	(Secretariat) Corrigendum to ECE/TRANS/WP29/GRSG/2014/27	(f)
4	(Hungary) Comments to the EC proposal ECE/TRANS/WP.29/GRSG/2014/22	(f)
5	(Hungary) Proposal for amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(d)
6	(Rep. of Korea) Proposal for amendment to UN Regulation No. 43 (Safety glazing)	(d)
7	(European Commission) Proposal for amendments to ECE/TRANS/WP.29/78/Rev.2 - Consolidated Resolution on the Construction of Vehicles (R.E.3)	(f)
8	(Germany) UN Regulation No. 116 and innovative vehicle alarm systems / anti-theft systems	(d)
9	(Japan) Suggestions for amendments to UN Regulation No. 110	(d)
10/Rev.1	(Japan) UN Regulation No. 46 (Devices for indirect vision) - Corrigendum to ECE/TRANS/WP.29/GRSG/2014/26	(e)
11	(Chair of IWG on AECS) - II Progress report of GRSG Informal Working Group on Accident Emergency Call System	(f)
12	(Informal Working Group on Plastic Glazing (IGPG)) - Justifications to the proposed amendments to UN Regulation No. 43 proposed by the Informal Working Group on Plastic Glazings (ECE/TRANS/WP.29/GRSG/2014/23)	(f)
13	(Germany) - Proposal for amendments to UN Regulation No. 107 (Buses and coaches) (ECE/TRANS/WP.29/GRSG/2014/6)	(e)
14	(OICA) - OICA comments on ECE/TRANS/WP.29/GRSG/2014/6 - Amendments to UN Regulation No. 107 (M ₂ and M ₃ vehicles)	(e)
15	(OICA) - Proposal for amendments to Regulation No. 116 (protection of vehicles against unauthorized use)	(c)
16	(OICA) - Proposal for a Corrigendum to Regulation No. 43 (Safety glazing)	(a)
17	(OICA) - Proposal for amendments to document ECE/TRANS/WP.29/2014/65 (Regulation No. 34 – Prevention of fire risks)	(a)
18	(OICA) - Extended justifications to document GRSG/2014/24 - Regulation No. 118 (burning behaviour)	(d)
19	(OICA) - Proposal for amendments to Regulation No. 107 (M ₂ and M ₃ vehicles)	(b)
20	(OICA) - Proposal for amendments to ECE/TRANS/WP.29/GRSG/2014/32 - (Proposal for amendments to Regulation No. 39 - Speedometer)	(e)
21	(Hungary) - Proposal for amendments to regulation UN Regulation No. 43	(c)
22	(OICA/CLEPA) - Panoramic Sunroof Issue - OICA/CLEPA-comment on the national defect investigation and the proposed amendments to toughened glazing by the Republic of Korea	(f)
23	(CLEPA) - Proposal for draft Corrigendum 2 to Global Technical Regulation 6 - Safety Glazing Materials for motor vehicles and motor vehicle equipment	(d)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
24	(CLEPA) - Proposal for amendment to UN Regulation No. 43 to define a reduced vision zone I for vehicles of categories M and N other than M1	(c)
25	(Sweden) - Proposal for amendments to Regulation No. 107 (M2 and M3 vehicles)	(e)
26/Rev.1	(Germany) - Proposal for amendments to Regulation No. 97 (Vehicle alarm systems (VAS))	(b)
27/Rev.1	(Germany) - Proposal for amendments to Regulation No. 116 (Antitheft and alarm systems)	(b)
28	(ISO) - ISO STD 11439:2013 and ISO 6722:2011	(d)
29/Rev.1	(Belgium) - Proposal for draft amendments to Regulation No. 39 (Speedometer)	(e)
30	(Germany) - Proposal for amendments to UN Regulation No. 58 (Rear underrun protection)	(f)
31	(Germany) - Proposal for amendments to UN Regulation No. 46 (Devices for indirect vision)	(e)
32	(Sweden) - Fire suppression systems	(f)
33	(Netherlands) - Proposal for amendments to Regulation No. 107 (M2 and M3 vehicles)	(e)
34	(IGCMS) - Status report of the informal group on Camera Monitor Systems (IGCMS-II)	(f)
35	(NGV Global) - Proposal to delay consideration of specific provisions of the proposed amendment to UN Regulation No. 110, submitted by the Netherlands, ECE/TRANS/WP.29/GRSG/2014/29	(f)
36	(Netherlands) - Corrigendum to ECE/TRANS/WP.29/GRSG/2014/30 (Regulation No. 110, CNG/LNG vehicles)	(e)
37	(Japan) - Suggestions for amendments to UN Regulation No. 110 - Delayed fracture	(d)
38	(NGV-Global) - Amendment to ECE/TRANS/WP.29/GRSG/2014/27	(b)
39	(Germany) - Proposal for amendments to UN Regulation No. 58 (Rear underrun protection)	(e)

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

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
GRSG-104-39-Rev.3	(IWVTA Ambassador) Priority of Discussion on Technical Requirements for IWVTA and Draft Report to IWVTA Informal Meeting	(e)

Notes:

- (a) Adopted/endorsed with no change for consideration at WP.29.
- (b) Adopted/endorsed with changes for consideration at WP.29.
- (c) Resume consideration on the basis of an official document.
- (d) Kept as reference document/continue consideration.
- (e) Revised proposal for the next session.
- (f) Consideration completed or to be superseded.

Annex II

Draft amendments to Regulation No. 43 (para. 12) (based on ECE/TRANS/WP.29/GRSG/2014/23)

Annex 3,

New paragraph 4.9.5.3.6.1., amend to read:

"4.9.5.3.6.1. After half of the test cycle number (**10.000 cycles**) the test shall be stopped and..."

Annex 17,

New paragraphs 2.2. and 2.2.1., amend to read:

"2.2. The test pieces **shall** be freed from protecting masking and have to be cleaned carefully before the test.

2.2.1. They **shall** be stored for 48 hours at a temperature of 23 °C ± 2 °C and a relative humidity of 50 per cent ± 5 per cent."

New paragraph 6.1.4.1., amend to read:

"6.1.4.1. Indices of difficulty and test method

A wiper laboratory equipment as described in paragraph 4.9.1. of Annex 3 to this Regulation shall be used. **20,000** wiper cycles shall be carried out."

Annex 18,

New paragraphs 2.2. and 2.2.1., amend to read:

"2.2. The test pieces **shall** be freed from protecting masking and have to be cleaned carefully before the test.

2.2.1. They **shall** be stored for 48 hours at a temperature of 23 °C ± 2 °C and a relative humidity of 50 per cent ± 5 per cent."

Annex 19,

New paragraphs 2.2. and 2.2.1., amend to read:

"2.2. The test pieces **shall** be freed from protecting masking and have to be cleaned carefully before the test.

2.2.1. They **shall** be stored for 48 hours at a temperature of 23 °C ± 2 °C and a relative humidity of 50 per cent ± 5 per cent."

Paragraph 6.1.4.1., amend to read:

"6.1.4.1. Indices of difficulty and test method

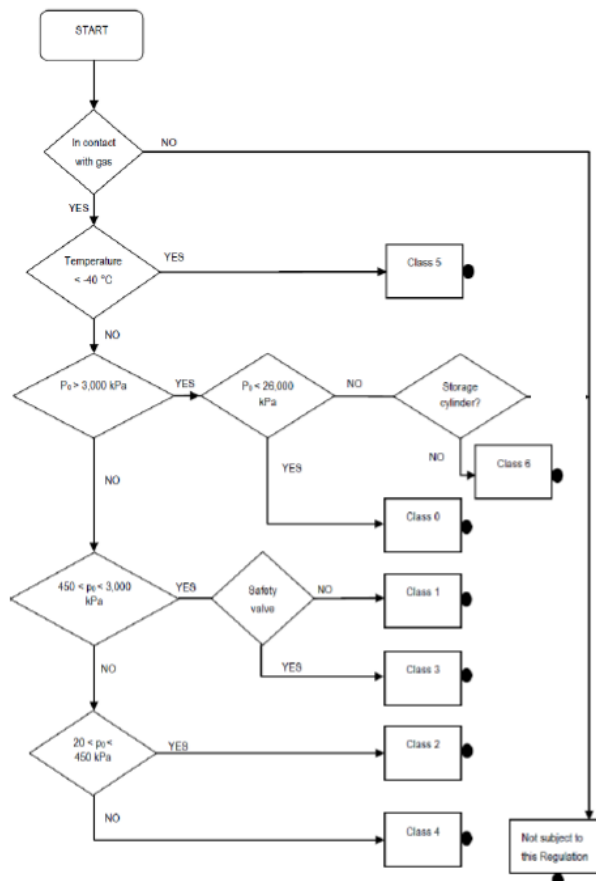
A wiper laboratory equipment as described in paragraph 4.9.1. of Annex 3 to this Regulation shall be used. **20,000** wiper cycles shall be carried out."

Annex III

**Draft amendments to Regulation No. 110
(para. 22) (based on ECE/TRANS/WP.29/GRSG/2014/27)**

Figure 1-1, amend to read:

"



"

Insert new paragraph 18.3.2.8., to read;

"18.3.2.8. CNG accumulator"

Annex IV

Draft amendments to Regulation No. 116 (para. 29) (based on GRSG-107-27-Rev.1)

Paragraph 6.3.9.1., amend to read:

"6.3.9.1. To provide information on the status of the VAS (set, unset, alarm setting period, alarm has been activated), optical displays inside **and outside** the passenger compartment are allowed. **The optical displays outside the passenger compartment shall fulfil the requirements of Regulation No. 48.**"

Paragraph 7.3.9.1., amend to read:

"7.3.9.1. To provide information on the status of the AS (set, unset, alarm setting period, alarm has been activated), the installation of optical displays is allowed inside **and outside** the passenger compartment. **The optical displays outside the passenger compartment shall fulfil the requirements of Regulation No. 48.**"

Paragraph 8.3.6.1., amend to read:

"8.3.6.1. To provide information on the status of the immobilizer (set/unset, change of set to unset and vice versa), optical displays inside **and outside** the passenger compartment are allowed. **The optical displays outside the passenger compartment shall fulfil the requirements of Regulation No. 48.**"

Annex V

Draft amendments to Regulation No. 97 (para. 42) (based on GRSG-107-26-Rev.1)

Paragraph 6.9.1., amend to read:

"6.9.1. To provide information on the status of the VAS (set, unset, alarm setting period, alarm has been activated), optical displays inside **and outside** the passenger compartment are allowed. **The optical displays outside the passenger compartment shall fulfil the requirements of Regulation No. 48.**"

Paragraph 18.9.1., amend to read:

"18.9.1. To provide information on the status of the AS (set, unset, alarm setting period, alarm has been activated), the installation of optical displays is allowed inside **and outside** the passenger compartment. **The optical displays outside the passenger compartment shall fulfil the requirements of Regulation No. 48.**"

Paragraph 32.6.1., amend to read:

"32.6.1. To provide information on the status of the immobilizer (set/unset, change of set to unset and vice versa), optical displays inside **and outside** the passenger compartment are allowed. **The optical displays outside the passenger compartment shall fulfil the requirements of Regulation No. 48.**"

Annex VI

GRSG informal groups

<i>Informal group</i>	<i>Chair</i>	<i>Secretary</i>
Camera Monitor Systems (CMS)	Mr. H. Jongenelen (The Netherlands) Tel: +31 79 3458268 Fax: +31 79 3458041 e-mail: hjongenelen@rdw.nl	Mr. K. Schönemann (CLEPA) Tel: +49 7132-156-127 Mobile: +49 171-8263933 e-mail: kai.schoenemann@gentex.de
Plastic glazing (IGPG)	Mr. K. Preusser (Germany) Tel: +49 230 443623 Fax: +49 230 4467544 e-mail: dr.klaus.preusser@schwerte.de	Mr. O. Fontaine (OICA) Tel: +33 1-43590013 Fax: +33 1-45638441 e-mail: ofontaine@oica.net
Accident Emergency Call Systems (AECS)	Mr. D. Zagarin (Russian Federation) Tel: +7 495 9949916 Fax: +7 495 9949940 e-mail: zagarin@autorc.ru	Mr. O. Fontaine (OICA) Tel: +33 1-43590013 Fax: +33 1-45638441 e-mail: ofontaine@oica.net