



# Economic and Social Council

Distr.: General  
30 December 2011

Original: English

## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### Working Party on General Safety Provisions

101<sup>st</sup> session

Geneva, 18–21 October 2011

## Report of the Working Party on General Safety Provisions on its 101<sup>st</sup> session (18–21 October 2011)

### 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 <sub>2</sub> and M <sub>3</sub> vehicles) (agenda item 2) .....	5–11	4
A. Proposals for further amendments (agenda item 2(a)) .....	5–9	4
B. Requirements for service doors, windows and emergency exits (agenda item 2(b)) .....	10–11	4
IV. Regulation No. 34 (Fire risks) (agenda item 3) .....	12	5
V. Regulation No. 43 (Safety glazing) (agenda item 4) .....	13–14	5
VI. Regulation No. 46 (Devices for indirect vision) (agenda item 5) .....	15–17	5
VII. Regulation No. 58 (Rear under run protection) (agenda item 6) .....	18–20	6
VIII. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)) (agenda item 7) .....	21	7
IX. Regulation No. 121 (Identification of controls, tell-tales and indicators) (agenda item 8) .....	22–24	7
X. Regulation No. 125 (Forward field of vision of drivers) (agenda item 9) .....	25	8
XI. Proposal to update, in Regulations Nos. 97 (Vehicle alarm systems) and 116 (Anti-theft and alarm systems), the reference to Regulation No. 10 (agenda item 10) .....	26	8

XII.	Proposal to develop a Global Technical Regulation on motorcycle controls, tell-tales and indicators (1998 Agreement) (agenda item 11) .....	27	9
XIII.	Revisions and extensions of approvals (agenda item 12).....	28	9
XIV.	Consolidated Resolution on the Construction of Vehicles (R.E.3) (agenda item 13) .....	29	9
XV.	Other business (agenda item 14).....	30–34	10
	A. Regulation No. 105 (ADR vehicles) (agenda item 14(a)).....	30–31	10
	B. Regulation No. 110 (CNG vehicles) (agenda item 14(b)) .....	32–33	10
	C. Regulations Nos. 26 (External projections) and 61 (External projections of cab's rear panel) (agenda item 14(c)).....	34	10
XVI.	Elections of officers (agenda item 15) .....	35	11
XVII.	Provisional agenda for the 102nd session .....	36	11
<b>Annexes</b>			
I.	List of informal documents considered during the session .....		12
II.	Draft amendments to Regulation No. 107.....		14
III.	Draft amendments to Regulation No. 46.....		16
IV.	Draft amendments to Regulation No. 121.....		17
V.	GRSG informal groups .....		19

## I. Attendance

1. The Working Party on General Safety Provisions (GRSG) held its 101st session from 18 (afternoon) to 21 October 2011 (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 TRANS/WP.29/690/Amend.1): Belgium, Canada, China, Czech Republic, Finland, France, Germany, Hungary, India, Italy, Japan, Latvia, Luxembourg, Netherlands, Norway, Poland, Republic of Korea, Russian Federation, Spain, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland and United States of America. An expert from the European Commission (EC) also participated. Experts from the following non-governmental organizations participated: European Association of Automobile Suppliers (CLEPA), European Liquefied Petroleum Gas Association (AEGPL), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA) and International Road Transport Union (IRU). 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/2011/21 and Add.1  
Informal document GRSG-101-01

2. GRSG considered and adopted the agenda proposed for the 101<sup>st</sup> session (ECE/TRANS/WP.29/GRSG/2011/21 and Add.1) with the addition of the following agenda items:

- 14(a) Regulation No. 105 (ADR vehicles)
- 14(b) Regulation No. 110 (CNG vehicles)
- 14(c) Regulations Nos. 26 (External projections) and 61 (External projections of cab's rear panel)
- 15 Election of officers

3. GRSG also adopted the running order as proposed in GRSG-101-01.

4. The informal documents distributed during the session are listed in Annex I to this report.

### III. Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles) (agenda item 2)

#### A. Proposals for further amendments (agenda item 2(a))

*Documentation:* ECE/TRANS/WP.29/GRSG/2010/33  
ECE/TRANS/WP.29/GRSG/2011/24  
Informal documents GRSG-100-06, GRSG-100-16, GRSG-101-04-Rev.1, GRSG-101-09, GRSG-101-17 and GRSG-101-18

5. The expert from EC recalled the discussion at the previous session on GRSG-100-06 on the accessibility of prams. The expert from OICA introduced GRSG-101-18 proposing alternative provisions to provide a specific area in vehicles of Class I allowing the child to remain seated in his pram or pushchair. GRSG supported in general that proposal. The expert from EC raised a study reservation on GRSG-101-18. GRSG agreed to have a final review of the proposal at its next session and requested the secretariat to distribute GRSG-101-18 with an official symbol. GRSG also agreed to keep GRSG-100-06 and ECE/TRANS/WP.29/GRSG/2010/33 on the agenda as reference documents.

6. The expert from Spain presented ECE/TRANS/WP.29/GRSG/2011/24 proposing to amend the test provisions of the Regulation taking into account flat monitors located on the roof of the gangway in M<sub>2</sub> and M<sub>3</sub> vehicles. The expert from Germany preferred an alternative text (GRSG-101-04). After discussion, GRSG adopted the proposal, as reproduced in GRSG-101-04-Rev.1 and in Annex II, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2012 session, as draft Supplement 2 to the 04 series of amendments to Regulation No. 107.

7. The expert from OICA introduced GRSG-101-09 proposing to align the provisions for the seat width for some classes of vehicles with regard to the space for passengers. GRSG adopted the proposal, as reproduced in Annex II, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2012 session, as part (see para. 6 above) of Supplement 2 to the 04 series of amendments to Regulation No. 107.

8. The expert from the Russian Federation suggested correcting, in Annexes 4 and 12, the units in "cm" to "mm" (GRSG-101-17). GRSG adopted the proposal, as reproduced in Annex II, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2012 session, as Corrigendum 2 to Revision 3 of Regulation No. 107.

9. The expert from CLCCR recalled the purpose of GRSG-100-16 regarding the lateral stability of rearward facing wheelchairs. GRSG agreed with her suggestion to reconsider this matter at its April 2012 session on the basis of a revised proposal to be prepared by CLCCR, including a detailed justification.

#### B. Requirements for service doors, windows and emergency exits (agenda item 2(b))

*Documentation:* Informal document GRSG-101-05

10. The Chair of the informal group on Service Doors, Windows and Emergency Exits in buses and coaches (SDWEE) reported on the progress made by the group at its September 2011 meeting. He announced the intention of SDWEE informal group to convene again from 29 to 30 November 2011. He volunteered to keep GRSG informed, at its next session in April 2012, about the progress made by the group.

11. The expert from Germany introduced GRSG-101-05 clarifying the technical requirements for power-operated service doors. GRSG adopted the proposal, as reproduced

in Annex II, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2012 session, as part (see paras. 6 and 7 above) of Supplement 2 to the 04 series of amendments to Regulation No. 107.

#### IV. Regulation No. 34 (Fire risks) (agenda item 3)

*Documentation:* ECE/TRANS/WP.29/2011/135, ECE/TRANS/WP.29/GRSG/2009/21  
Informal documents GRSG-100-11 and GRSG-101-19

12. GRSG noted that ECE/TRANS/WP.29/2011/135 was on the agenda of the WP.29 session in November 2011. The expert from OICA presented GRSG-101-19, superseding ECE/TRANS/WP.29/GRSG/2009/21 and GRSG-100-11, to exempt diesel vehicles from charge dissipation devices. GRSG adopted the proposal, as reproduced below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2012 sessions, as draft Supplement 5 to the 02 series of amendments of Regulation No. 34:

*Paragraph 5.11.*, amend to read:

"5.11. The fuel tank ... shall be avoided.

If necessary, measure(s) for charge dissipation shall be provided. **However, no charge dissipation system is required for fuel tanks designed for containing a fuel with a flash point of at least 55 °C as referred to in item 5.1. of the communication form in Annex 1, Appendix 2. Determination of the flash point shall be in accordance with ISO 2719:2002.**

The manufacturer shall ... of these requirements."

#### V. Regulation No. 43 (Safety glazing) (agenda item 4)

*Documentation:* ECE/TRANS/WP.29/GRSG/2011/25  
Informal documents GRSG-99-25, GRSG-101-06 and GRSG-101-08

13. GRSG considered ECE/TRANS/WP.29/GRSG/2011/25, superseding GRSG-99-25, and GRSG-101-06 proposing to amend in Regulation No. 43, the provisions on the burn rate for rigid plastic panes. Following the discussion, GRSG adopted ECE/TRANS/WP.29/GRSG/2011/25, not amended, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2012 session, as draft Supplement 1 to the 01 series of amendments to Regulation No. 43.

14. The expert from Germany reported on the progress made by the informal group on plastic glazing (GRSG-101-08). GRSG welcomed the information and noted the informal group's intention to meet again in Leverkusen (Germany) on 21 and 22 November 2011.

#### VI. Regulation No. 46 (Devices for indirect vision) (agenda item 5)

*Documentation:* ECE/TRANS/WP.29/GRSG/2010/29/Rev.1  
ECE/TRANS/WP.29/GRSG/2011/12  
ECE/TRANS/WP.29/GRSG/2011/23  
Informal documents GRSG-100-26, GRSG-101-03, GRSG-101-07,  
GRSG-101-14 and GRSG-101-20

15. The Chair of the informal group on Camera Monitor Systems (CMS) presented ECE/TRANS/WP.29/GRSG/2011/23 and GRSG-101-03 on new provisions to replace all

mirrors by camera monitor systems. He sought the advice of GRSG to prepare the amendments as a Supplement or a new series of amendments to Regulation No. 46. GRSG noted a number of comments and a general support to prepare the new provisions as a Supplement to the 02 series of amendments. The expert from EC raised a study reservation on the proposal. GRSG welcomed a presentation (GRSG-101-14) by the expert from Japan on the results of an ongoing research on the admissible range of use of CMS for indirect fields of vision. The expert from Germany invited Japan to participate in drafting work of the International Standard Organization (ISO) on the development of a standard dealing with the technical requirements of camera monitor systems. The expert from IRU stressed the importance of the subject and underlined the high potential of CMS to improve road safety. GRSG agreed to resume consideration on the open issues at its next sessions, awaiting the outcome of discussions within the ISO working group. The secretariat was requested to make, in the absence of a revised proposal by the CMS Chair, GRSG-101-03 available with an official symbol.

16. Referring to the discussion at the previous session of GRSG on GRSG-100-26, the expert from the United Kingdom introduced ECE/TRANS/WP.29/GRSG/2010/29/Rev.1 to reduce the blind spot on the passenger side of N<sub>2</sub> and N<sub>3</sub> vehicles. The expert from OICA proposed a road map (GRSG-101-20) on how to proceed with this topic. He offered to organize a first meeting to be held at the OICA office (Paris) in December 2011. GRSG welcomed this initiative and endorsed the proposed road map. The GRSG Chair underlined the urgency of this activity and invited all interested experts to participate in the meetings. GRSG agreed to resume consideration on this important subject at its next session in April 2012.

17. Recalling the purpose of ECE/TRANS/WP.29/GRSG/2011/12, the expert from OICA introduced GRSG-101-07 to align the provisions on external projections of rear view mirrors with those of Regulation No. 26 (External projections). GRSG adopted the proposal, as reproduced in Annex III, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2012 session, as draft Supplement 1 to the 03 series of amendments to Regulation No. 46.

## **VII. Regulation No. 58 (Rear underrun protection) (agenda item 6)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2011/19  
ECE/TRANS/WP.29/GRSG/2011/33  
ECE/TRANS/WP.29/GRSG/2011/34  
Informal documents GRSG-100-25, GRSG-101-10-Rev.1, GRSG-101-21-Rev.1, GRSG-101-26, GRSG-101-27 and GRSG-101-28

18. The expert from OICA presented GRSG-101-21 clarifying the requirements on rear underrun protection devices. The expert from the United Kingdom introduced GRSG-101-26 amending the transitional provisions of draft Supplement 1 to the 02 series of amendments to Regulation No. 58, adopted at the previous session of GRSG. Following the discussion, GRSG agreed on the proposal as reproduced in GRSG-101-21-Rev.1 and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their November 2011 session, as a Corrigendum to ECE/TRANS/WP.29/2011/107.<sup>1</sup>

19. The expert from Germany recalled the purpose of documents GRSG-100-25 and ECE/TRANS/WP.29/GRSG/2011/19 proposing to introduce, into Regulation No. 58, more

---

<sup>1</sup> Note by the secretariat: see informal document WP.29-155-04.

stringent requirements for rear underrun protection devices. The expert from Japan introduced informal documents GRSG-101-10-Rev.1, GRSG-101-27 and GRSG-101-28 amending ECE/TRANS/WP.29/GRSG/2011/19. GRSG welcomed the proposals and noted a number of comments. Following the discussion, the expert from Germany volunteered to organize an ad hoc expert meeting to further discuss the open issues. He invited all GRSG experts to attend that meeting, scheduled to be held on 23 January 2012. GRSG agreed to resume consideration on this subject at its next session in April 2012 on the basis of a revised proposal to be submitted by Germany, taking into account the outcome of the discussion of the ad hoc meeting.

20. GRSG considered proposals to align the transitional provisions of the 02 series of amendments to the Regulation with the general guidelines adopted in TRANS/WP.29/1044 (ECE/TRANS/WP.29/GRSG/2011/33 and ECE/TRANS/WP.29/GRSG/2011/34). GRSG adopted ECE/TRANS/WP.29/GRSG/2011/34, as amended below, and requested the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2012 session, as draft Supplement 2 to the 02 series of amendments to Regulation No. 58:

*Paragraph 31.5., amend to read:*

"31.5. As from 48 months ...

- (a) ... meets the requirements of **paragraph 2.3.(b) or paragraph 2.3.(c) or Part III** of this Regulation as amended by the 02 series of amendments;
- (b) ... meet the requirements of **paragraph 2.3.(b) or paragraph 2.3.(c) or Part III** of this Regulation as amended by the 02 series of amendments."

## **VIII. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)) (agenda item 7)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2011/26  
Informal document GRSG-101-22

21. The expert from Germany introduced ECE/TRANS/WP.29/GRSG/2011/26 proposing to clarify the provisions of Regulation No. 67. The expert from AEGPL agreed on the principles proposed and underlined the need for additional amendments as reflected in GRSG-101-22. GRSG welcomed the comments received and agreed to reconsider this issue at its next session on the basis of a revised proposal by Germany.

## **IX. Regulation No. 121 (Identification of controls, tell-tales and indicators) (agenda item 8)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2010/20  
ECE/TRANS/WP.29/GRSG/2011/7  
ECE/TRANS/WP.29/GRSG/2011/27  
ECE/TRANS/WP.29/GRSG/2011/32  
Informal documents GRSG-101-02-Rev.1 and GRSG-101-11

22. The expert from Canada recalled ECE/TRANS/WP.29/GRSG/2010/20 proposing the addition of more symbols in Regulation No. 121. The expert from OICA proposed to amend the proposal and introduced ECE/TRANS/WP.29/GRSG/2011/27 and GRSG-101-11. GRSG adopted ECE/TRANS/WP.29/GRSG/2011/27, as amended below, and requested

the secretariat to submit it to WP.29 and AC.1 for consideration at their March 2012 session, as draft Supplement 7 to Regulation No. 121:

*Table 1, column 1, symbol No. 3a*, correct "Headlamp high beams" to read "Headlamp **main** beams" and *symbol No. 3b*, correct "Automatic high beam functions" to read "Automatic **main** beam **switching**".

*Footnote 18/*, correct "standard ISO" to read "standard ISO 2575-2004".

23. GRSG considered ECE/TRANS/WP.29/GRSG/2011/32 (superseding ECE/TRANS/WP.29/GRSG/2011/7) tabled by OICA and proposing to transfer the control and tell-tale requirements from Regulations Nos. 13 and 13-H to Regulation No. 121. GRSG noted a number of concerns on footnote 18/ and agreed to revise its current text at the next GRSG session on the basis of a revised proposal by OICA. Referring to ECE/TRANS/WP.29/GRSG/2010/20, the expert from Canada reminded GRSG on the need to also insert symbol 48 on cruise control.

24. The expert from OICA introduced GRSG-101-02-Rev.1 on symbols for electronic stability control and he suggested submitting the proposal as a new series of amendments to Regulation No. 121. GRSG endorsed that approach. Following the discussion, GRSG adopted the proposal, as reproduced in Annex IV. The secretariat was requested to submit it to WP.29 and AC.1 for consideration at their June 2012 sessions, as draft 01 series of amendments to Regulation No. 121 together with the necessary amendments to remove the control and tell-tale provisions from Regulations Nos. 13 and 13-H, subject to a detailed consideration by the Working Party on Brakes and Running Gear (GRRF) at its February 2012 session.

## **X. Regulation No. 125 (Forward field of vision of drivers) (agenda item 9)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2011/16  
ECE/TRANS/WP.29/GRSG/2011/31

25. The expert from Japan introduced ECE/TRANS/WP.29/GRSG/2011/31 (superseding ECE/TRANS/WP.29/GRSG/2011/16) clarifying the definition of the "A pillar" and to improving the perception by the driver of other road users. He added the need to submit the proposal as a new 01 series of amendments. He offered to prepare a revised proposal for a detailed consideration by GRSG at its next session in April 2012.

## **XI. Proposal to update, in Regulations Nos. 97 (Vehicle alarm systems) and 116 (Anti-theft and alarm systems), the reference to Regulation No. 10 (agenda item 10)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2011/28  
ECE/TRANS/WP.29/GRSG/2011/29  
Informal document WP.29-153-02

26. The expert from Japan presented ECE/TRANS/WP.29/GRSG/2011/28 and ECE/TRANS/WP.29/GRSG/2011/29 proposing to align, in Regulations Nos. 97 and 116, the reference to Regulation No. 10. GRSG agreed to reconsider this subject at its next session in April 2012, awaiting the advice of WP.29 on the static or dynamic references in the text of UN Regulations (see WP.29 report: ECE/TRANS/WP.29/1093, para. 48).



## **XII. Proposal to develop a Global Technical Regulation on motorcycle controls, tell-tales and indicators (1998 Agreement) (agenda item 11)**

*Documentation:* ECE/TRANS/WP.29/AC.3/22  
ECE/TRANS/WP.29/2011/140  
ECE/TRANS/WP.29/2011/141  
Informal documents GRSG-101-15 and GRSG-101-16

27. GRSG noted that the draft Global Technical Regulation (GTR) on motorcycle controls, tell-tales and indicators and the report were on the agenda of the November 2011 session of WP.29 (ECE/TRANS/WP.29/2011/140 and ECE/TRANS/WP.29/2011/141). The expert from IMMA presented GRSG-101-15 and GRSG-101-16 proposing editorial corrections to the text of the draft GTR and the report. GRSG agreed on both proposals and requested the secretariat to submit them to WP.29 and AC.1 for consideration at their November 2011 session, as Corrigenda to ECE/TRANS/WP.29/2011/140 and ECE/TRANS/WP.29/2011/141.<sup>2</sup>

## **XIII. Revision and extensions of approvals (agenda item 12)**

*Documentation:* ECE/TRANS/WP.29/2010/111  
ECE/TRANS/WP.29/2010/152  
ECE/TRANS/WP.29/GRSG/2011/22  
Informal document GRSG-100-13

28. The expert from the Netherlands presented ECE/TRANS/WP.29/GRSG/2011/22 (superseding GRSG-100-13) proposing the concept of extension in the communication form of Regulation No. 61 (External projections of commercial vehicles). GRSG noted that a concrete proposal (ECE/TRANS/WP.29/2011/152) on this subject was on the agenda of the November 2011 session of WP.29 (see WP.29 report: ECE/TRANS/WP.29/1093, para. 51). GRSG agreed to resume consideration of the matter at its next session on the basis of a revised proposal by the Netherlands, taking into account the final decision of WP.29.

## **XIV. Consolidated Resolution on the Construction of Vehicles (R.E.3) (agenda item 13)**

*Documentation:* ECE/TRANS/WP.29/GRSG/2011/30

29. The expert from the Russian Federation proposed to amend the definition of N<sub>1</sub> vehicles to take into account the special design of electric vehicles (ECE/TRANS/WP.29/GRSG/2011/30). GRSG noted a number of concerns and agreed to resume consideration of this subject at its next session on the basis of a revised proposal from the Russian Federation.

<sup>2</sup> Note by the secretariat: see informal documents WP.29-155-09 and WP.29-155-10.

## **XV. Other business (agenda item 14)**

### **A. Regulation No. 105 (ADR vehicles) (agenda item 14(a))**

*Documentation:* ECE/TRANS/WP.29/GRSG/2011/35

30. The expert from OICA presented ECE/TRANS/WP.29/GRSG/2011/35 proposing to correct in Regulation No. 105 the references to the international standards. He added that the Working Party on the Transport of Dangerous Goods (WP.15) was expected to consider, at its November 2011 session, a parallel amendment to the European Agreement concerning the International Carriage of dangerous Goods by Road (ADR). GRSG adopted ECE/TRANS/WP.29/GRSG/2011/35 and requested the secretariat to align the references to those adopted by WP.15 (see WP.15 report ECE/TRANS/WP.15/212, paras. 38 and 39, and Annex I).

31. The secretariat was requested to submit the proposal, as amended below, to WP.29 and AC.1 for consideration at their March 2012 session, as draft Supplement 1 to the 05 series of amendments to Regulation No. 105:

*Paragraph 5.1.1.6.3., amend to read (including the insertion of a footnote \*):*

"5.1.1.6.3. Electrical connections

Electrical connections ..... IEC standard 60529 and be designed to prevent accidental disconnection. Connections shall be in conformity with ISO 12098:2004\*, ISO 7638:2003\* and EN 15207:2006, as appropriate.

---

\* ISO 4009, referred to in this standard, need not be applied."

### **B. Regulation No. 110 (CNG vehicles) (agenda item 14(b))**

*Documentation:* Informal documents GRSG-101-12, GRSG-101-13 and GRSG-101-23

32. The expert from the Czech Republic presented GRSG-101-12 proposing to align the provisions of Regulation No. 110 on fuel rail with those of Regulation No. 67 and GRSG-101-13 aiming at clarifying the provisions of Regulation No. 110 on the bonfire test methodology. GRSG welcomed the proposals and noted a study reservation by Germany on GRSG-101-13. GRSG agreed to resume consideration of this subject at its next session. The secretariat was requested to distribute GRSG-101-12 and GRSG-101-13 with an official symbol.

33. The expert from the Netherlands reported on the outcome of the first meeting of the task force on Liquid Natural Gas (LNG) vehicles (GRSG-101-23). He gave an overview of the group's activities and announced the intention of the group to develop an amendment to Regulation No. 110. He added that more detailed informal were made available at: <http://live.unece.org/trans/main/wp29/wp29wgs/wp29grpe/gfv-Ing02.html>.

### **C. Regulations Nos. 26 (External projections) and 61 (External projections of cab's rear panel) (agenda item 14(c))**

*Documentation:* Informal documents GRSG-101-24, GRSG-101-25

34. The expert from France presented GRSG-101-24 and GRSG-101-25 proposing to align the provisions of Regulations Nos. 26 and 61 with those of the new draft Regulation

on Pedestrian Safety (ECE/TRANS/WP.29/2010/127 and ECE/TRANS/WP.29/2011/51). GRSG noted a number of comments and agreed to reconsider this subject at its next session on the basis of official documents. The expert from France volunteered to prepare revised proposals taking into account the comments received and to transmit them in due time to the secretariat.

## **XVI. Elections of officers (agenda item 15)**

35. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 as amended by Amendment 1), GRSG called for the election of officers on 19 October 2011. 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 2012.

## **XVII. Provisional agenda for the 102nd session**

36. The following provisional agenda was adopted for the 102nd session of GRSG, scheduled to be held in Geneva from 16 (starting at 2.30 p.m.) to 20 (concluding at 12.30 p.m.) April 2012 <sup>3</sup>:

1. Adoption of the agenda.
2. Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles):
  - (a) Proposals for further amendments;
  - (b) Requirements for service doors, windows and emergency exits.
3. Regulation No. 26 (External projections).
4. Regulation No. 43 (Safety glazing).
5. Regulation No. 46 (Devices for indirect vision).
6. Regulation No. 58 (Rear under run protection).
7. Regulation No. 61 (External projections of cab's rear panel).
8. Regulation No. 67 (Equipment for liquefied petroleum gases (LPG)).
9. Regulation No. 110 (Specific components for CNG)).
10. Regulation No. 121 (Identification of controls, tell-tales and indicators).
11. Regulation No. 125 (Forward field of vision of drivers).
12. Revisions and extensions of approvals.
13. Proposal for draft amendment to the consolidated Resolution on the Construction of Vehicles (R.E.3).
14. Other business.

---

<sup>3</sup> GRSG noted that the deadline for submission of official documents to the UNECE secretariat was 20 January 2012, twelve weeks prior to the session.

## Annex I

### List of informal documents considered during the session

#### List of informal documents (GRSG-101-...) distributed during the session (English only except when marked with a footnote \*)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1	(GRSG Chairman) Running order of the 101 <sup>st</sup> session	(f)
2- Rev.1	(OICA) Proposal for changes to Regulation No. 121 (Identification of controls, tell-tales and indicators)	(b)
3	(CLEPA) Proposal to amend ECE/TRANS/WP.29/GRSG/2011/23 (Draft amendments to Regulation No. 46 (Systems for indirect vision)	(c,e)
4- Rev.1	(Germany) Proposal for amendments to Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles)	(a)
5	(Germany) Proposal for draft amendments to Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles)	(a)
6	(Secretariat) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2011/25	(f)
7	(OICA) Proposal for a draft amendment to Regulation No. 46 (Systems for indirect vision)	(a)
8	(Germany/IGPG) 2 <sup>nd</sup> Progress Report of the Informal Group on Plastic Glazing	(f)
9	(OICA) Proposal for draft amendments to Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles)	(b)
10- Rev.1	(Japan) Draft corrigendum to Regulation No. 85, 02 series of amendments (Rear underrun protection)	(e)
11	(Secretariat) Proposal by GRE on ECE/TRANS/WP.29/GRSG/2010/20 – Proposal for amendments to Regulation No. 121 (Identification of controls, tell-tales and indicators)	(f)
12	(Czech Republic) Proposal for draft amendments to Regulation No. 110	(c)
13	(Czech Republic) Proposal for draft amendments to Regulation No. 110	(c)
14	(Japan) Research on the admissible range of use of camera monitor systems for indirect fields of vision	(f)
15	(IMMA) Corrigendum to the draft new Global Technical Regulation concerning the location, identification and operation of motorcycle controls, tell-tales and indicators (ECE/TRANS/WP.29/2011/140)	(a)
16	(IMMA) Corrigendum to the Technical Report (ECE/TRANS/WP.29/2011/141) to the draft new Global Technical Regulation concerning the location, identification and operation of motorcycle controls, tell-tales and indicators	(a)
17*	(Russian Federation) Proposal for draft corrigendum to UNECE Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles)	(b)
18	(OICA) Proposal for an amendment to Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles)	(c)
19	(OICA) Proposal for amendments to Regulation No. 34 (Fire risks)	(b)
20	(OICA) Proposal for changes to Regulation No. 46 (Devices for indirect vision)	(d)
21- Rev.1	(OICA) Proposal for amendments to ECE/TRANS/WP.29/2011/107 – Draft Supplement 1 to the 02 series of amendments to Regulation No. 58 (Rear underrun protection)	(b)
22	(AEGPL) Comments on ECE/TRANS/WP.29/GRSG/2011/26 (Draft amendments to Regulation No. 67/01 by the expert from Germany)	(e)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
23	(Netherlands) LNG – Task Force: Report on activities to GRSG	(f)
24*	(France) Proposal for Corrigendum 1 to the 03 series of Regulation No. 26 (External projection)	(e)
25*	(France) Proposal for Corrigendum 1 to the 00 series of Regulation No. 61 (External projection forward of the cab's)	(e)
26	(United Kingdom) Proposal for amendments to Regulation No. 58 (Rear underrun protection)	(f)
27	(Japan) Diagrams for amendments to ECE/TRANS/WP.29/GRSG/2011/19 – Regulation No. 58 (Rear underrun protection)	(e)
28	(Japan) Comments for amendments to ECE/TRANS/WP.29/GRSG/2011/19 – Regulation No. 58 (Rear underrun protection)	(e)
29	(Secretariat) Summary of decisions on documents considered at the 101 <sup>st</sup> session of GRSG and their follow-up actions	(f)

### **Reconsideration of informal documents from the previous sessions of GRSG or other Working Parties (English only)**

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
GRSG-99-25	(Germany) Draft Schedule of Informal Group on Plastic Glazing	(f)
GRSG-100-06	(EC) Proposal for an amendment to Regulation No 107 (M <sub>2</sub> and M <sub>3</sub> vehicles)	(d)
GRSG-100-11	(OICA) Proposal for amendments to Regulation No. 34 (Fire risks)	(f)
GRSG-100-13	(Netherlands) Proposal for a change to the Communication form in Annex 1 to Regulation No. 61. (external projections forward of the cab's rear panel)	(f)
GRSG-100-16	(CLCCR) Proposal for draft amendments to Regulation No. 107 (M <sub>2</sub> and M <sub>3</sub> vehicles)	(f)
GRSG-100-25	(Germany) Draft Schedule of Informal Group on Plastic Glazing	(f)
GRSG-100-26	(United Kingdom) The identification of 'Blind Spots' indirect and indirect vision for Category N <sub>2</sub> and N <sub>3</sub> vehicles using Digital Human Modelling - Regulation No. 46 (Devices for indirect vision)	(f)
WP.29-153-02	(OICA) Proposal for guidelines on the scope, administrative provisions and alternative requirements in Regulations annexed to the 1958 Agreement - OICA comments to ECE/TRANS/WP.29/2011/48	(f)

#### Notes:

- (a) Adopted with no change and submitted to WP.29 for consideration.
- (b) Adopted with changes and submitted to WP.29 for consideration.
- (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. 107

#### Draft Supplement 1 to the 05 series of amendments to Regulation No. 107

##### *Annex 3*

*Insert a new paragraph 7.6.5.1.5., to read:*

**"7.6.5.1.5. may activate a starting prevention device;"**

*Paragraphs 7.6.5.1.5. to 7.6.5.1.8. (former), renumber as paragraphs 7.6.5.1.6. to 7.6.5.1.9.*

*Paragraph 7.7.5.1., amend to read:*

**"7.7.5.1. The gangway(s) of a vehicle shall be so designed and constructed as to permit the free passage of a gauging device consisting of two co-axial cylinders with an inverted truncated cone interposed between them, the gauging device having the dimensions shown in Annex 4, figure 6.**

The gauging device may come into contact with strap hangers, if fitted, or other flexible objects such as seat belt components and move them **easily** away;

**In vehicles of classes I and A, the gauging device according to Annex 4, figure 6 shall not come into contact with any monitor or display device mounted from the ceiling above the gangway.**

**In vehicles of classes II, III and B, the gauging device according to Annex 4, figure 6 may come into contact with any monitor or display device mounted from the ceiling above the gangway provided the maximum force necessary to move any such monitor or display device out of the way, when applying the gauging device along the gangway in both directions, does not exceed 20 Newton. After being moved out of the way, the monitor or display device shall remain in the retracted position."**

*Paragraph 7.7.8.1.3., amend to read:*

**"7.7.8.1.3. For vehicles not exceeding a width of 2.35 m:**

**7.7.8.1.3.1. the width of the available space for each seating position, measured from a vertical plane passing through the centre of that seating position at heights between 270 mm and 650 mm above the uncompressed seat cushion, shall be 200 mm (see Annex 4, figure 9A). In case of compliance with this paragraph the requirements of paragraph 7.7.8.1.2. shall not apply; and**

**7.7.8.1.3.2. in the case of vehicles of Class III, the minimum width of the seat cushion, dimension "F" (Annex 4, figure 9A), measured from a vertical plane passing through the centre of that seating position, shall be a minimum of 200 mm. In case of compliance with this paragraph the requirements of paragraph 7.7.8.1.1.2. shall not apply."**

---

**Draft Corrigendum 2 to Revision 3 of Regulation No. 107**

*Annex 4, Figure 11b*, correct to read:

For "15 cm min" read "**150 mm min**"

For "30 cm min" read "**300 mm min**"

For "60 cm max" read "**600 mm max**"

For "70 cm min" read "**700 mm min**"

*Annex 12*

*Paragraph 4.3.*, correct " $100 \pm 5 \text{ cm}^2$ " to read " **$10000 \pm 500 \text{ mm}^2$** ".

*Paragraphs 4.4. and 4.5.*, correct " $300 \pm 5 \text{ cm}^2$ " to read " **$30000 \pm 500 \text{ mm}^2$** ".

*Paragraph 4.6.*, correct to read:

For "50 cm" read "**500 mm**"

For "200 cm" read "**2000 mm**"

For " $200 \pm 5 \text{ cm}^2$ " read " **$20000 \pm 500 \text{ mm}^2$** ".

## Annex III

### Draft amendments to Regulation No. 46

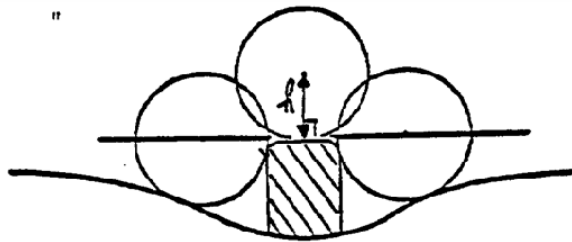
#### Draft Supplement 1 to the 03 series of amendments to Regulation No. 46

ECE/TRANS/WP.29/GRSG/2011/12 was adopted as reproduced below:

*Insert new paragraphs 6.1.1.4. to 6.1.1.4.2., to read (including the addition of a new figure 1):*

- "6.1.1.4. The requirements in paragraphs 6.1.1.2. and 6.1.1.3. shall not apply to parts of the external surface which protrude less than 5 mm, but the outward facing angles of such parts shall be blunted, save where such parts protrude less than 1.5 mm. For determining the dimension of the projection, the following method shall apply:
- 6.1.1.4.1. The dimension of the projection of a component which is mounted on a convex surface may be determined either directly or by reference to a drawing of an appropriate section of this component in its installed condition.
- 6.1.1.4.2. If the dimension of the projection of a component which is mounted on a surface other than convex cannot be determined by simple measurement, it shall be determined by the maximum variation of the distance of the centre of a 100 mm diameter sphere from the nominal line of the panel when the sphere is moved over and is in constant contact with that component. Figure 1 shows an example of the use of this procedure.

Figure 1



*Paragraphs 6.1.1.4. to 6.1.1.7. (former), renumber as paragraphs 6.1.1.5. to 6.1.1.8.*



## Annex IV

## Draft amendments to Regulation No. 121

## Draft 01 series of amendments to Regulation No. 121

*Paragraph 4.2.*, amend the words "at present 00 for the Regulation in its original form" to read "at present **01 corresponding to the 01 series of amendments to the Regulation**".

Add a new paragraph 12., to read:



**"12. Transitional provisions**

**12.1. As from the official date of entry into force of the 01 series of amendment to this Regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the 01 series of amendment to this Regulation.**

**12.2. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval according to the preceding series of amendments to this Regulation.**

**12.3. Until 24 months after the date of entry into force of the 01 series of amendment to this Regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the preceding series of amendments to this Regulation."**

*Table 1*, amend to read (existing footnote 17/ remains unchanged):

No.	Column 1	Column 2	Column 3	Column 4	Column 5
	ITEM	SYMBOL <u>2/</u>	FUNCTION	ILLUMINATION	COLOUR
...	...	...	...	...	...
43.	Electronic stability control	 or ESC <u>17/</u>	Tell-tale	Yes	<b>Yellow</b>
44.	Electronic stability control system "OFF"	 OFF or ESC OFF <u>17/ 20/</u>	Control	Yes	
			Tell-tale	Yes	<b>Yellow</b>

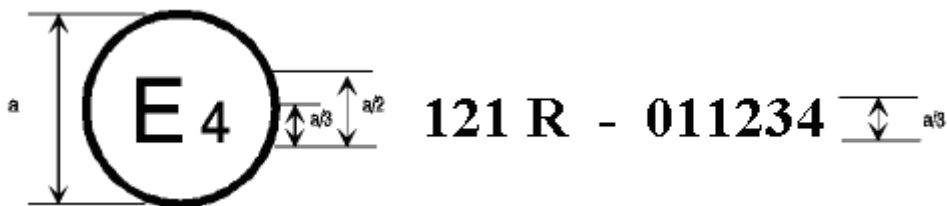
Add a new footnote 21/, to read (the letters "OFF" and "ESC OFF" shall be kept in English and shall not be translated):

**"21/ The supplementary letters "OFF" may be positioned on or adjacent to the outline of the symbol of item No. 43. The font of the letters "OFF" or "ESC OFF" is not intended to be restrictive."**

Annex 2, approval mark models A and B, amend to read (existing footnote <sup>1</sup> remains unchanged):

"Model A

(See paragraph 4.4. of this Regulation)

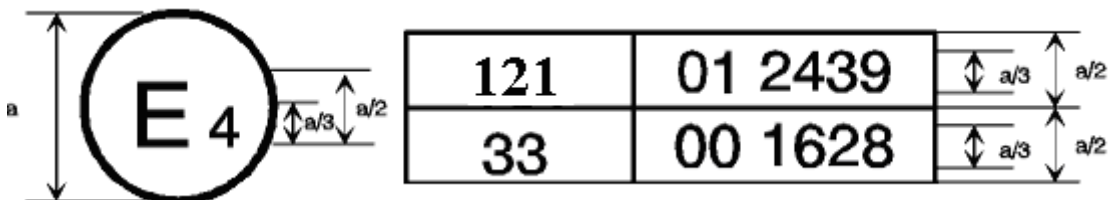


a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the location and identification of hand controls, tell-tales and indicators, been approved in the Netherlands (E4) pursuant to Regulation No. 121 under the approval No. **011234**. The first two digits (**01**) of the approval number indicated that the approval was granted in accordance with the requirements of Regulation No. 121 **as amended by the 01 series of amendments**.

Model B

(See paragraph 4.5. of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E4) pursuant to Regulation No. 121 and Regulation No. 33<sup>1</sup>. The approval number indicates that, at the dates when the respective approvals were **granted in accordance with** Regulation No. 121 **as amended by the 01 series of amendments and with** Regulation No. 33 **which** was still in its original form."

## Annex V

## GRSG informal groups

<i>Informal group</i>	<i>Chairperson</i>	<i>Secretary</i>
Camera Monitor Systems (CMS)	Mr. H. Jongenelen (Netherlands) Tel: +31 79 3458268 Fax : +31 793458041 Email : hjongenelen@rdw.nl	
Service Doors, Windows and Emergency Exits in Buses and coaches (SDWEE)	Mr. J. Kownacki (Poland) Tel:+48 22 8112510 Fax : +48 22 8114062 Email : jerzy.kownacki@its.waw.pl	Mr. O. Fontaine (OICA) Tel: +33 1-43590013 Fax : +33 1-45638441 Email: ofontaine@oica.net
Plastic glazing	Mr. K. Preusser (Germany) Tel: +49 230443623 Fax : +49 2304467544 Email : dr.klaus.preusser@t-online.de	Mr. O. Fontaine (OICA) Tel: +33 1-43590013 Fax : +33 1-45638441 Email: ofontaine@oica.net
GTR on motorcycle controls, tell-tales and indicators	Mr. A. Erario (Italy) Tel: +39 06 4158 6228 Fax: +39 06 4158 3253 E-mail: antonio.erario@ mit.gov.it	Mr. R. Choda (IMMA) Tel: +41 22 920 21 20 Fax: +41 22 920 21 21 E-mail: ravchoda@immamotorcycles.org