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Report of the Working Party on General Safety Provisions on its 112th session (24-28 April 2017)

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I. Attendance

1. The Working Party on General Safety Provisions (GRSG) held its 112th session from 24 to 28 April 2017 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, ECE/TRANS/WP.29/690/Amend.1 and Amend.2): Belgium, Canada, China, Czechia, Finland, France, Germany, Hungary, India, Israel, Italy, Japan, Kuwait, Latvia, Luxembourg, Netherlands, Norway, Poland, Republic of Korea, Romania, Russian Federation, South Africa, Spain, Sweden, Switzerland, Turkey, United Kingdom of Great Britain and Northern Ireland (United Kingdom) 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 Automotive Suppliers (CLEPA), European Liquefied Petroleum Gas Association (AEGPL), International Motorcycle Manufacturers Association (IMMA), International Road Transport Union (IRU), International Organization of Motor Vehicle Manufacturers (OICA), International Organization for Standardization (ISO) and International Association for Natural Gas Vehicles (NGV Global).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRSG/2017/1 and Add.1
Informal document GRSG-112-01-Rev.1

2. GRSG considered and adopted the agenda proposed for the 112th session (ECE/TRANS/WP.29/GRSG/2017/1 and Add.1).

3. GRSG also adopted the running order for the session as proposed by the Chair in GRSG-112-01-Rev.1. GRSG noted the main decisions and recommendations of the World Forum WP.29 taken during its November 2016 and March 2017 sessions (see reports ECE/TRANS/WP.29/1126 and ECE/TRANS/WP.29/1129).

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

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

Documentation: ECE/TRANS/WP.29/GRSG/2016/5,
ECE/TRANS/WP.29/GRSG/2016/20
Informal documents GRSG-111-09, GRSG-111-21, GRSG-111-35,
GRSG-112-02-Rev.1, GRSG-112-03, GRSG-112-04, GRSG-112-16,
GRSG-112-17 and GRSG-112-35

5. Recalling the discussion at the previous GRSG session on ECE/TRANS/WP.29/GRSG/2016/20, the expert from Switzerland presented GRSG-112-02-Rev.1 proposing to simplify the provisions of UN Regulation No. 107 by inserting references to parts 1 and 2 of the forthcoming updated European standards EN 16584:2015 on railway applications for persons with reduced mobility (GRSG-112-03 and GRSG-112-04). The expert from France preferred to leave these requirements out of the Regulation to avoid possible inconsistencies with existing national requirements. A number of experts preferred to keep some of the requirements proposed in GRSG-111-35 within the Regulation, but to improve the wording of the provisions concerned. Following the

discussion, GRSG adopted ECE/TRANS/WP.29/GRSG/2016/20 as amended by GRSG-112-35 and agreed to submit it to WP.29 as a new 08 series of amendments to UN Regulation No. 107. Thus, the expert from OICA volunteered to prepare, in due time, a revised official document for consideration and final adoption at the next GRSG session, including the proposed transitional provisions (i.e. June 2020 for new types of vehicles and June 2022 for all existing types).

6. The expert from Czechia introduced GRSG-112-16 to improve the safety requirements for trolleybuses, particularly the double insulation of circuits directly connected to the overhead lines. GRSG welcomed the proposal and agreed to resume consideration of this subject at its next session on the basis of an official document.

7. The expert from Spain sought the advice of GRSG experts on how to approve a vehicle with no standing passengers (GRSG-112-17). He was of the opinion that, according to UN Regulation No. 107, such a vehicle should be considered as a Class III vehicle only. GRSG endorsed that position.

8. The expert from OICA recalled the purpose of GRSG-111-09 aligning the provisions of UN Regulation No. 107 with those of the European Union (EU) Regulation 1230/2012 on masses and dimensions in the definition of the 'mass in running order'. He volunteered to prepare, jointly with the expert from EC, a concrete document for consideration at the next GRSG session in October 2017.

9. Referring to ECE/TRANS/WP.29/GRSG/2016/5, the expert from Belgium recalled the detailed analysis on the technical requirements for trolley buses presented at the previous session (GRSG-111-21). She confirmed that the work to fully align the provisions of UN Regulations Nos. 100 and 107 was still in progress. She announced her intention to submit concrete proposals for consideration at the next GRSG sessions.

IV. Regulation No. 39 (Speedometer and odometer) (agenda item 3)

Documentation: ECE/TRANS/WP.29/GRSG/2015/16 and Corr.1

10. GRSG noted that no new proposal had been provided on this subject and agreed to remove the item from the agenda of the next session.

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

Documentation: ECE/TRANS/WP.29/GRSG/2017/6
ECE/TRANS/WP.29/GRSG/2017/8
Informal documents GRSG-112-07-Rev.1 and GRSG-112-29

11. The expert from Germany introduced ECE/TRANS/WP.29/GRSG/2017/6 to fully align (a) the provisions for the headform test with deceleration measurement and (b) the test of resistance to abrasion with those of the corresponding standard ISO 15082:2016-11. He added that the main amendments according to this standard were the addition or modification of important test details, the correction of the headform calibration values and the introduction of abrasion reference materials; the latter combined with an abrasive-wheel qualification and a correction calculation (for plastic materials only). GRSG welcomed the proposal and noted some minor editorial corrections. Following the discussion, GRSG adopted ECE/TRANS/WP.29/GRSG/2017/6 and requested the secretariat to submit it to WP.29 and AC.1 as draft Supplement 6 to the 01 series of amendments to UN Regulation No. 43 for consideration at their November 2017 sessions.

12. The expert from CLEPA presented ECE/TRANS/WP.29/GRSG/2017/8, proposing to clarify in Figure 2a of Annex 21 the lateral limits of any opaque obscuration. GRSG noted general support and adopted the proposal. The secretariat was requested to submit it to WP.29 and AC.1 as part (see para. 11 above) of draft Supplement 6 to the 01 series of amendments to UN Regulation No. 43 for consideration at their November 2017 sessions.

13. The expert from France proposed to align the French and English version of Revision 3 of UN Regulation No. 43 (GRSG-112-07-Rev.1). GRSG adopted the proposal as reproduced in Annex II to this report and requested the secretariat to submit it to WP.29 and AC.1 as Corrigendum 6 to Revision 3 and as Corrigendum 1 to Revision 4 of UN Regulation No. 43 for consideration at their November 2017 sessions.

14. The expert from OICA introduced GRSG-112-29 to correct some inconsistencies in Annex 21, Table 2 and to align it with Global Technical Regulation No. 6 on safety glazing. GRSG welcomed the proposal and agreed to resume its consideration at the next session on the basis of an official document.

15. The expert from France reported on the work progress of the task force to align the French and English version of UN Regulation No. 43. He volunteered to submit concrete proposals at the next GRSG sessions.

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

Documentation: ECE/TRANS/WP.29/GRSG/2017/2
Informal documents GRSG-111-29, GRSG-112-08, GRSG-112-13,
GRSG-112-14-Rev.1 and GRSG-112-30

16. The expert from Japan, chairing the new Informal Working Group (IWG) on awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi), reported on the progress made by the group during its meeting in Brussels on 23-24 March 2017 (GRSG-112-13). GRSG welcomed the updated draft terms of reference and rules of procedure for the IWG on VRU-Proxi (GRSG-112-14-Rev.1 superseding GRSG-111-29). GRSG noted the overlap of the IWG activities with agenda item 16 on a new draft UN Regulation on Blind Spot Information Systems (BSIS). GRSG underlined the urgent need to adopt the new UN Regulation and agreed that the IWG on VRU-Proxi shall consider ECE/TRANS/WP.29/GRSG/2017/11 (tabled by Germany) as a first priority at its forthcoming meeting, scheduled to be held in Paris on 3-4 July 2017. In this respect, GRSG adopted the terms of reference and rules of procedure for the IWG on VRU-Proxi as reproduced in Annex III to this report. The GRSG Chair announced his intention to inform WP.29 at its June 2017 session about the terms of reference of the above-mentioned IWG.

17. Recalling the discussion in GRSG at its previous session, the expert from Germany introduced ECE/TRANS/WP.29/GRSG/2017/2 proposing to correct the provisions of paragraph 6.1.3.1. on the magnification factor. He also introduced GRSG-112-30 correcting a reference error in paragraph 6.3.3.2. The expert from France proposed to insert an editorial amendment to the communication form in Annex 4 (GRSG-112-08). GRSG adopted ECE/TRANS/WP.29/GRSG/2017/2 as amended below and requested the secretariat to submit it to WP.29 and AC.1 as draft Supplement 5 to the 04 series of amendment to UN Regulation No. 46 for consideration at their November 2017 sessions.

Paragraph 6.3.3.2., correct the reference to "paragraph 6.1.3." to read "paragraph **6.1.1.3.**".

Annex 4, item 4., amend to read:

"4. Category of vehicle: ($M_1, M_2, M_3, N_1, N_2 \leq 7.5 \text{ t}, N_2 > 7.5 \text{ t}, N_3, L$)²"

18. The expert from Germany sought the advice of GRSG on the default mode in case of dual function systems for camera-monitor systems (CMS) which can be set by the driver. The expert from OICA stated that the former IWG on CMS did not discuss the default mode for such systems. GRSG invited the expert from Germany to prepare a proposal for consideration at the next session of GRSG in October 2017.

VII. Regulation No. 66 (Strength of superstructure (buses)) (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRSG/2016/11
Informal document GRSG-110-16

19. The expert from OICA withdrew ECE/TRANS/WP.29/GRSG/2016/11 and informed GRSG that the concern with UN Regulation No. 66 was solved with an interim solution. GRSG agreed to remove this item from the agenda of its next session.

VIII. Regulation No. 67 (LPG vehicles) (agenda item 7)

Documentation: ECE/TRANS/WP.29/GRSG/2016/15
ECE/TRANS/WP.29/GRSG/2017/3
ECE/TRANS/WP.29/GRSG/2017/10
Informal documents GRSG-112-19, GRSG-112-20, GRSG-112-21,
GRSG-112-22, GRSG-112-31, GRSG-112-32 and GRSG-112-37

20. Referring to ECE/TRANS/WP.29/GRSG/2016/15, the expert from AEGPL recalled the purpose of his proposal to insert new safety provisions into UN Regulation No. 67 on Liquefied Petroleum Gas (LPG) systems having hydraulic interconnections with the petrol or diesel fuelling system through which inter-flows of fuels might occur. He confirmed that he had received in the meantime valuable feedback from a number of GRSG experts. He volunteered to prepare a revised proposal for consideration at the next session.

21. The expert from the Netherlands presented ECE/TRANS/WP.29/GRSG/2017/3 amending the provisions of UN Regulation No. 67 to use non-seamless gas tubes in LPG vehicles. The expert from AEGPL presented GRSG-112-19 inserting some improvements to the proposed provisions. GRSG noted general support and a number of comments. The expert from Germany raised a study reservation. Following the discussion, GRSG agreed to resume consideration of this subject at its next session in October 2017. In this respect, GRSG invited the experts from the Netherlands and AEGPL to prepare a combined document (see para. 20 above), taking into account the comments received and to submit it, in due time, to the secretariat for consideration and final review at the next GRSG session in October 2017.

22. The expert from Poland gave a presentation (GRSG-112-37) justifying his proposal ECE/TRANS/WP.29/GRSG/2017/10 to clarify the provisions for type approved accessories fitted to LPG containers. The proposal received some support. The expert from AEGPL presented GRSG-112-20 proposing, as an alternative, the additional marking of the accessories with the number of type approval extension. Following a controversial discussion, the expert from Poland proposed to set up either a task force or a new informal working group on gaseous fuelled vehicles to work on the best solution. His proposal to establish an IWG did not receive full support. Finally, GRSG agreed to resume consideration of this subject at its next session in October 2017 on the basis of a new proposal jointly prepared by Poland and AEGPL. Thus, GRSG invited all interested experts to send them, in due time, their written comments.

23. The expert from AEGPL presented GRSG-112-21 introducing tolerances for the dimensions of some filling units. A number of experts preferred to insert the corresponding specifications into the text of the UN Regulation instead of a reference to standard EN 22768-1. GRSG invited the expert from AEGPL to submit, in due time, an updated proposal for consideration at the next session of GRSG in October 2017.

24. The expert from Turkey introduced GRSG-112-22 proposing to develop new provisions on the location on the vehicle of the filling unit and a limitation of the service life of containers. A number of experts welcomed the initiative. GRSG invited the expert from Turkey to prepare a proposal for consideration at the next session of GRSG in October 2017.

25. Reporting on a severe incident which happened in 2014 (GRSG-112-31), the expert from Germany proposed a new series of amendments to UN Regulation No. 67 to enhance the specifications for the LPG multi-valve. The experts from Italy, the Netherlands and Poland confirmed such risks and endorsed the need to adopt such new provisions. The expert from Germany volunteered to submit an official document for consideration at the next GRSG sessions, including transitional provisions.

26. The expert from Germany proposed to also strengthen the requirements in UN Regulation No. 67 for the installation and inspection of LPG-containers and their accessories (GRSG-112-32). GRSG welcomed the proposal. The Chair invited all GRSG experts to send their comments, in due time, to the expert from Germany and proposed to resume consideration of this subject at the next session of GRSG on the basis of combined (see para. 25. above) proposal.

IX. Regulation No. 93 (Front Underrun Protective Devices) (agenda item 8)

27. In the absence of an expert from Transport and Environment, GRSG agreed to keep the item on the agenda of its next session, awaiting a concrete proposal.

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

Documentation: ECE/TRANS/WP.29/GRSG/2016/22
ECE/TRANS/WP.29/GRSG/2017/4
ECE/TRANS/WP.29/GRSG/2017/9
Informal documents GRSG-112-05, GRSG-112-06, GRSG-112-28,
GRSG-112-33 and GRSG-112-38

28. The expert from ISO presented GRSG-112-38 justifying the need to harmonize the requirements on Compressed Natural Gas (CNG) and/or Liquefied Natural Gas (LNG) vehicles in UN Regulation No. 110 with those in the latest version of ISO 11439:2013 (as proposed in ECE/TRANS/WP.29/GRSG/2016/22). He recalled the comments received by GRSG experts during the last sessions (mainly on GRSG-111-02-Rev.1 and GRSG-112-05) and announced his intention to prepare, in due time, a revised official document for consideration at the next GRSG sessions, including transitional provisions.

29. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRSG/2017/4 aimed at correcting an error in the definitions related to the manual valve. GRSG noted a number of comments and adopted ECE/TRANS/WP.29/GRSG/2017/4 as reproduced below. The secretariat was requested to submit it to WP.29 and AC.1 as draft Supplement 7 to the 01 series of amendment and as draft Supplement 1 to the 02 series of amendments to UN Regulation No. 110, for consideration at their November 2017 sessions.

Paragraph 4.16.1., amend to read:

"4.16.1. "Manual valve": **as defined in paragraph 4.22. that is rigidly fixed to the cylinder or tank.**"

Paragraph 4.16.3., amend to read:

"4.16.3. "Excess flow valve": **as defined in paragraph 4.21.**"

Paragraph 4.22., amend to read:

"4.22. "Manual valve" means a valve **which is operated manually.**"

30. The expert from France introduced ECE/TRANS/WP.29/GRSG/2017/9 incorporating provisions concerning refrigeration systems for cooling the cargo compartment which were connected to the CNG and/or LNG system. GRSG noted general support. GRSG adopted document ECE/TRANS/WP.29/GRSG/2017/9 as amended below. The secretariat was requested to submit it to WP.29 and AC.1 as part (see para. 29 above) of draft Supplement 1 to the 02 series of amendments to UN Regulation No. 110 for consideration at their November 2017 sessions.

In paragraph 18.5.1.3., replace "GNC/GNL" to read "CNG/LNG" (twice).

31. The expert from the International Association of Fire and Rescue Services (CTIF) gave a presentation (GRSG-112-06) on the need to harmonize the identification of propulsion and energy storage systems in vehicles to reduce the risks for rescuers during their interventions in case of severe road accidents. He informed GRSG about their cooperation with ISO on this subject and the work progress done. He expected that the new standard ISO 17840-4 would be published in near future. He underlined that the location or position of labels on the vehicle or in the emergency response guide was outside the scope of the ISO standard. Thus, he sought the advice of GRSG experts on how to address this problem within the UN vehicles regulations. GRSG welcomed the information and had a detailed exchange of views on the best way to move forward, either as amendments to existing UN regulations or as a new guideline document to be annexed to one or the other resolutions on the construction of vehicles. Following the discussion, GRSG preferred to wait for the final publication of the ISO standard and invited the expert from CTIF to prepare in the meantime concrete proposals for possible amendments to UN Regulations Nos. 67 (LPG vehicles), 100 (Electric power trained vehicles), 110 (CNG/LNG vehicles), 134 (Hydrogen and Fuel Cell Vehicles) and the new UN Regulation on AECS. GRSG agreed to resume consideration of this item at its next session in October 2017.

32. Reporting on some cases of structural failures of cylinders in his country, the expert from Italy proposed amendments to Annex 3A on the test requirements for the periodic requalification of cylinders (GRSG-112-28). The expert from Finland stated that these test requirements on periodical inspections of CNG/LNG vehicles in use were only recommendations to be taken into account during the type approval procedure of a new type of vehicle. GRSG noted that Contracting Parties were used to perform on their national level the periodical technical inspections in different ways. Referring to GRSG-112-32 presented under agenda item 7 (see para. 26 above), the expert from Germany introduced GRSG-112-33 proposing to also strengthen the requirements in UN Regulation No. 110 for the installation on vehicles of CNG-cylinders, LNG-tanks and their accessories as well as for their subsequent inspection of without the need of disassembling the containers.

33. GRSG noted general support on the proposals. The Chair invited all GRSG experts to send their comments, in due time, to the experts from Germany and Italy. GRSG agreed to resume consideration of this subject at its next session on the basis of official documents, prepared by Germany and Italy, taking into account the comments received.

XI. Regulation No. 116 (Anti-theft and alarm systems) (agenda item 10)

Documentation: Informal documents GRSG-112-39, GRSG-112-40 and GRSG-112-41

34. As GRSG ambassador on the International Whole Vehicle Type Approval (IWVTA), the expert from OICA presented the proposals on the splitting of the provisions of UN Regulation No. 116 into three separate Regulations (see para. 43 below), allowing the Contracting Parties to apply them on an optional or mandatory basis at their national/regional level. He briefly introduced (i) GRSG-112-39 containing the prescriptions for devices against un-authorized use as an amendment to UN Regulation No. 116, (ii) GRSG-112-40 as a new draft UN Regulation on vehicle alarm systems and (iii) GRSG-112-41 as a new draft UN Regulation on vehicle immobilizers. He added that the purpose of the exercise was only the splitting of the provisions without changes to the technical requirements. He sought the advice of GRSG on the need to insert transitional provisions for the amendments to UN Regulation No. 116 (as a Supplement or as a new series of amendments). The Chair invited all GRSG experts to send, in due time, their comments on the three documents to the GRSG ambassador.

35. GRSG acknowledged the work done and agreed to resume consideration of this subject at its next session in October 2017 on the basis of official documents to be submitted by the GRSG ambassador, including transitional provisions.

XII. Regulation No. 121 (Identification of controls, tell-tales and indicators) (agenda item 11)

Documentation: ECE/TRANS/WP.29/GRSG/2016/17
ECE/TRANS/WP.29/GRSG/2017/5
Informal documents GRSG-112-23, GRSG-112-24 and GRSG-112-25

36. The expert from the Russian Federation reminded GRSG about the purpose of ECE/TRANS/WP.29/GRSG/2016/17 to insert into UN Regulation No. 121 a new symbol for the emergency call control and tell-tale. GRSG recalled its decision at its previous session to submit the proposal in parallel with the new draft UN Regulation on Accident Emergency Call Systems (AECS) (paras. 40 and 41 below) and requested the secretariat was to submit document ECE/TRANS/WP.29/GRSG/2016/17, as amended below, to WP.29 and AC.1 as draft Supplement 2 to the 01 series of amendment to UN Regulation No. 121 for consideration at their November 2017 sessions.

In Table 1, footnote 21, replace 'reoriented' by 're-orientated'.

37. The expert from OICA presented GRSG-112-23 (superseding ECE/TRANS/WP.29/GRSG/2017/5) to align the provisions of UN Regulation No. 121 to those of the 07 series of amendments to UN Regulation No. 16 on safety belts. GRSG adopted the proposal as reproduced in Annex IV to this report and requested the secretariat to submit it to WP.29 and AC.1 as part (see para. 36 above) of draft Supplement 2 to the 01 series of amendment to UN Regulation No. 121 for consideration at their November 2017 sessions.

38. The expert from the Russian Federation underlined the need to correct the Russian version of ECE/TRANS/WP.29/GRSG/2017/5 in line with the English text (GRSG-112-25). GRSG requested the secretariat to take into account the correction of the Russian translation when preparing the above mentioned official document.

39. The expert from OICA introduced GRSG-112-24 to clarify the application of

footnote ¹⁸ in the case where tell-tales Nos. 1 and 19 were combined. Some experts were of the opinion that footnote ¹² already offers that possibility and that the proposed amendment was superfluous. GRSG agreed to take a final position on this subject at its next session and requested the secretariat to circulate GRSG-112-24 with an official symbol.

XIII. Accident Emergency Call Systems (AECS) (agenda item 12)

Documentation: ECE/TRANS/WP.29/GRSG/2017/12
Informal documents GRSG-112-15, GRSG-112-27 and GRSG-112-42

40. The expert from the Russian Federation, chairing the IWG on AECS, presented an updated proposal of draft UN Regulation on AECS (ECE/TRANS/WP.29/GRSG/2017/12). As Secretary of the IWG on AECS, the expert from OICA introduced GRSG-112-15 proposing some further editorial corrections to ECE/TRANS/WP.29/GRSG/2017/12. The expert from the Russian Federation introduced GRSG-112-27 clarifying mainly the scope and definitions of the draft UN Regulation. She informed GRSG that from, a technical point of view, the corridor of sled pulse (60g) specified in ECE/TRANS/WP.29/GRSG/2017/12 was severe enough, but taking into account the importance and urgency for the adoption of the new UN Regulation by all Contracting Parties, the Russian Federation would support the more stringent corridor (65g) in line with the EU legislation. The expert from OICA reiterated a concern about the economic burden for technical services and laboratories offering the more stringent tests due to the considerable costs of test equipment performing such acceleration/declaration of 65g.

41. Following a detailed consideration of ECE/TRANS/WP.29/GRSG/2017/12, GRSG adopted the new UN Regulation on AECS as reproduced in GRSG-112-42, subject to a final review at its October 2017 session of the official translations into the French and Russian languages. The GRSG Chair thanked again for the excellent work done by the IWG and for the acceptance by the Russian Federation to support the final proposal. The secretariat was requested to submit the adopted proposal to WP.29 and AC.1 as new draft UN Regulation on AECS for consideration at their November 2017 sessions, subject to a final review at the forthcoming GRSG session.

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

42. GRSG noted that Revision 3 of the 1958 Agreement was in the notification process and that it was expected to enter into force in mid-September 2017. GRSG also noted that the World Forum WP.29 was considering to adopt a first version of draft UN Regulation No. 0 on IWVTA at its November 2017 session. The secretariat highlighted the availability on the WP.29 website of a number of useful guidelines and Question&Answer documents related to Revision 3 and IWVTA.

43. The Chair recalled GRSG's discussion under agenda item 10 (see paras. 34 and 35 above) on the splitting of UN Regulation No. 116 and suggested resuming the discussion of this subject at the next GRSG session in October 2017.

XV. In-vehicle Electronic Data Storage Systems (agenda item 14)

Documentation: ECE/TRANS/WP.29/2017/46
Informal document GRSG-112-18

44. The secretariat reported on the recent adoption by WP.29 of the guideline on cyber security and data protection (ECE/TRANS/WP.29/2017/46), submitted by the IWG on Intelligent Transport Systems (ITS) and on its decision to include the guideline as a new annex to the Consolidated Resolution on the Construction of Vehicles (R.E.3.). In this respect, GRSG noted draft Revision 5 of R.E.3 (GRSG-112-18) and endorsed it.

XVI. Global Technical Regulation No. 6 (Safety glazing) (agenda item 15)

Documentation: ECE/TRANS/WP.29/GRSG/2017/7
Informal document GRSG-112-34

45. GRSG considered ECE/TRANS/WP.29/GRSG/2017/7 (submitted by the IWG on Panoramic Sunroof Glazing (PSG)) to clarify the scope and the technical rationale of UN Global Technical Regulation No. 6. GRSG recommended the document for their establishment in the global registry. The secretariat was requested to submit it to WP.29 and to the Executive Committee AC.3 of the 1998 Agreement (AC.3) as Corrigendum 2 to Global Technical Regulation No. 6 for consideration at their November 2017 sessions.

46. The expert from the Republic of Korea, chairing the IWG on PSG, reported on the work progress of the Group during its seventh meeting (GRSG-112-34). He added that the United States National Highway Traffic Safety Administration (US-NHTSA) was expected to complete the ongoing research and that the IWG had decided to wait for the updated research data and the final status report. GRSG welcomed the information and agreed to resume consideration of this subject at the next session.

XVII. New regulation on Advanced Driver Assistance Systems (ADAS) (agenda item 16)

Documentation: ECE/TRANS/WP.29/GRSG/2017/11
Informal document GRSG-112-36

47. The expert from Germany presented GRSG-112-36 on the development of test procedures for a new draft UN Regulation on Blind Spot Information Systems (BSIS). He reported on the research results, the derivation of test cases and the new technical requirements on the conduction of test for such BSIS. He introduced a proposal for a new draft UN Regulation on BSIS (ECE/TRANS/WP.29/GRSG/2017/11). GRSG welcomed the detailed information and the proposal by Germany.

48. The expert from Israel recommended to extent the scope also to categories of vehicles other than N₂ and N₃. He added to even insert provisions on aftermarket BSIS for the purpose of retrofitting vehicles already in service. A number of experts underlined their preference to adopt, in a first step, the new UN Regulation and then to extend the scope in a further stage.

49. During a first reading of ECE/TRANS/WP.29/GRSG/2017/11, the document received a number of comments on the definitions and cross-references to other UN Regulations. Following the discussion, GRSG agreed that the IWG on VRU-Proxi (see

para. 16 above) shall resume consideration of ECE/TRANS/WP.29/GRSG/2017/11 as a first priority at its forthcoming meetings.

50. GRSG agreed to, at its next session, have a further review of draft UN Regulation on BSIS and to resume consideration of ECE/TRANS/WP.29/GRSG/2017/11 on the basis of the detailed feedback by the IWG on VRU-Proxi.

XVIII. Other business (agenda item 17)

A. Regulation No. 34 (Prevention of fire risks)

Documentation: Informal documents GRSG-112-09 and GRSG-112-26

51. The expert from France introduced GRSG-112-09 to align the English version to the French text of the Regulation with respect to the test provisions for side impacts. The expert from the Russian Federation confirmed that the Russian version of the text concerned would have to be aligned too. Referring to GRSG-112-26, the expert from OICA suggested introducing further improvements to the proposed amendments. GRSG noted some general support. The expert from Japan raised a study reservation. GRSG agreed to resume consideration of this subject at its next session in October 2017 on the basis of a revised official document jointly prepared by the experts from France and OICA.

B. Regulation No. 122 (Heating systems)

Documentation: Informal document GRSG-112-10

52. The expert from France presented GRSG-112-10 aimed at clarifying the application of annexes on heaters located outside the passenger compartment and using water as a transfer medium. GRSG agreed to take a final position on this subject at its next session. Thus, the secretariat was requested to circulate GRSG-112-10 with an official symbol.

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

Documentation: Informal document GRSG-112-11

53. The expert from the Russian Federation introduced GRSG-112-11 on a proposal endorsed by the Working Party on Noise (GRB) to adapt in R.E.3 the measuring units for vehicle masses from tonnes to kilograms. GRSG endorsed the proposal in principle. The secretariat suggested to also aligning in R.E.3 some sub-categories of vehicles, such as L_{1A} for powered cycles and L_{1B} for two-wheeled mopeds. The expert from EC volunteered to prepare a comparison document between the categories listed in EU Regulation No. 168/2013 and those in Revision 5 of R.E.3. GRSG noted general support and agreed to circulate GRSG-112-11 with an official symbol for consideration at its next session.

D. Regulation No. 118 (Burning behaviour of materials)

Documentation: Informal document GRSG-112-12

54. The expert from Germany proposed to align in UN Regulation No. 118 the wording for the upper boundary surface by replacing "roof" by "ceiling" (GRSG-112-12). GRSG noted general support and agreed to resume consideration at its next session on the basis of an official document.

E. Tributes to Mr. Devigne

55. Learning that M. Pascal Devigne (France) would be retiring, GRSG acknowledged his continued support during the last decades of participation in the sessions. The GRSG Chair thanked him for his commitment and excellent contributions. GRSG wished him a long and happy retirement.

XIX. Provisional agenda for the 113th session

56. The following provisional agenda was adopted for the 113th session of GRSG, scheduled to be held in Geneva from 10 (starting at 9.30 a.m.) to 13 October (concluding at 12.30 p.m.) 2017:¹

1. Adoption of the agenda.
2. Amendments to regulations on buses and coaches:
 - (a) Regulation No. 107 (M₂ and M₃ vehicles).
 - (b) Regulation No. 118 (Burning behaviour of materials).
3. Regulation No. 34 (Prevention of fire risks).
4. Amendments to safety glazing regulations:
 - (a) Regulation No. 43 (Safety glazing).
 - (b) Global Technical Regulation No. 6 (Safety glazing).
5. Awareness of Vulnerable Road Users proximity:
 - (a) Regulation No. 46 (Devices for indirect vision).
 - (b) New Regulation on Blind Spot Information Systems (BSIS).
6. Amendments to gas-fuelled vehicle regulations:
 - (a) Regulation No. 67 (LPG vehicles).
 - (b) Regulation No. 110 (CNG and LNG vehicles).
7. Regulation No. 73 (Lateral protection devices).
8. Regulation No. 93 (Front Underrun Protection Devices)
9. Regulation No. 116 (Anti-theft and alarm systems).
10. Regulation No. 121 (Identification of controls, tell-tales and indicators).
11. Regulation No. 122 (Heating systems).
12. Accident Emergency Call Systems (AECS).
13. International Whole Vehicle Type Approval (IWVTA).
14. Consolidated Resolution on the Construction of Vehicles (R.E.3).
15. Election of Officers.
16. Other business.

¹ GRSG noted that the deadline for submission of official documents to the UNECE secretariat was 14 July 2017, twelve weeks prior to the session.

Annex I

List of informal documents considered during the session

List of informal documents (GRSG-112-...) distributed during the session (English only)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1-Rev.1	(GRSG Chair) Revised running order of the 112th session of GRSG (24 – 28 April 2017)	(f)
2-Rev.1	(Switzerland) Proposal for amendments to UN Regulation No. 107 (M2 and M3 vehicles)	(f)
3	(R107 reference) FprEN 16584-2:2015 Railway Applications – Design for PRM Use – General Requirements – Part 1: Contrast	(f)
4	(R107 reference) FprEN 16584-2:2015 Railway Applications – Design for PRM Use – General Requirements – Part 2: Information	(f)
5	(ISO) Rationale for the proposed amendments to Regulation No. 110 (CNG/LNG vehicles)	(c)
6	(CTIF) GRSG Meeting 2017 Geneva (International Association of Fire and Rescue services)	(f)
7-Rev.1	(France) Revised proposal for Corrigendum 6 to Revision 3 of Regulation No. 43 (Safety glazing)	(a)
8	(France) Proposal for Supplement 5 to the 04 series of amendments to Regulation No. 46 (Devices for indirect vision)	(a)
9	(France) Proposal for Corrigendum 1 to Revision 3 of Regulation No. 34 (Prevention of fire risks)	(c)
10	(France) Proposal for Supplement 4 to the original version of Regulation No. 122 (Heating systems)	(c)
11	(Secretariat) Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3)	(c)
12	(Germany) Proposal for Supplement 4 to the 02 series of amendments and for Supplement 1 to the 03 series of amendments to UN Regulation No. 118 (Burning behaviour of materials)	(c)
13	(VRU-Proxi Secretary) Draft Report of the 1st Session GRSG informal group on awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi)	(f)
14-Rev.1	(VRU-Proxi Secretary) Terms of Reference and Rules of Procedure of the informal group of GRSG on awareness of VRU proximity in low speed manoeuvres (VRU-Proxi)	(a)
15	(Secretary of the GRSG informal group on AECS) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2017/12	(b)
16	(Czech Republic) Proposal for amendments to UN Regulation No. 107	(c)
17	(Spain) Question to GRSG delegations regarding approval of Class II vehicles with 0 declared standing passengers	(f)
18	(Secretariat) Consolidated Resolution on the Construction of Vehicles (R.E.3) - Revision 5	(f)
19	(AEGPL) Proposal for Supplement 15 to the 01 series of amendments to Regulation No. 67 (LPG vehicles)	(c)
20	(AEGPL) Comments on document ECE/TRANS/WP.29/GRSG/2017/10	(c)
21	(AEGPL) Proposal for amendments to the 01 series of amendments to Regulation No. 67 (Equipment for Liquefied Petroleum Gas)	(c)
22	(Turkey) Proposal for amendments to Regulation No. 67 (Equipment for liquefied petroleum gas (LPG))	(c)
23	(OICA) Proposal for Supplement 2 to the 01 series of amendments to Regulation No. 121	(a)

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
	(Identification of controls, tell-tales and indicators)	
24	(OICA) Proposal for Supplement 10 to the original series of amendments and Supplement 2 to the 01 series of amendments to Regulation No. 121 (Identification of controls, tell-tales and indicators)	(c)
25	(Russian Federation) Proposal for Corrigendum to ECE/TRANS/WP.29/GRSG/2017/5	(f)
26	(OICA) Proposal for amendments to Regulation No. 34 (Prevention of fire risks)	(c)
27	(Russian Federation) Proposal for amendments to ECE/TRANS/WP.29/GRSG/2017/12 (AECS)	(b)
28	(Italy) Proposal to amend Regulation No. 110 (CNG/LNG vehicles)	(c)
29	(OICA) Proposal for amendments to the 01 series of amendments to Regulation No. 43 (Safety glazing)	(c)
30	(Germany) Proposal for a Corrigendum to the 04 series of amendments to Regulation No. 46 (Devices for indirect vision)	(b)
31	(Germany) Proposal for amendments to UN Regulation No. 67 (LPG vehicles)	(c)
32	(Germany) Proposal for amendments to UN Regulation No. 67 (LPG vehicles)	(c)
33	(Germany) Proposal for amendments to UN Regulation No. 110 (CNG/LNG vehicles)	(e)
34	(Republic of Korea) Progress report by IWG on Panoramic Sunroof Glazing	(f)
35	(Secretariat) Proposal for Supplement 2 to the 07 series of amendments to UN Regulation No. 107 (as adopted by GRSG at its 112th session)	(c)
36	(Germany) Draft Regulation on Driver Assist Systems to avoid Blind Spot Accidents	(f)
37	(Poland) The importance of the type definition in the UN Regulation No. 67 type-approval process	(f)
38	(ISO) ECE R110: Harmonization of CNG Fuel Tank Requirements with ISO 11439	(f)
39	(IWVTA Ambassador) Draft amendments to Regulation No. 116 on device against unauthorized use	(c)
40	(IWVTA Ambassador) Draft Regulation on vehicle alarm systems	(c)
41	(IWVTA Ambassador) Draft Regulation on Immobilizers	(c)
42	(Secretariat) Draft Regulation on Accident Emergency Call Systems (as adopted by GRSG at its 112th session)	(a)

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

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
GRSG-110-16	(United Kingdom) Proposal for the 02 series of amendments to Regulation No. 66 (Strength of superstructure (buses))	(f)
GRSG-110-24	(IWVTA) Proposal for amendments to Regulation No. 116 (Protection of vehicles against unauthorized use)	(f)
GRSG-111-21	(Belgium) A detailed analysis on the compatibility or incompatibility of the scopes and technical provisions for trolleybuses of UN Regulations Nos. 100 and 107	(f)
GRSG-111-29	(Japan) Draft of Terms of Reference and Rules of Procedure of the informal group of GRSG on close proximity vision and obstacle detection system	(f)
GRSG-111-35	(Germany) Proposal for amendments to UN Regulation No. 107	(f)

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) Keep as a reference document/continue consideration.
- (e) Revised proposal for the next session.
- (f) Consideration completed or to be superseded.

Annex II

Corrigendum 6 to Revision 3 and as Corrigendum 1 to Revision 4 of UN Regulation No. 43 (para. 13)

Text of the Regulation (French version),

Paragraph 2.6.1., correct to read:

"2.6.1. "Vitrage en plastique rigide", un vitrage en plastique qui **ne** fléchit **pas** verticalement de plus de 50 mm lors de l'essai d'élasticité (annexe 3, par. 12)."

Annex 1 – Appendix 3, correct to read:

"

Caractéristiques principales :

Nombre de feuilles de verre :

Nombre de feuilles d'intercalaires :

Épaisseur nominale du pare-brise :

Épaisseur nominale de l'(des) intercalaire(s) :

Traitement spécial du verre :

Nature et type de l'(des) intercalaire(s) :

Nature et type du (des) revêtement(s) plastique(s) :

Épaisseur nominale du (des) revêtement(s) plastique(s) :

Caractéristiques secondaires :

Nature du matériau (glace polie, glace flottée, verre à vitre) :

Coloration du verre (incolore/teinté) :

Coloration du (des) revêtement(s) plastique(s) :

Coloration de l'intercalaire (totale/partielle) :

Conducteurs incorporés (OUI/NON) :

Marques opaques incorporées (OUI/NON) :

..."

Text of the Regulation (English version),

Annex 1 – Appendix 3, correct to read:

" ...

Principal characteristics:

Number of layers of glass:

Number or layers of interlayer:

Nominal thickness of the windscreen:

Nominal thickness of interlayer(s):

Special treatment of glass:

Nature and type of interlayer(s):

Nature and type of plastics coating(s):

Nominal thickness of plastic coating(s):

Secondary characteristics:

Nature of the material (plate, float, sheet glass):

Colouring of glass (colourless/tinted):

Colouring of plastics coating(s):

Colouring of interlayer (total/partial):

Conductors incorporated (YES/NO):

Opaque obscuration incorporated (YES/NO):

..."

Annex III

Terms of Reference and Rules of Procedure of the GRSG informal working group on awareness of Vulnerable Road Users proximity in low speed manoeuvres (VRU-Proxi) (para. 16)

A. Terms of Reference

1. The informal working group (IWG) shall develop a draft regulatory proposal that will enhance the driver's ability to detect vulnerable road users (VRU). It shall consider:

- (a) the approval of vehicles with regard to the direct Field of Vision (FOV) of the vehicle driver,
- (b) the approval of systems for the detection of VRU and their installation on the vehicles,
- (c) the approval of devices for indirect vision, and their installation on the vehicles.

It shall not cover intervening systems such as those intervening on the braking system or the steering system.

The IWG shall primarily focus on low speed manoeuvres in any direction based on accident data.

2. When developing the regulatory proposal, the IWG should take into account existing technology, data and research. Furthermore, it should consider pre-existing standards as well as national and international legislations covering the same scope.

3. The group shall focus on vehicles of categories M and N.

The IWG shall consider the relevance of addressing the vehicles of category O.

4. The target completion dates for the work of the IWG shall be:

- (a) Completion of the proposal by Germany on new provisions for Blind Spot Information Systems (BSIS): 113th session of GRSG (October 2017);
- (b) Reversing motion (e.g. Camera Monitoring Systems (CMS) or detection system): 116th session of GRSG (April 2019);
- (c) Forward motion (e.g. CMS or detection system): 118th session of GRSG (April 2020);
- (d) Direct vision: 120th session of GRSG (April 2021).

5. The IWG is expected to propose to GRSG a draft regulatory proposal on driver's visibility and system detection of VRU. The adoption process remains under the responsibility of GRSG, WP.29 and AC.1 in line with the administrative procedures as defined in the 1958 Agreement.

The IWG is expected to take into account the work performed by other Working Parties subsidiary to WP.29.

B. Rules of Procedure

1. The IWG is a subsidiary body of GRSG and is open to all Contracting Parties to the Agreements administered by WP.29, vehicle manufacturers and their suppliers, Technical Services and the participants of all Working Parties (GRs) subsidiary to WP.29.

Additional experts may attend on a case by case basis, invited per a consensual decision of the IWG. These experts shall not be part of the decision process.

2. A Chairman, a co-chairman and a Secretary will manage the IWG.
 - (a) The chairmanship shall be under the responsibility of Japan;
 - (b) The co-chairmanship shall be under the responsibility of European Commission;
 - (c) The secretariat shall be under the responsibility of OICA.
3. The working language of the IWG will be English.
4. All documents and/or proposals shall be submitted to the Secretary of the group in a suitable electronic format in advance of the meeting. The group may refuse to discuss and endorse any item or proposal which has not been circulated 10 working days prior to that meeting.
5. An agenda and related documents will be made available on the website by the Secretary, in advance of all scheduled meetings.
6. Decisions will be reached by consensus. When consensus cannot be reached, the Chair of the group shall present the different points of view to GRSG. The Chair may seek guidance from GRSG, as appropriate.
7. The progress of the IWG will be routinely reported to GRSG – wherever possible as an informal document and presented by the Chair, the Co-chair, the Secretary or their representative(s).
8. All working documents should be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the website of WP.29.

Annex IV



Draft Supplement 2 to the 01 series of amendments to Regulation No. 121 (Identification of controls, tell-tales and indicators) (paras. 36 and 37)

Paragraphs 5.5.1.3. to 5.5.1.5., amend to read:

- "5.5.1.3. The tell-tales for the brake system malfunction, headlamp driving beam, direction indicator and **safety belts for front seating row** shall not be shown in the same common space.
- 5.5.1.4. If tell-tale for the brake system malfunction, headlamp driving beam, direction indicator or **safety belts for front seating row** is displayed in a common space it shall displace any other symbol in such common space if the underlying condition exists for its activation.
- 5.5.1.5. With the exception of tell-tales for the brake system malfunction, headlamp driving beam, direction indicator or **safety belt malfunction**, the information may be cancellable automatically or by the driver. **The tell-tale for safety belt reminder may be cancellable under the conditions laid down in UN Regulation No. 16.**"

Table 1, amend to read (including the insertion of a new footnote ²² and a new item No. 45 including a new references to footnote ²¹):

"

No.	Column 1	Column 2	Column 3	Column 4	Column 5
	Item	Symbol ²	Function	Illumination	Colour
...
21.	Safety belt reminder		Tell-tale	Yes	Red ²²
...
45	Accident Emergency Call System (AECS)		Control	Yes	
			Tell-tale		

Notes: ...

²¹ If the control is covered, the item identification shall be repeated on this cover unless this cover is transparent. "SOS" shall be kept as a symbol. The telephone symbol may be re-orientated.

²² A different symbol and colour may be used for seat row(s) other than the front row."

Annex V

GRSG informal groups

<i>Informal group</i>	<i>Chair</i>	<i>Secretary</i>
Panoramic Sunroof Glazing (PSG)	Mr. S. B. Eom (Republic of Korea) (co-chaired by Mr. R. Damm (Germany)) Tel: +82 31 3690217 e-mail: sbeom@ts2020.kr	Mr. S. Müller von Kralik (CLEPA) Tel: +49 89 85794 1625 e-mail: Bianca.Reptr@webasto.com
Awareness of Vulnerable Road Users proximity (VRU-Proxi)	Mr. Yasuhiro Matsui (co-chaired by Mr. P. Broertjes (EC)) Tel: +81 422 41 3371 e-mail: ymatsui@ntsel.go.jp Tel: +32 2 299 49 33 e-mail: peter.broertjes@ec.europa.eu	(OICA), to be defined