



Vehicle  
Certification  
Agency

# VCA Newsletter on European, UNECE and UK Type Approval Legislation

March 2018

This Newsletter is published by the VCA's Legislation Team as a guide to possible future Type Approval developments. Although every care is taken in its preparation, VCA cannot be held responsible for any errors or omissions. Interpretation of the law must remain the prerogative of the courts.

Includes Published and Proposed Legislation up to: **6 March 2018**

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# Contents

VCA Newsletter on European, UNECE and UK Type Approval Legislation.....	1
March 2018.....	1
Contents.....	2
EU News .....	3
Key Published EU Directives and Regulations .....	3
Draft EU Proposals .....	8
UNECE News.....	9
Published.....	9
Proposals.....	23
Proposals for New UNECE Regulations.....	63
Global Technical Regulations Proposals.....	64
Resolution Proposals .....	65
UK National Legislation .....	66
New Statutory Instruments.....	66
Cessation of Validity of Type Approvals.....	67
End of Series Derogations.....	69
What is End of Series Derogation? .....	69
Who can apply? .....	69
How can you apply?.....	69

# EU News

## Key Published EU Directives and Regulations

### **OJ L 238/53 – 2017/1574 Electromagnetic Compatibility - list of Conformity Assessment Bodies**

Acts adopted by bodies created by international agreements decision 51/2017 of the joint committee established under the agreement on mutual recognition between the European Community and the United States of America of 4 September 2017 related to the listing of Conformity Assessment Bodies under the Sectoral Annex for Electromagnetic Compatibility.

Whereby the following is added to the list of Conformity Assessment Bodies under column 'EC access to the US market' in Section V:

Electromagnetic Testing Services Ltd, Pratts Fields, Lubberhedges Lane, Stebbing,  
Dunmow. Essex CM6 3BT, UNITED KINGDOM

### **OJ L 239/3 - COMMISSION DELEGATED REGULATION (EU) 2017/1576 of 26 June 2017**

Amending Regulation (EU) No 540/2014 of the European Parliament and of the Council as regards the Acoustic Vehicle Alerting System (AVAS) requirements for vehicle EU-type approval.

Into Force date: **09/10/2017**

### **OJ L 256/11 - Corrigendum to Commission Regulation (EU) 2017/1154 of 7 June 2017**

Amending Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Regulation (EC) No 692/2008 and Directive 2007/46/EC of the European Parliament and of the Council as regards real-driving emissions from light passenger and commercial vehicles (Euro 6).

Into Force date: **27/06/2017**

### **OJ L299/24 - Commission Directive 2017/2096 of 15 November 2017**

Amending Annex II to Directive 2000/53/EC of the European Parliament and of the Council on end-of life vehicles.

This directive deals specifically with lead, mercury, cadmium and hexavalent chromium in materials and components of vehicles put on the market after 1 July 2003. It amends Annex II to Directive 2000/53/EC.

Into Force date: **06/12/2017**

### **OJ L 308/27 - Decision Of The EEA Joint Committee 122/2016 of 3 June 2016**

Amending Annex XIII (Transport) to the EEA Agreement [2017/2140] - Regulation (EU) 165/2014 (tachographs in road transport), repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) 561/2006

Into Force date: **04/06/2016**

### **OJ L 349/1 - COMMISSION REGULATION (EU) 2017/2400 of 12 December 2017**

Implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the determination of the CO<sub>2</sub> emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011.

Into Force Date: **18/01/2018**

### **OJ L 20/16 - ADOPTION by the EU of UN ECE Regulation 125 - Uniform provisions concerning the approval of motor vehicles with regard to the forward field of vision of the motor vehicle driver [EU 2018/116]**

Incorporating all valid text up to: Supplement 1 to the 01 series of amendments — Date of entry into force: 8 October 2016.

Into Force Date: **08/10/2016**

**OJ L 22/16 - COMMISSION IMPLEMENTING REGULATION (EU) 2018/128 of 25  
January 2018**

Correcting certain language versions of Implementing Regulation (EU) 2015/504 implementing Regulation (EU) No 167/2013 of the European Parliament and of the Council with regard to the administrative requirements for the approval and market surveillance of agricultural and forestry vehicles.

**OJ L 25/49 - COMMISSION IMPLEMENTING DECISION (EU) 2018/143 of 19  
January 2018**

Confirming or amending the provisional calculation of the average specific emissions of CO<sub>2</sub> and specific emissions targets for manufacturers of new light commercial vehicles for the calendar year 2016 pursuant to Regulation (EU) No 510/2011 of the European Parliament and of the Council.

Into Force Date: **19/02/2018**

**OJ L25/64 - COMMISSION IMPLEMENTING DECISION (EU) 2018/144 of 19  
January 2018**

Confirming or amending the provisional calculation of the average specific emission of CO<sub>2</sub> and specific emissions targets for manufacturers of passenger cars for the calendar year 2016 pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council.

Into Force Date: **19/02/2018**

**OJ L35/1 - EU Adoption of UN ECEC R94 of the Economic Commission for Europe of the United Nations (UNECE) — Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants in the event of a frontal collision [ EU 2018/178].**

Incorporating all valid text up to the 03 series of amendments.

Into Force Date: **18/06/16**

**OJ L49/1 - COMMISSION IMPLEMENTING REGULATION (EU) 2018/258 of 21 February 2018**

Amending Implementing Regulation (EU) No 725/2011 for the purpose of adjusting it to the change in the regulatory test procedure and simplifying the administrative procedures for application and certification new passenger cars.

Into Force Date: **14/03/18**

**OJ L 49/9 - COMMISSION IMPLEMENTING REGULATION (EU) 2018/259 of 21 February 2018**

Amending Implementing Regulation (EU) No 427/2014 for the purpose of adjusting it to the change in the regulatory test procedure and simplifying the administrative procedures for application and certification for new light commercial vehicles.

Into Force Date: **14/03/18**

**OJ L 50/1 - COMMISSION DELEGATED REGULATION (EU) 2018/236 of 20 December 2017**

Correcting the Estonian language version of Delegated Regulation (EU) 2017/654, supplementing Regulation (EU) 2016/1628 of the European Parliament and of the Council with regard to technical and general requirements relating to emission limits and type-approval for internal combustion engines for non-road mobile machinery.

The Estonian language version of Commission Delegated Regulation (EU) 2017/654 contains several errors in Annexes I to VI that render those Annexes illegible.

Into Force Date: **Original date**

**OJ L52/1 - ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS Regulation 107 (Construction of Coaches and Buses) of the UNECE (Uniform provisions concerning the approval of category M2 or M3 vehicles with regard to their general construction [2018/237].**

Only the original UN/ECE texts have legal effect under international public law. Incorporating all valid text up to:

Supplement 1 to the 07 series of amendments; and  
Corrigendum 1 to the 07 series of amendments.

Into Force Date: **22/06/17**

**OJ L 56/1 - COMMISSION DELEGATED REGULATION (EU) 2018/295 of 15 December 2017**

Amending Delegated Regulation (EU) No 44/2014, as regards vehicle construction and general requirements, and Delegated Regulation (EU) No 134/2014, as regards environmental and propulsion unit performance requirements for the approval of two- or three-wheel vehicles and quadricycles.

Into Force Date: **20/03/18**

**OJ L 56/66 - Corrigendum to Commission Regulation (EU) 2017/1151 of 1 June 2017**

supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008.

Into Force Date: Original Date

**OJ C 81/95 - Opinion of the European Economic and Social Committee**

On the 'Proposal for a Regulation of the European Parliament and of the Council on the monitoring and reporting of CO<sub>2</sub> emissions from and fuel consumption of new heavy-duty vehicles'.

## Draft EU Proposals

**NRMM** – Draft Regulation amending Implementing Regulation (EU) 2017/656 with regard to administrative requirements relating to emission limits and type-approval of internal combustion engines for non-road mobile machinery (**TCMV NRMM RAR 2017-9-6**).

**Agricultural & Forestry** - Draft “COMMISSION DELEGATED REGULATION (EU) .../... of XXX - supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council as regards environmental and propulsion unit performance requirements of agricultural and forestry vehicles. The European Commission wishes to laid down the Stage V engine pollutant emission requirements of tractors, in accordance with the engine pollutant emissions of Regulation (EU) 2016/1628.

### **Car Truck and Bus**

Draft CORRIGENDUM to Commission Regulation (EU) 2017/1154 of 7 June 2017 amending Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Regulation (EC) No 692/2008 and Directive 2007/46/EC of the European Parliament and of the Council as regards real-driving emissions from light passenger and commercial vehicles (Euro 6).

Draft COMMISSION REGULATION (EU) .../... of XXX amending Regulation (EU) 2017/1151 for the purpose of introducing mandatory fuel and energy consumption measurement devices.

Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL setting emission performance standards for new passenger cars and for new light commercial vehicles as part of the Union's integrated approach to reduce CO2 emissions from light-duty vehicles and amending Regulation (EC) No 715/2007 (recast). (**COM(2017) 676 final** ).



# UNECE News

## Published

### **Addendum 93 - Regulation 94 - Revision 3 - Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants in the event of a frontal collision.**

This aims to align the provisions of Regulation No. 94 with the proposed amendments of R46 (GRSG/2015/2) to optionally replace rear-view mirrors by camera monitor systems. Through all the text of the Regulation, replace the word "IPXXB" with "degree IPXXB". Where the vehicle has no sun visor or roof the warning label shall be positioned in a location where it is clearly visible at all times.

Into Force date: **18/06/2016**

### **Addendum 136 – Regulation 137 - Revision 1 - Uniform provisions concerning the approval of passenger cars in the event of a frontal collision with focus on the restraint system.**

This introduces the 01 series of amendments to enable Contracting Parties applying this Regulation to implement the Full Width Rigid Barrier test with ThCC of 34 mm for the Hybrid III fifth percentile female dummy on the passenger seat.

In the light of technical difficulties at present, ThCC of 42 mm is a milestone toward attaining ThCC of 34 mm. This is why the two-step approach should be used, as it would encourage Contracting Parties to attain ThCC of 34 mm, and also both the 00 series and 01 series shall be adopted at the same time.

Into Force date: **17/12/2016**

### **Addendum 137: UN Regulation 138 Revision 1 - Quiet Road Transport Vehicles with regard to their reduced audibility.**

This document amends the scope, Transitional Provisions, also mentions of 'Pause Function' in paragraphs 2.7. and 6.2.6., plus changes to the certificate in Annex 1, paragraphs 1.2 to 1.2.2.

Into Force date: **10/10/2017**

### **Addendum 85: UN Regulation 86 Revision 3 - The approval of Agricultural or Forestry vehicles with regard to the installation of lighting and light-signalling devices**

This revision brings on-board requirements for agricultural trailers (Category R) and interchangeable towed equipment (Category S).

Into Force date: **14/09/17**

### **Addendum 57: UN Regulation 58 Revision 3 - Rear Underrun Protection Devices.**

This revision brings more demanding requirements for rear underrun protection devices (RUP) on heavy goods vehicles (HGV). The target is to ensure a sufficient level of safety for passenger car occupants, who have a high risk to get severely or fatally injured in case of hitting the rear of a truck or trailer.

Into Force date: **14/09/17**

### **Addendum 2 – UN Regulation 3 - Revision 4 – Amendment 3 - Supplement 17 to the 02 series of amendments – Retro-reflecting devices for power-driven vehicles and their trailers.**

The authentic and legal binding text is: WP29/2017/19 – This amendment aims to improve the COP process also deals with correcting paragraph references due to renumbering. This is part of collective amendments.

Into Force Date: **10/10/17**

### **Addendum 3 – UN Regulation 4 - Revision 3 - Amendment 2 - Supplement 18 to the original version of the Regulation – Illumination of rear registration plates of power-driven vehicles and their trailers.**

The authentic and legal binding text is: WP29/2017/20 – The aim of the amendments is to better tie the requirements of installation (R48) back to individual approval of lighting devices. This is part of collective amendments.

Into Force Date: **10/10/17**

**Addendum 5 – UN Regulation 6 - Revision 6 - Amendment 2 - Supplement 27 to the 01 series of amendments –Direction indicators for power-driven vehicles and their trailers.**

The authentic and legal binding text is: WP29/2017/21 – This amendment incorporates various proposals including ones raised in 2013 to 2016.

Into Force Date: **10/10/17**

**Addendum 6 – UN Regulation 7 - Revision 6 - Amendment 6 - Supplement 26 to the 02 series of amendments – Front and rear position lamps, stop-lamps and end-outline marker lamps for motor vehicles (except motor cycles) and their trailers.**

The authentic and legal binding text is: WP29/2017/22 - This amendment incorporates various proposals including ones raised in 2013 to 2016.

Into Force Date: **10/10/17**

**Addendum 8 – UN Regulation 9 - Revision 3 - Amendment 3 - Supplement 3 to the 07 series of amendments - Noise with regard to category L2, L4 and L5 Vehicles.**

The authentic and legal binding text is: WP29/2017/2 - Based on GRB/2016/6 – This Regulation was previously aimed towards testing in Annex 3, whereas with this amendment it incorporates wording from standard ISO 362-1:2015 and also covers the intention of Annex 7.

Into Force Date: **10/10/17**

**Addendum 18 – UN Regulation 19 - Revision 7 - Amendment 4 - Supplement 9 to the 04 series of amendments - Power-driven vehicle front fog lamps.**

The authentic and legal binding text is: WP29/2017/23 - This amendment incorporates various proposals including ones raised in 2013 to 2016.

Into Force Date: **10/10/17**

**Addendum 22 – UN Regulation 23 - Revision 4 - Amendment 2 - Supplement 21 to the original version of the Regulation - Reversing and manoeuvring lamps for power-driven vehicles and their trailers.**

The authentic and legal binding text is: WP29/2017/24 - This amendment incorporates various proposals including ones raised in 2013, 2014 and 2016.

Into Force Date: **10/10/17**

**Addendum 26 – UN Regulation 27 - Revision 2 - Amendment 1 - Supplement 1 to the 04 series of amendments - Advance warning triangles.**

The authentic and legal binding text is: WP29/2017/25 – Based on /GRE/2014/3 – The amendments aim to clarify the definition of "type", with regard to manufacturer, trade names and marks and to introduce editorial improvements to the requirements for markings.

Into Force Date: **10/10/17**

**Addendum 37 – UN Regulation 38 - Revision 3 - Amendment 2 - Supplement 18 to the original version of the Regulation – Rear fog lamps for power-driven vehicles and their trailers.**

The authentic and legal binding text is: WP29/2017/26 - This amendment incorporates various proposals including ones raised in 2013, 2014 and 2016. This is part of collective amendments.

Into Force Date: **10/10/17**

**Addendum 38 – UN Regulation 39 Revision 2 - Amendment 1 - Supplement 1 to the 01 series of amendments – Speedometer and odometer equipment including its installation.**

The authentic and legal binding text is: WP29/2017/11 – Mainly based on GRSG/2016/25 - to adapt the requirements to technical progress, and to clarify the requirements for numeric displays. This amendment further clarifies which requirements apply to the respective vehicles of category L.

Into Force Date: **10/10/17**

**Addendum 42 – UN Regulation 43 - Revision 3 - Amendment 5 - Supplement 5 to the 01 series of amendments – Safety glazing materials and their installation on vehicles.**

The authentic and legal binding text is: WP29/2017/12 - mainly based on GRSG/2016/21 - to align the requirements for plastic panes, other than windscreens, to those for plastic pane windscreens. This includes amendments to rigid plastic panes, flexible plastic panes and rigid plastic multiple-glazed units.

Into Force Date: **10/10/17**

**Addendum 44 – UN Regulation 45 - Revision 2 - Amendment 5 - Supplement 11 to the 01 series of amendments – Headlamp cleaners, and of power-driven vehicles with regard to headlamp cleaners.**

The authentic and legal binding texts is: WP29/2017/27 - based on GRE/2014/3 - ) to clarify the definition of "type", with regard to manufacturer, trade names and marks and to introduce editorial improvements to the requirements for markings. This is part of a collective amendment.

Into Force Date: **10/10/17**

**Addendum 62 – UN Regulation 63 - Revision 1 - Amendment 3 - Supplement 3 to the 02 series of amendments – Noise with regard to two-wheeled mopeds.**

The authentic and legal binding texts is: WP29/2017/4 - based on GRB/2016/7 - to update R63 to a level at least equivalent to the corresponding provisions in the European Union legislation. It brings improved terminology and definitions, including new ones, improved sound emission testing conditions and procedures. It also introduces sound emission measurement through new testing of in use vehicles in motion.

Into Force Date: **10/10/17**

**Addendum 64 – UN Regulation 65 - Revision 2 - Amendment 3 - Supplement 10 to the original version of the Regulation - special warning lamps for power-driven vehicles and their trailers.**

The authentic and legal binding texts is: WP29/2017/29 - based on WP29/2014/32 and GRE/2014/3 - to clarify the definition of "type", with regard to manufacturer, trade names and marks and to introduce editorial improvements to the requirements for markings. This is part of a collective amendment.

Into Force Date: **10/10/17**

**Addendum 68 – UN Regulation 69 - Revision 1 - Amendment 2 - Supplement 6 to the 01 series of amendments – Rear marking plates for slow-moving vehicles (by construction) and their trailers.**

The authentic and legal binding texts is: WP29/2017/30 - based on WP29/2013/85 and GRE/2013/55/Rev.1 - to introduce the reference to the requirements for installation contained in the relevant Regulations. This is a part of a collective amendment.

Into Force Date: **10/10/17**

**Addendum 69 – UN Regulation 70 - Revision 1 - Amendment 4 - Supplement 10 to the 01 series of amendments – Rear marking plates for heavy and long vehicles.**

The authentic and legal binding texts is: WP29/2017/31. It updates the Conformity of Production (CoP) requirements and applies editorial corrections due to paragraph renumbering.

Into Force Date: **10/10/17**

**Addendum 72 – UN Regulation 73 - Revision 1 - Amendment 1 - Supplement 1 to the 01 series of amendments – Commercial Vehicle Lateral Protection .**

The authentic and legal binding texts is: WP29/2017/17 - based on GRSG/2016/18 - to ensure that lateral protection devices are fitted on as many vehicles as possible.

Into Force Date: **10/10/17**

**Addendum 74 –UN Regulation 75 - Revision 2 - Amendment 4 - Supplement 17 to the original version of the Regulation – pneumatic tyres for L category vehicles.**

The authentic and legal binding texts is: WP29/2017/8 – It aims to align some definitions and some contents of paragraphs with the other tyre regulations (Regulations Nos. 30, 54, 117, etc.); also improve the definitions.

Into Force Date: **10/10/17**

**Addendum 76 – UN Regulation 77 - Revision 3 - Amendment 1 - Supplement 17 to the original version of the Regulation - parking lamps for power-driven vehicles.**

The authentic and legal binding texts is: WP29/2017/32 – To improve guidance for Technical services with regard to the requirements for installation of lighting devices, the cross references within individual regulations to be amended accordingly. This is part of collective amendments.

Into Force Date: **10/10/17**

**Addendum 78 – UN Regulation 79 - Revision 2 –Amendment 3 - 02 series of amendments – Steering Equipment.**

The authentic and legal binding texts is: WP29/2017/10 (as amended by paragraph 70 of the report /WP29/1129) - The amendments cover Automatically Commanded Steering Function (ACSF).

Into Force Date: **10/10/17**

**Addendum 82 – UN Regulation 83 - Revision 4 – Amendment 9 - Supplement 9 to the 06 series of amendments – Emissions of M1 and N1 vehicles.**

The authentic and legal binding texts is: WP29/2017/42 – Amends the Transitional Provisions by adding a new paragraph 12.1.3.

Into Force Date: **10/10/17**

**Addendum 82 – UN Regulation 83 - Revision 5 - Amendment 5 - Supplement 5 to the 07 series of amendments – Emissions of M1 and N1 vehicles.**

The authentic and legal binding texts is: WP29/2017/43 - Amends the Transitional Provisions by adding a new paragraph 12.1.2.

Into Force Date: **10/10/17**

**Addendum 86 – UN Regulation 87 - Revision 3 – Amendment 3 - Supplement 19 to the original version of the Regulation – Daytime Running Lamps.**

The authentic and legal binding texts is: WP.29/2017/33 - based on WP29/2013/88, GRE/2013/55/Rev.1, GRE/2014/3 and GRE/2016/30 - to clarify the definition of "type", with regard to manufacturer, trade names and marks and to introduce editorial improvements to the requirements for markings. Also to harmonize the requirement for the marking of wattage for signal lighting functions.

Into Force Date: **10/10/17**

**Addendum 90 – UN Regulation 91 - Revision 3 – Amendment 1 - Supplement 16 to the original version of the Regulation - – side-marker lamps for motor vehicles and their trailers.**

The authentic and legal binding texts is: WP29/2017/34 - based on WP29/2013/89, GRE/2013/55/Rev.1, GRE/2014/3, GRE/2016/30 and GRE/2016/31 - to clarify the definition of "type", with regard to manufacturer, trade names and marks and to introduce editorial improvements to the requirements for markings. Also update the requirements on light source failure in lamps equipped with multiple light sources.

Into Force Date: **10/10/17**

**Addendum 91 – UN Regulation 92 - Revision 1 – Amendment 2 - Supplement 2 to the 01 series of amendments – Replacement Exhaust Silencing Systems for Motorcycles.**

The authentic and legal binding texts is: WP29/2017/5 - updating the provisions of R92 to a level at least equivalent to the corresponding provisions in the European Union legislation.

Into Force Date: **10/10/17**

**Addendum 97 – UN Regulation 98 -Revision 3 – Amendment 7 - Supplement 8 to the 01 series of amendments – Headlamps Equipped with Gas-discharge Light Sources.**

The authentic and legal binding texts is: WP29/2017/35 - based on WP29/2013/90, GRE/2013/55/Rev.1, GRE/2014/3, GRE/2016/14 and Annex IV to WP29/GRE/75, GRE/2016/25, GRE/2016/32 - to correct the specification of the mixture for the dirty test in the headlamp; to delete the measurement at the point of intersection (HV) during the test for stability of photometric performance of the passing beam; and to clarify the heat test cycle relating to the movement of the passing beam cut-off in the front fog lamp and headlamp Regulations.

Into Force Date: **10/10/17**

**Addendum 98 – UN Regulation 99 - Revision 3 – Amendment 4 - Supplement 13 to the original version of the Regulation – Gas-discharge Light Sources.**

The authentic and legal binding texts is: WP29/2017/36 - based on GRE/2016/26 - to clarify provisions in R99 for testing of the run-up of dual level gas-discharge light sources.

Into Force Date: **10/10/17**



**Addendum 103 – UN Regulation 104 - Revision 1 – Amendment 3 - Supplement 9 to the original version of the Regulation – retro-reflective markings for vehicles of category M, N and O.**

The authentic and legal binding texts is: WP29/2017/37 - based on GRE/2013/55/Rev.1 and GRE/2014/3 - to clarify the definition of "type", with regard to manufacturer, trade names and marks and to introduce editorial improvements to the requirements for markings. It also adds clarity for the technical services as relates R104 directly to the relevant parts of the installation regulations.

Into Force Date: **10/10/17**

**Addendum 108 – UN Regulation 109 - Revision 1 – Amendment 2 - Supplement 8 to the original version of the Regulation – Retreaded pneumatic tyres for commercial vehicles and their trailers.**

The authentic and legal binding texts is: WP29/2017/9 - based on GRRF/2016/40 and GRRF/2016/41 - The amendment aims at providing clear rules for all tyres and to use lowercase letters in both the figure and the table in Annex 3. Also to amend the Annex 7 (based on the documents GRRF/2015/39 and GRRF/80/16).

Into Force Date: **10/10/17**

**Addendum 109 – UN Regulation 110 - Revision 3 — Amendment 6 - Supplement 6 to the 01 series of amendments – Compressed and Liquefied Natural Gas System Components.**

The authentic and legal binding texts is: WP29/2017/15 - based on GRSG/2016/16 - incorporating provisions concerning refrigeration systems for cooling the cargo compartment which are connected to the compressed natural gas (CNG) and/or liquefied natural gas (LNG) system.

Into Force Date: **10/10/17**

**Addendum 100 – UN Regulation 101 - Revision 3 – Amendment 6 - Supplement 7 to the 01 series of amendments – Carbon Dioxide Emissions and Fuel/Energy Consumption.**

The authentic and legal binding texts is: WP.29/2017/44:

Insert a new paragraph 13.5., to read:

"13.5. As from the official date of entry into force of Supplement 7 to the 01 series of amendments to Regulation No. 101, and by way of derogation to the obligations of Contracting Parties during the transitional period set out in paragraphs 13.1 to 13.4 above, the Contracting Parties applying this Regulation and also applying in their national/regional territory the provisions on the Worldwide Harmonized Light Vehicle Test Procedure (WLTP) set out in global technical regulation No. 15 may no longer accept type approvals granted on

the basis of this Regulation as an alternative to compliance with their national/regional legislation."

Into Force Date: **10/10/17**

**Addendum 111 – UN Regulation 112 - Revision 3 — Amendment 4 - Supplement 7 to the 01 series of amendments – Headlamps Emitting an Asymmetrical Passing Beam.**

The authentic and legal binding texts is: WP29/2017/38 - based on WP29/2013/92, GRE/2013/55/Rev.1, GRE/2014/3, GRE/2015/16, GRE/2015/23, GRE/2016/14 and Annex IV to WP29/GRE/75, GRE/2016/25 and GRE/2016/32 Various amendments including: to clarify the heat test cycle relating to the movement of the passing beam cut-off in the front fog lamp and headlamp Regulations; to delete the measurement at the point of intersection (HV) during the test for stability of photometric performance of the passing beam; and to correct the specification of the mixture for the dirty test in the headlamp Regulations.

Into Force Date: **10/10/17**

**Addendum 117 – UN Regulation 118 - Revision 1 – Amendment 3 - Supplement 3 to the 02 series of amendments – Burning Behaviour of Interior Materials.**

The authentic and legal binding texts is: WP29/2017/16 - based on GRSG/2016/23 - y to reduce the administrative procedures that do not benefit the level of safety: therefore, the test reports or approvals established under the older version of the ISO standard 6722:2006, shall remain valid.

Into Force Date: **10/10/17**

**Addendum 117 – UN Regulation 118 - Revision 1 – Amendment 4 - 03 series of amendments – Burning Behaviour of Interior Materials.**

The authentic and legal binding texts is: WP29/2017/18 - based on GRSG/2016/24 – Aims to improve the test requirements on cables, cable sleeves and conduits. It improves clarifications on the approval of interior materials, cables and insulation materials. It adds new requirements for cable sleeves and conduits. Furthermore, the requirements of Annex 8 on vertical testing are modified to allow testing of small test samples and to clarify their fixation to the specimen holder. A new Annex 10 is added that contains the provisions for testing electrical cables.

Into Force Date: **10/10/17**

**Addendum 137 – UN Regulation 138 - Amendment 2 - 01 series of amendments – Quiet Road Transport Vehicles with regard to their reduced audibility (QRTV)**

The authentic and legal binding texts is: WP29/2017/7 (as amended by paragraph 67 of the report WP29/1129) – it is based on Annex IV to the report WP29/GRB/62 – Amends scope and the transitional provisions.

Into Force Date: **10/10/17**

**Addendum 137 – UN Regulation 138 - Amendment 1 Supplement 1 to the original version of the Regulation – Quiet Road Transport Vehicles with regard to their reduced audibility (QRTV).**

The authentic and legal binding texts is: WP29/2017/6 - it is based on Annex IV to the report WP29/GRB/62 – Amends scope: to read "This Regulation applies to electrified vehicles of categories M and N which can be propelled in the normal mode, in reverse or at least one forward drive gear, without an internal combustion engine operating in respect to their audibility."

Into Force Date: **10/10/17**

**Addendum 118 – UN Regulation 119 - Revision 1 – Amendment 5 - Supplement 5 to the 01 series of amendments – cornering lamps for power-driven vehicles.**

The authentic and legal binding texts is: WP29/2017/40 - It is based on WP29/2013/94, GRE/2013/55/Rev.1, GRE/2014/3, GRE/2016/27, GRE/2016/30, GRE/2016/31 and Annex II to the report – to clarify the definition of "type", with regard to manufacturer, trade names and marks and to introduce editorial improvements to the requirements for markings; to delete a redundant paragraph 7.5; B to harmonize the requirement for the marking of wattage for signal lighting functions with the requirement for lighting functions; and to update the requirements on light source failure in lamps equipped with multiple light sources.

Into Force Date: **10/10/17**

**Addendum 122 – UN Regulation 123 - Revision 2 – Amendment 4 - Supplement 8 to the 01 series of amendments – Adaptive front-lighting systems (AFS).**

The authentic and legal binding texts is: WP29/2017/41 - It is based on WP29/2013/94, GRE/2013/55/Rev.1, GRE/2014/3, GRE/2016/27, GRE/2016/30, GRE/2016/31 and Annex II to the report -To clarify the definition of "type", with regard to manufacturer, trade names and marks and to introduce editorial improvements to the requirements for markings; to delete redundant paragraph 7.5; to harmonize the requirement for the marking of wattage for signal lighting functions with the requirement for lighting functions; and to update the requirements on light source failure in lamps equipped with multiple light sources.

Into Force Date: **10/10/17**

### **Addendum 38 – UN Regulation 39 – Revision 2 (Series 01) – Speedometer and Odometer Equipment including its installation.**

The authentic and legal binding texts are: WP29/2011/39 and WP29/2015/83 – Based on GRSG/99/6 and GRSG/2015/15 - Corrects errors introduced by Supplement 3 (WP29/2001/14) affecting paragraphs 5.1.2 to 5.1.4, this amends 5.1.2 and deletes 5.1.4. It also aims to insert performance requirements for the installation of odometers on vehicles, which already exist for L category vehicles in the EU regulation 3/2014.

Into Force Date: **01/09/17**

### **Addendum 38 – Regulation 39 Revision 2 (Series 01) -Speedometer and odometer equipment including its installation – Date of entry into force: 1 September 2017.**

The authentic and legal binding texts are: WP29/2011/39 and WP29/2015/83 – Based on GRSG/99/6 and GRSG/2015/15 - Corrects errors introduced by Supplement 3 (WP29/2001/14) affecting paragraphs 5.1.2 to 5.1.4, this amends 5.1.2 and deletes 5.1.4. It also aims to insert performance requirements for the installation of odometers on vehicles, which already exist for L category vehicles in the EU regulation 3/2014.

Into Force Date: **01/09/17**

### **Addendum 27 - Regulation 28 - Supplement 5 to the original version – Uniform provisions concerning the approval of audible warning devices and of motor vehicles with regard to their audible signals.**

The amendments enable a new approach to be introduced to allow further extension of this Regulation to other audible warning devices not yet regulated at UN level.

Into Force Date: **10/10/17**

### **Addendum 78: UN Regulation 79 Revision 3 (Steering Equipment)**

Incorporating all valid text up to:

Revision 2 – incl. Erratum;

Supplement 4 to the 01 series of amendments – Date of entry into force: 13 February 2014;

Supplement 5 to the 01 series of amendments – Date of entry into force: 9 February 2017;

02 series of amendments – Date of entry into force: 10 October 2017.

This document is meant purely as documentation tool. The authentic and legal binding texts are: WP29/2016/57, WP29/2017/10 (as amended by paragraph 70 of the report WP29/1129).

Into Force Date: **14/09/17**

**Addendum 42: Regulation 43 - Revision 4 - Amendment 1 - Supplement 5 to the 01 series of amendments ( Safety glazing materials and their installation on vehicles)**

The authentic and legal binding text is: WP29/2017/12. The amendment aims to align the requirements for plastic panes, other than windscreens, to those for plastic pane windscreens.

Into Force Date: **10/10/17**

**Addendum 42 – UN Regulation 43 Revision 4 - Corrigendum 1 (Safety glazing materials and their installation on vehicles)**

The authentic and legal binding text is: WP29/2017/117. The corrections affect text in Annex 1 – Appendix 3,

Date of entry into force: **15/10/17**.

**Addendum 42 – UN Regulation 43 Revision 3 - Corrigendum 6 - Corrigendum 6 to Revision 3 (Safety glazing materials and their installation on vehicles)**

The authentic and legal binding text is: WP29/2017/112. Text in Annex 1 – Appendix 3, corrected.

Date of entry into force: **15/10/17**.

**Addendum 16: UN Regulation 17 Revision 5 – Corrigendum 1 - Corrigendum 1 to Revision 5 of the Regulation (Seats, their anchorages and any head restraints)**

The authentic and legal binding text is: WP29/2017/121. Paragraph 5.2.3.2., corrected to read: "5.2.3.2. The requirements of paragraph 5.2.3. shall not apply to ..."

Date of entry into force: **15/11/17**

**WP29/1127 - Consolidated Resolution on the common specification of light source categories (R.E.5)**

This document is based on WP29/2016/111.

## **Global Technical Regulation 15 (Worldwide Harmonized Light Vehicle Test Procedures) – Amendment 2**

This amendment amends WP29/AC3/44 and WP29/2017/99 to the GTR (GTR15/Amendment 2).

Into Force date: Existing

## **Global Technical Regulation 19 (Evaporative Emissions)- Notification of Appendix 1**

This amendment amends the documents WP29/AC3/44 and WP29/2017/95 (GTR19/Appendix 1).

Into Force date: Existing

## **Global Technical Regulation 6 Corrigendum 2 - Safety Glazing Materials for Motor Vehicles and Motor Vehicle Equipment**

Correction of text in Part B, Paragraphs 2 and 6.3.2.3.

Into Force date: **15/11/17**

## **Global technical regulation 15 Amendment 3 - Global technical regulation on Worldwide harmonized Light vehicles Test Procedures (WLTP).**

Includes Appendix - Authorization to develop Phase 2 and Technical report on the development of Amendment 3 to GTR 15.

Into Force date: **15/11/17**

# Proposals

## **R3 (Retro-reflecting devices):**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

## **R4 (Illumination of rear-registration plates of motor vehicles and their trailers):**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

## **R6 (Direction indicators):**

Supplement 28 to the 01 series - The proposal corrects the position whereby the addition to the paragraph 1.3 of Regulation No. 6 from the collective amendments (Supplement 27 to the 01 series of amendments) was unintentionally deleted in the subsequent amendment (Supplement 28 to the 01 series of amendments) concerning sequential activation (**GRE/78/6**).

Supplement 29 to the 01 series – Paragraph 1.3., amend to read: "1.3. "Direction indicators of different types" means lamps which differ in such essential respects as: (a) the trade name or mark: (i) lamps bearing the same trade name or mark but produced by different manufacturers shall be considered as being of different types; (ii) lamps produced by the same manufacturer differing only by the trade name or mark shall be considered as being of the same type. (b) the characteristics ..." (**WP29/2018/28**).

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R7 (Position, stop and end-outline lamps):**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R9 (Noise of three-wheeled vehicles):**

The proposal aims to introduce ASEP requirements for L4 and L5 category vehicles with  $PMR > 50 \text{ W/kg}$  (**GRB/66/10** and **GRB/67/4**).

### **R10 (Electromagnetic compatibility):**

Supplement 2 to the 05 series - The proposal aims to clarify the Transitional provisions (paragraphs 13.1 to 13.10) (**GRE/78/9** and **GRE/78/9/Rev1**).

06 series - The proposal aims to bring vehicle narrowband reference limits (at 3 m and 10 m) in-line with those from CISPR 12 (the CISPR12 narrowband limit minus 2 dB as a more stringent requirement for type approval, as defined in CISPR 12). (**GRE/2018/5**).



### **R11 (Door latches and hinges):**

Supplement 2 to the 04 series - The draft aims to amend the transitional provisions by inserting a new paragraph: "13.10 Contracting Parties applying this UN Regulation shall continue to accept UN type approvals issued according to the preceding series of amendments to this UN Regulation first issued before 1 September 2016." (**GRSP/62/32**).

Supplement 2 to the 04 series - The proposal aims to amend the transitional provisions, by Inserting a new paragraph 13.10 – “Contracting Parties applying this UN Regulation shall continue to accept UN type-approvals issued according to the preceding series of amendments to this UN Regulation first issued before 1 September 2016.” (**GRSP/2018/11**).

### **R13 (Heavy vehicle braking):**

The proposal addresses the fact that all types CSF, including CSF for stability, indicate their interventions by an optical means; braking regulations explicitly permit the use of the ESC flashing symbol for the purpose of showing interventions of systems related to the vehicle stability function (e.g. traction control etc.). This proposal gives opportunity for the manufacturer to simplify the indication to the driver, avoiding two tell-tales simultaneously flashing when a stability assistance including both ESC and CSF is intervening. It would also be of low added value for the driver to know which, from the steering or the braking system is providing the stability assistance. Based on GRRF/83/22/Rev.1 (**GRRF/2017/23**).

Supplement 15 to the 11 series - The proposal is based on GRRF/2017/2, /GRRF/2017/11, GRRF/2017/12 – To introduce text to cover ESC and VSF intervention (**WP29/2018/9**).

01 series - The proposal addresses introduction into series 02 R79 requirements for RCP (remote controlled parking) systems. An RCP system requires the engagement of an EPB (electrical parking brake) once the manoeuvre has finished and the ignition is switched off. The suggested modifications allow the release / disconnection of the EPB by a remote control system what is needed to enable the exit of the vehicle out of a parking spot with a remote control system. The proposal also addresses regenerative braking and conditions of illumination of the stop lights (**GRRF/86/16 and GRRF/86/16/Rev.1**).

Corrigendum to the Revision 7 and Revision 8 - The proposal addresses the fact that Revision 7 of R13 includes a former version of Figure 1B which was changed with Amend 4 to Revision 6 of R13. This correction is also needed for Revision 8, which contains the same error (**GRRF/86/33**).

### **R13H (Light-Duty Vehicle Braking):**

The proposal addresses the fact that all types CSF, including CSF for stability, indicate their interventions by an optical means; braking regulations explicitly permit the use of the ESC flashing symbol for the purpose of showing interventions of systems related to the vehicle stability function (e.g. traction control etc.). This proposal gives opportunity for the manufacturer to simplify the indication to the driver, avoiding two tell-tales simultaneously flashing when a stability assistance including both ESC and CSF is intervening. It would also be of low added value for the driver to know which, from the steering or the braking system is providing the stability assistance. Based on GRRF/83/22/Rev.1 (**GRRF/2017/23**).

The proposal aims to clarify the test protocol in Paragraph 8.2.9, for the opening force of the ISOFIX attachments. Either option shown in the proposal document is permitted as long as a force of 50 N is applied (**GRRF-84-39**).

01 series - The proposal addresses introduction into series 02 R79 requirements for RCP (remote controlled parking) systems. An RCP system requires the engagement of an EPB (electrical parking brake) once the manoeuvre has finished and the ignition is switched off. The suggested modifications allow the release / disconnection of the EPB by a remote control system what is needed to enable the exit of the vehicle out of a parking spot with a remote control system. The proposal also addresses regenerative braking and conditions of illumination of the stop lights (**GRRF/86/16 and GRRF/86/16/Rev.1**).

### **R14 (Safety-belt anchorages):**

08 series - The proposed amendments clarify that for a driver's seat only a 3-point-belt shall be permitted, it also deals with removing all ISOFIX requirements from R14 and transferring them into a separate new Regulation (GRSP/2017/7). Based on GRSP/2017/8 and GRSP-61-01 (**WP29/2017/128**).

09 series - The proposed amendments clarify that a reduced minimum distance of 240 mm is only allowed in the case where there is only one central seating position (i.e. in a row of 3 seating positions). Rear seat rows with an even number of seats always shall have a distance of at least 350 mm (**GRSP/2017/23**).

Corrigendum 2 to Revision 5 - The proposal aims to improve the quality of the image of Figure 1a of Annex 5 (**GRSP/2018/12**).

## **R16 (Safety-belts):**

Corrigendum 1 to Supplement 9 to the 06 series - The proposal Corrects Table 1 in Annex 17 – Appendix 3: It deletes "F1" in the table, as this fixture is part of corresponding ISO Standard but not in R16. It also replaces "universal" by "i-size" in the title of Appendix 5, as R129 booster seats can be only i-Size or specific (**GRSP/2017/21**).

Corrigendum 1 to Supplement 1 to the 07 series - The proposal aims to correct: Paragraph 1.2: Deletes "and Appendix 5" to align with the text of Supplement 9 to the 06 series of amendments to R16; Table 1: Deletes "F1" in the table, as this fixture is part of corresponding ISO Standard but not in R16; Appendix 5: Replaces "universal" by "i-size" in the title of Appendix 5, as R129 booster seats can be only i-Size or specific (**GRSP/2017/22**).

Supplement 3 to the 07 series - This proposal is a clarification of the second level warning application covering the technical opportunity to implement occupant detection on the rear seating positions (**GRSP/2017/24**).

The proposal aims to harmonize information in the airbag warning label on the correct installation of Child Restraint Systems (CRS) on a passenger seat with an activated frontal airbag. It is based on GRSP/61/29 (**GRSP/2017/27**).

Counter proposal to document GRSP/2017/27. This solution could be to simply refer, in R94 and R137, to the label defined in R16. OICA agrees with the EC proposal to better define the required label, in order to avoid potential misinterpretations (**GRSP/62/14**).

Corrigendum 1 to Supplement 9 to the 06 series - The proposal aims to correct some typographical errors (**GRSP/62/6**, **GRSP/62/6/Rev.1** and **GRSP/62/6/Rev.2** ).

Corrigendum 1 to Supplement 1 to the 07 series - The proposal aims to correct various typographical errors that had occurred (**GRSP/62/7/Rev1**).

Corrigendum 1 to Supplement 10 to the 06 series - The proposal aims to correct some typographical errors, the modifications made are based on WP.29/61, para 16 and WP.29/2017/120 (**GRSP/62/8**).

Collective amendments to UN Regulations 16, 94 and 137 - The proposal aims to harmonize information in the airbag warning label about the correct installation of Child Restraint Systems (CRS) on a passenger seat with an activated frontal airbag (**GRSP/2018/9**).

### **R17 (Strength of seats):**

Supplement 5 to the 08 series - The proposal aims to clarify that safety-belts and components should continue to function after the load retention test. It is based on informal document GRSP-61-19-Rev.1 (**GRSP/2017/25 and GRSP/62/37**).

09 series - The proposal aims to clarify that safety-belts and components thereof should continue to function after the load retention test. It supersedes GRSP/2017/25 and informal document GRSP-62-37 (**GRSP/2018/4**),

### **R19 (Front Fog Lamps)**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R22 (Protective Helmets)**

Supplement 3 to the 03 series - The proposal amends the flowchart in Annex 12. aims to have a frequency of inspection that is more appropriate, while ensuring an effective control of the conformity of production and which could be respected by all contracting parties (**GRSP/62/4**).

Supplement 3 to the 05 series – The proposal amends paragraph 5.1.8, such that In the case of protective helmets and their visors, the approval number carries particular information that are very important for users and enforcement controls, therefore the approval marks may not be replaced by an Unique Identifier (UI). The same provisions have been already introduced for Child Restraint Systems in R44 and R129 (**GRSP/62/10**).

## **R23 (Reversing Lights)**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

## **R27 (Advance warning triangles):**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

## **R29 (Cabs of commercial vehicles):**

Supplement 4 to the 03 series - The proposal addresses how to secure a cab mounted on a vehicle on the test rig. The proposed amendments will fill that gap and provide the necessary specifications also for test B and test C to improve the repeatability of the tests. It gives freedom, instead of the wooden block shown in Figure 1 (of Annex 3 - Appendix 1), to use rigid composite blocks and/or (adjustable) metal brackets to make the fixation of the vehicle on the test rig more convenient. Based on GRSP/61/20 (**GRSP/2017/26**).

Supplement 4 to the 03 series - The proposal amends Annex 3, paragraph 7.4.4.1 and introduces a tolerance for the position of the loading device during the test (**GRSP/62/11**).

Supplement 4 to the 03 series - The proposal improves the specifications and text for Tests A to C, to improve the repeatability of the tests (**GRSP/2018/5**).

### **R30 (Tyres for passenger cars and their trailers):**

This proposal aims to correct inter-paragraph referencing caused by splitting and introduction of new paragraphs (**GRRF-84-15**).

Supplement 20 to the 02 series - The proposal is based on official document GRRF/2017/17 – To apply editorial corrections to paragraphs 3.1.12 and 3.4 (**WP29/2018/10**).

### **R34 (Prevention of Fire Risks):**

Proposal for Supplement 3 - The proposal aims to provide editorial improvements to specify the chapters of test procedure or to clarify the ambient temperature. Also to clarify COP requirements. It is based on GRSP/2017/5 (**WP29/2017/127**).

Supplement 6 to the 02 series - This proposal also targets to clarify the inspection of potential protruding parts around the tanks in order to preserve their integrity and to align the Russian and French versions with the English one according to collision references for tank integrity (**GRSG/2018/4**).

### **R37 (Filament lamps):**

Supplement 46 to the 03 series - The proposal corrects an error and aligns the term 'chromaticity' with R128 (GRE/2017/19). It replaces the word 'tolerance' with 'chromaticity' in paragraph 3.6.3 (**WP29/2018/29**).

Supplement 47 to the 03 series - The proposal addresses confusion over Approval Number, approval code and identification code and aims to add clarity to the texts of R37, R99 and R128 (**GRE/2018/21**).

### **R38 (Rear Fog Lights):**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R41 (Motorcycle Noise):**

Supplement 6 to the 04 series - The proposal is based on GRB/2017/4 - Motorcycles with a side car should be tested in a state that is designed to be operated on the road (i.e., with the side car fitted to the vehicle) using the test procedures of Regulation No. 9. Since the 04 series of amendments to R41 does not cover motorcycles with a side car (L4 category vehicles), this text should be deleted in order to avoid any potential misunderstanding (**WP29/2018/6**).

04 series - The proposal aims to clarify definitions (**GRB/67/12**).

### **R43 (Safety glazing):**

Supplement 7 to the 01 series - The proposal is based on GRSG/2017/15 - Annex 21, Table 2, amended data in various lines (see Annex II in the meeting report GRSG 92:

<http://www.unece.org/fileadmin/DAM/trans/doc/2017/wp29grsg/ECE-TRANS-WP29-GRSG-92e.pdf> ) (**WP29/2018/15**).

Supplement 8 to the 01 series - The proposal aims to enable the approval of the laminated-glass panes with improved mechanical properties. Paragraphs 5.5.8 and 8.2.1.1 to be amended (**GRSG/2018/7**).

### **R44 (Child restraint systems :**

Supplement 14 to the 04 series - The proposal is that no new approvals of R44 be granted to non-integral group 2 or group 2/3 CRS as of [1 September 2018], and that transitional provisions will be amended accordingly. So that this avoids confusion regards two categories of products offering two levels of protection that could be introduced on the market (**GRSP/2017/20**).

Supplement 14 to the 04 series - The proposal addresses the fact that the 'Y' symbol is no longer used in R129. Thus, the consumer is not aware of the meaning of the symbol. Moreover, Supplement 3 to the 02 series of amendments to UN R44 is not available on the UNECE website. Some manufactures do use the symbol, others do not. Approval authorities as well as Technical Services do not seem to be consistent in checking this (**GRSP/2017/28**).

The proposal aims to harmonize information in the airbag warning label on the correct installation of Child Restraint Systems (CRS) on a passenger seat with an activated frontal airbag. It is based on GRSP/61/29 (**GRSP/2017/27**).

Supplement 14 to the 04 series - The proposal allows that in a digital and paperless world, use a smartphone APP, QR code reader or any other digital device where consumer can check the latest version of the vehicle list. Using digital information can save a lot of paper (**GRSP/2017/33**).

Supplement 14 to the 04 series - The proposal aims to improve paragraph. 6.2.12. by using the original Standard Safety-belt of R44, which is also better documented in the test report. Based on GRSP/2017/13 (**GRSP/2017/39**).

Supplement 14 to the 04 series - The proposal aims to clarify the test protocol in Paragraph 8.2.9., for the opening force of the ISOFIX attachments. Either option shown in the proposal document is permitted as long as a force of 50 N is applied (**GRSP/2017/37**).

Supplement 14 to the 04 series – The proposal clarifies the test procedure of paragraph 6.1.8. for the positioning and securing the child restraint system on the vehicle (**GRSP/2017/38**).

Supplement 14 to the 04 series - The dates for phasing out the child restraint systems of Group 2 and Group 2/3 as mentioned in GRSP/2017/20 are too early. The developments of new products belonging to the targeted range are already under progress, but the dates proposed in GRSP/2017/20, will make those products obsolete immediately after their approval (**GRSP/62/17**).

Supplement 14 to the 04 series - The text in Paragraph 6.1.8 to be amended to improve clarity (**GRSP/62/28\***)

\* UN ECE have allocated same document reference GRSP62/28 to two different documents types for R44 and R129

Supplement 14 to the 04 series - The proposal amends the text in paragraph 6.1.8 (explanation for the measurement procedure) (**GRSP/62/27\***).

\*The UN ECE have allocated this document reference twice for R44 and R129.

Supplement 14 to the 04 series - It is proposed that no new approvals of R44 be granted to non-integral group 2 or group 2/3 CRS as of [1 September 2019], and that transitional provisions will be amended accordingly (**GRSP/62/29**).

Supplement 14 to the 04 series - The proposal is based on GRSP/2017/13 – This is aimed at preventing injury to the human body as a result of strong local pressure shall be prevented. Such injuries can be caused by twisted buckles and belts and also by twisted tongues. Paragraphs 6.2.12 and 9.1 are to be amended (**GRSP/62/33 and GRSP/62/33/Rev.1**).

Supplement 15 to the 04 series - The proposal aims to improve the regulation by amending Paragraph 6.2.12 to allow the checking non-integral child restraints (e.g. booster) (**GRSP/2018/6**).



#### **R46 (Devices for indirect vision):**

The proposal makes an editorial correction: to include Class VII in the indicated classes of devices for indirect vision of the communication form of Annex 3, item 9 **(GRSG/113/31)**.

The proposal makes an editorial correction: to remove reference to 'S2' at the end of the item and instead refers to footnote 2, from the communication form of Annex 3, item 9 **(GRSG/113/31-Rev.1)**.

The current English text can be interpreted in a way that overlays are only allowed when driving backwards (reverse driving). This is not the original intention of the text. So the following text has been added "Overlays shall display only safety related rearward vision information." **(GRSG/113/17/Rev.1)**.

The proposal makes an editorial correction: to include Class VII in the indicated classes of devices for indirect vision of the communication form of Annex 3, item 9. This revision removes reference to 'S2' at the end of the item and instead refers to footnote 2 **(GRSG/113/31-Rev.1)**.

04 series - The current English text can be interpreted in a way that overlays are only allowed when driving backwards (reverse driving). This is not the original intention of the text. So the following text has been added "Overlays shall display only safety related rearward vision information." **(GRSG/113/17/Rev.1)**.

Corrigendum 1 to Revision 5 - The proposal aims to amend Annex 3, item 9, to read (replacing the letter "S" by class "VII" and keeping the reference to footnote 2 unchanged). "9. Brief description Identification of the device: mirror, camera/monitor, other devices for indirect vision of Classes I, II, III, IV, V, VI, VII 2 Symbol as ..... " **(WP29/2018/16)**.

Corrigendum 1 to Revision 6 – The proposal amends Annex 3, item 9, to read (replacing the letter "S" by class "VII" and keeping the reference to footnote 2 unchanged) **(WP29/2018/17)**.

Supplement 6 to the 04 series - The proposal aims to clarify the requirements on overlays in Camera-Monitor Systems (CMS) with respect to the spirit of the decisions of the informal group on CMS. It is based on informal document GRSG-113-17-Rev.1 **(GRSG/2018/9)**.

#### **R48 (Installation of lighting and light-signalling devices):**

Supplement [12] to the 05 series and Supplement [10] to the 06 series - The proposal aims to correct errors and discrepancies in the text of the 05 and 06 series of amendments to UNECE Regulation 48. This document replaces GRE/2016/24 **(GRE/78/5)**.

04 series - The proposal aims at alignment with the corresponding values in UN GTR 6 and R125. This document completes GRSG/2017/15 and does not supersede it **(GRSG/113/16)**.

04 series - The proposal aims to clarify the requirements with regard to overlays in CMS respecting the spirit of the decisions of the informal group on Camera Monitor Systems. The current English text can be interpreted in a way that overlays are only allowed when driving backwards (reverse driving). This is not the original intention of the text (**GRSG/113/17**).

Supplement [12] to the 05 series - The proposal deals with the additional references to the new Regulations arising out of the new simplified Regulations on Lighting and Light-Signalling developed by the GRE Informal Working Group "SLR". There is a similar proposal for the 06 Series GRE/2017/11 (**GRE/78/15**).

Supplement [18] to the 04 series - The proposal deals with the additional references to the new Regulations arising out of the new simplified Regulations on Lighting and Light-Signalling developed by the GRE Informal Working Group "SLR". There is a similar proposal for the 06 Series GRE/2017/11 (**GRE-78-14**).

The proposal aims to address confusion over transitional arrangements regards the automatic switching between DRL and dipped-beam headlamps and this being the only way of switching. The driver will necessarily be aware that the headlamps are turned off although automatic operation would have turned ON the dipped beam headlamps (e.g. night time driving conditions). (**GRE/78/21 and GRE/78/21/Rev.1**).

Supplement [11] to the 06 series - The proposal is intended to align the text for the 06 series of amendments to R48 (document GRE/2017/11) with the similar proposals for the 04 and 05 series of amendments (informal documents GRE-78-14 and GRE-78-15) (**GRE/78/20**).

The proposal aims to provide a better coherence of paragraph 3.2.5 requirements with those of paragraph 5.27 (for points A and B) and 5.30 (for point C). It addresses use of LED substitute lamps (**GRE/78/33**).

Supplement [12] to the 05 series - The proposal deals with the additional references to the new Regulations arising out of the new simplified Regulations on Lighting and Light-Signalling developed by the GRE Informal Working Group "SLR". There is a similar proposal for the 06 Series GRE/2017/11 (**GRE/78/15**).

Supplement [18] to the 04 series - The proposal deals with the additional references to the new Regulations arising out of the new simplified Regulations on Lighting and Light-Signalling developed by the GRE Informal Working Group "SLR". There is a similar proposal for the 06 Series GRE/2017/11 (**GRE/78/14**).

Supplement [18] to the 04 series - The proposal aims to introduce into the 04 series of amendments to R48 references to the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (**GRE/2018/8**).

Supplement [12] to the 05 series - The proposal aims to introduce into the 05 series of amendments to R48 references to the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (**GRE/2018/7**).

Supplement [11] to the 06 series - The proposal aims to introduce into the 06 series of amendments to R48 references to the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). It is based on ECE/TRANS/WP.29/GRE/2017/11 as amended by informal document GRE-78-20 (**GRE/2018/6**).

Supplement [11] to the 06 series - The proposal aims to group the definitions of existing Regulations dealing with lighting, light signalling, retro-reflective devices and installation into R48, except those which are specific for a device (**GRE/2018/13**).

Supplement [10] to the 06 series - The proposal aims to introduce into R48 the definition and general requirements for using the "change index" introduced by the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (**GRE/2018/16**).

Supplement [6] to the 03 series - The proposal aims to introduce into the 03 series of amendments to Regulation No.48 references to the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (**GRE/2018/30**).

New series of amendments - The proposal aims to set requirements that would not allow vehicles to travel under dark ambient conditions without their night-time lamps being switched ON (specifically, the road illumination lamps) and to clarify (a) the automatic functioning of the daytime running lights (DRL) and (b) allowances for the dipped-beam headlamps and DRL to be temporarily switched OFF by the driver (**GRE/2018/20**).

The proposal is based on is based on GRE-78-21-Rev.1 - Currently, interpretations of the electrical connection requirements for headlamps, lamps of paragraph 5.11 and daytime running lamps differ between Contracting Parties. In general, this draft proposal aims at clarifying the requirements (**GRE/2018/22**).

## **R49 (Diesel and CNG/LNG Engine Emissions)**

New Supplement to the 05 series - The proposal aims to improve the so-called "random check requirement" and define the rounding of test results calculated according to Annex 4A in the 05 series of R49 (**GRPE/2018/9**).

New Supplement to the 06 series - The proposal aims to improve the Engine Control Unit (ECU) torque signal validation requirement in the 06 series of amendments to R49. The present provisions force manufacturer to deliberately decrease accuracy of torque signal in case of additionally declared market fuels. The proposal takes into account the draft Supplement 5 to the 06 series of amendments R49 (**GRPE/2018/10**).

The proposal aims to improve the Engine Control Unit (ECU) torque signal validation requirement in the 06 series of amendments to R49. The present provisions force manufacturer to deliberately decrease accuracy of torque signal in case of additionally declared market fuels. The proposal takes into account the draft Supplement 5 to the 06 series of amendments (**GRPE/76/16**).

### **R50 (Position, stop, direction indicator lamps for mopeds and motorcycles):**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

01 series - This proposal aims to align the angle of visibility requirements of rear position lamps with the angle of visibility requirements of front position lamps, leading to the following: (a) Inward angle (or the angle towards the median longitudinal plane of the vehicle) of 20° (and not of 45°); see the above angles in red. (b) Last sentence of paragraph 2 shall be deleted (**GRE/2018/27**).

### **R51 (Vehicle Noise Emissions (Vehicles with four wheels or more)):**

Supplement 3 to the 03 series - The proposal aims to amend the table in paragraph 2.24, to improve provisions concerning the accuracy of measurements it is proposed to increase the number of the significant digits after the decimal point. It is also proposed to designate the line DD', at which the measurements shall be finished. It has to be noted that the introduction of the line DD' would influence the content of ISO 10844 concerning the minimum length of the section after the line BB' to be coated by ISO surface (**GRB/66/6**).

Supplement 3 to the 03 series - The proposal aims to improve provisions concerning the accuracy of measurements by increasing the number of the significant digits after the decimal point in: paragraph 2.24, Annex 3, paragraph 2.1; the introduction of the line DD' at which the measurements shall be finished; More clear expressions are proposed to determine vehicle test mass in: Annex 3, Paragraphs 2.2.1 and 2.2.7.1 and Annex 6, Paragraph 2.1; and finally editorial corrections in: Annex 1, Appendix 1, paragraph 2.3.3 (**GRB/66/11**).

Supplement 3 to the 03 series - This proposal aims to prevent the proposed amendment of paragraph 6.2.3. concerning the exemption of the ASEP procedure for vehicles with internal combustion engine which is not operational within the control range of Annex 7 **(GRB/66/13)**.

Series 03 - The proposal aims to clarify the text in the table in paragraph 2.24; also the text in annexes 1 and 3 **(GRB/66/19)**.

Supplement 4 to the 03 series - The proposed amendments introduce a table with example measures for use with mechanical or electronic devices to control the gear shift, with the aim to help the manufacturer and to provide guidance to the technical service. In addition, for these devices and measures the documentation is now mandatory **(GRB/2018/2)**.

The proposal aims to add transparency to the type approval process in terms of ability to use mechanical or electronic devices to control the gear shift, or take measures to avoid accelerations greater than 2.0 m/s<sup>2</sup>. The amendments introduce a table with examples for devices and measures, with the aim to help the manufacturer and to provide guidance to the technical service. In addition, for these devices and measures the documentation is now mandatory **(GRB/2018/2)**.

Supplement 4 to the 03 series - The proposal addresses the progress of standard ISO 362-3 on indoor testing of pass-by noise (GRB-64-07) and recognises the importance of including indoor testing as an alternative to type approval tests of Annex 3 to R51, in particular for vehicle manufacturers in countries where the local weather conditions allow the use of outdoor test tracks only for a limited period per year (noise **(GRB/2018/3)**).

Supplement 3 to the 03 series - This proposal consolidates several proposals (GRB/2017/6, GRB/2017/8, GRB-66-11, GRB-66-13, GRB-66-19, GRB-66-20 and GRB-66-21). GRB to consider at its meeting in January, whether this will be a supplement to series 03 or become series 04 **(WP29/2018/7)**.

Corrigendum Supplement 3 to the 03 series - The proposal introduces a new paragraph: "11.9 Supplement 3 shall not apply to extensions of existing approvals, originally granted prior to the date of entry into force of Supplement 3." **(GRB/67/6)**.

The proposal deals with the fact that indoor testing is an important option for measurements of sound level. Paragraph 6.2.1.1. amended accordingly **(GRB/67/1)**.

Proposal for Supplement 3 to the 03 series - The proposal to insert a new paragraph 11.9 to read: "11.9. Until 18 months after the date of entry into force of the Supplement 3, it shall not apply to extensions of existing approvals, originally granted prior to the date of entry into force of Supplement 3." **(WP29/2018/7/Add.1)**.

Supplement 3 to the 03 series - The proposal aims to add Paragraph 11.9, to the transitional provisions to deal with extensions to existing approvals: "11.9 Until [12] months after the date of entry into force of the Supplement 3, it shall not apply to extensions of existing approvals, originally granted prior to the date of entry into force of Supplement 3." **(GRB/67/14)**.

The proposal alongside GRB/2018/3, aims to allow the possibility for the both outdoor and indoor test methods to be deemed as equivalent (**GRB/67/1/Rev.1**).

Supplement 4 to the 03 series - The proposal aims to restrict the application of the partial load driving to pure electric vehicle. Appendix to Annex 3, table 1, line 3 and the footnotes are to be amended (**GRB/67/17**).

### **R53 (Installation of lighting and light-signalling devices for L3 vehicles):**

The proposal aims to allow the use of different stop lamp activation methods and to align the stop lamp provision with those applicable for four-wheelers. Specifically to align the Stop Lamp definition in para. 2.5.9 with the definition in R48-06 (**GRE/78/7**).

Supplement x to the 02 series - The proposal deals with the additional references to the new Regulations arising out of the new simplified Regulations on Lighting and Light-Signalling developed by the GRE Informal Working Group "SLR" (**GRE/78/11**).

This proposal deals with a new requirement for automatic switching from the daytime running lamp (DRL) to the headlamp, if maximum luminous intensity of DRL is above 700 cd (**GRE/78/22**).

Supplement 01 to 02 series - The proposal puts forward Front position lamp fitment being optional for L3 category two wheelers due to introduction of Auto Headlamp ON (AHO) and alternatively DRL provisions in R53 (**GRE/78/24**).

The proposal aims to provide a better coherence of paragraph 3.2.5 requirements with those of paragraph 5.27 (for points A and B) and 5.30 (for point C). It addresses use of LED substitute lamps (**GRE/78/33**).

New supplement to the 02 series - The proposal deals with the additional references to the new Regulations arising out of the new simplified Regulations on Lighting and Light-Signalling developed by the GRE Informal Working Group "SLR" (**GRE/78/11**).

Supplement [20] to the 01 series - The proposal aims to introduce into the 02 series of amendments to Regulation No. 53 references to the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (**GRE/2018/17**).

Supplement [2] to the 02 series - The proposal aims to introduce into the 02 series of amendments to R53 references to the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (**GRE/2018/15**).

Collective amendments - The proposal aims to introduce into Regulations 53, 74 and 86 general requirements for using the "change index" proposed by the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (**GRE/2018/18**).

03 series - The proposal concerns a new requirement for automatic switching from the daytime running lamp (DRL) to the headlamp for L3 category vehicles (**GRE/2018/19**).

The proposal aims to clarify possibilities for activation of direction indicators when the engine is stopped (**GRE/2018/25**).

New Supplement [ ] - The proposal aims to allow the use of different stop lamp activation methods and to align the stop lamp provision with those applicable for four-wheelers. The text is amended in Paragraphs: 2.5.9, 6.4.6.1 and 6.4.6.2 (**GRE/2018/29**).

The proposal aims to allow exterior courtesy lamps being fitted on motorcycles. R48, the exterior courtesy lamps have been explicitly allowed since 2009, the amendments to the text in R53 will follow suit (**GRE/2018/26**).

New Supplement [ ] to the 01 series - The proposal aims to align Regulations 50 and 53 regarding the inward geometric visibility requirements for rear position lamps. Paragraph 6.7.4 to be amended (**GRE/2018/28**).

## **R54 (Tyres for commercial vehicles and their trailers):**

The proposal aims to make the regulation more suitable to international application by addition of footnotes to Annex 5, Part II, Table B; so that it uses terminology used in the United States (**GRRF-84-16**).

This amendment changes further paragraph references in Paragraph 3.4. Proposal GRRF/2017/18 aims to correct paragraph references and improve clarity of text (**GRRF-84-34**).

This amendment corrects internal paragraph references in Paragraph 3.4. (**GRRF/84/34**).

This proposal is a consolidated Text of R54 and it includes the proposal contained in GRRF/2018/5 (**GRRF/2018/11**).

New Supplement [ ] - The proposal, to amend a footnote in Annex 5 to avoid misunderstandings with the definition of "category of use" (**GRRF/86/26**).

New Supplement [ ] - The proposal corrects paragraph references in paragraph 3.4 (**GRRF/86/23**).

### **R55 (Mechanical couplings):**

Corrigendum to the Revision 2 - The proposal is based on the working document GRRF/2014/28 and correcting a typing error that occurred during consolidation of Revision 2. Annex 5 Paragraph 13.1 to be amended (**GRRF/86/3**).

New supplement to the 01 series - The proposal is that item 9.3 only needs to be filled in, when a completed mechanical coupling device is present ISO the words “, if applicable” would be added (**GRRF/86/34**).

### **R62 (Protection against unauthorized use (mopeds/motorcycles))**

Supplement 3 - The proposal aims to recognise that "electromechanical and electronic devices", such as Smart Key Systems, can be parts of a type-approval according to UN R116 for a device to prevent unauthorized use in vehicles of class M1 and N1. A new paragraph 5.11 to be added (**GRSG/114/2**).

### **R63 (Noise emissions of mopeds):**

The proposal aims to exclude pure electric vehicles, due to low level of sound emissions, which a priori should satisfy the sound emission level limits set out in this Regulation. There are also other text changes to improve clarity in terms of testing to include the more general term of “accelerator control” is introduced to cover engines without “throttle” as well (e.g. compressed air engines) (**GRB/66/9**).

New Supplement - The proposal addresses exclusion of electrically powered L1 vehicles from the Regulation scope, inclusion of sound levels measurement conditions for powered cycles equipped with compressed air engine and introduction of sound level limits for powered cycles (**GRB/2018/4**).

### **R67 (Equipment for Liquefied Petroleum Gas):**

Supplement 1 to the 01 series - The proposal aims to amend paragraph 2.4 in which the definition of a LPG container type contains a trade name. Therefore, in order to comply strictly with this provision, the manufacturer should allocate a new container type designation whenever the tank's trade name is updated. Altering the trade name is of no importance from the point of view of the technical parameters of the container. Therefore, it is proposed to delete a "trade name" item from the type definition (**GRSG/113/10**).

Supplement 15 to the 01 series – The proposal aims to amendment to the layout of the type-approval certificate, published in Annex 2B, addition of points: Type (point 2-type of equipment), its version (point 3), variant (point 4) and pressure classification (point 5 - include the component's working pressure for class 0) and renumber points 2-14 as points 6-



18. It is also proposed to change the footnote 2 by replacing “Strike out what does not apply” with “Erase where does not apply” or “Delete where not applicable”. At present type-approval certificates with struck out non-applicable equipment are not legible. The striking out non-applicable equipment take up to 50% of the type-approval certificate. This proposal will improve the legibility of the type-approval certificate and reduce its size (number of pages) **(GRSG/113/8)**.

Supplement 15 to the 01 series - The proposal addresses the fact that the current components labelling system has significant drawbacks. The identification of the components, for which the type-approval certificates were issued, is insufficient and therefore shall be changed, See the document for details **(GRSG/113/9)**.

Supplement 15 to the 01 series - The proposal deals with the service life of LPG containers and introduces a fixed term of 10 years, and amends the text of paragraphs 1.8, 2.1 and 4.3 appropriately **(GRSG/113/32)**.

02 series - The proposal is a counter proposal to document GRSG/2017/16 from Germany. The constraint of having visual access without the necessity of disassembling any components or part of protective housing is not justified in the case where the container is located inside the vehicle, out of reach of most typical aggressions that cause corrosion, thus addition of paragraph 17.1.6.1. Addition of transitional provisions (22.6. to 22.12). The testing at Annex 15, paragraph 11 needed updating **(GRSG/113/18)**.

Supplement 15 to the 01 series - The proposal addresses the issue of components not having sufficient space to accommodate the marking in line with the general specifications from paragraph 4.2 the wording used in UN R46 for small components is integrated for all components as requested by contracting parties of the GRSG during its 113 meeting. Amendments applied paragraph 4.2, Annex 2A and Annex 10, paragraph 2.6.1. **(GRSG/113/36)**.

Supplement 15 to the 01 series - The proposal addresses the issue of components not having sufficient space to accommodate the marking in line with the general specifications from paragraph 4.2 the wording used in UN R46 for small components is integrated for all components as requested by contracting parties of the GRSG during its 113 meeting. Amendments applied paragraph 4.2, Annex 2A and Annex 10, paragraph 2.6.1. **(GRSG/113/36)**.

Supplement 15 to the 01 series - The proposal is based on: GRSG/2017/26, GRSG/2017/27, GRSG/2017/30 – To improve reference to hydraulic interconnections with the petrol or diesel fuelling system through which interflows of fuels may occur. To cover the use of non-seamless gas tubes in LPG vehicles. In paragraph 4.2 to add ‘In the case of limited space for the approval mark(s), other means of identification that link it to the approval mark shall be provided.’ **(WP29/2018/18)**.

Supplement 16 to the 01 series – The proposal to add a new paragraph 17.1.6.1. “Notwithstanding the provisions of paragraph 17.1.6., sufficient access to the LPG-container and its accessories, when located outside the vehicle, shall be ensured for visual (periodical) inspection, without the necessity to disassemble any component or part of the protective

housing." Also to amend the transitional provisions adding new paragraphs s 22.6. to 22.12. and finally to amend Annex 15, paragraphs 11.1. and 11.2. (**GRSG/2018/2**).

Supplement 16 to the 01 series - The proposal aims to improve the layout of the type-approval certificate, specified in Annex 2B, and the definition of a LPG container type. It is mainly based on informal documents GRSG-113-08 and GRSG-113-10 (**GRSG/2018/8**).

### **R69 (Rear Marking Plates for Slow-moving Vehicles)**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R70 (Rear Marking Plates for Heavy and Long Vehicles)**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R73 (Lateral Protection Devices):**

02 series - The proposal is aimed at ensuring adequate protection of the vehicles and preventing a disconnected motorcycle driver from his vehicle from slipping under the axles of the vehicle. They are based on the following requirements: (i) Resistance to a loading based on the design of the road devices for which the maximum allowable force on the dummy's chest is 3 kN for an impact at 60 km/h; (ii) Target is to encourage a device behaviour still in the material elastic area, including linear strains (keep the same protection level for low and for high loadings) (**GRSG/113/13**).

02 series - The proposal is aimed at ensuring adequate protection of the vehicles and preventing a disconnected motorcycle driver from his vehicle from slipping under the axles of the vehicle. They are based on the requirement: Geometrical criteria for the implantation of devices based on the ramp angle guaranteeing an easy road-use for the majority of vehicles and the standard dimensions of the chest of a hybrid HIII 50th pc dummy.

02 series - The proposal aims to improve the level of performance of Lateral Protection Devices (LPD) for a better protection of vulnerable road users, e.g. preventing a disconnected motorcycle driver from his vehicle from slipping under the axles of the vehicle. It is based on informal documents GRSG-113-12 and GRSG-113-13 (**GRSG/2018/5**).

### **R74 (Approval of L1 vehicles with regard to the installation of lighting and light-signalling devices)**

Supplement x to the 01 series - The proposal deals with the additional references to the new Regulations arising out of the new simplified Regulations on Lighting and Light-Signalling developed by the GRE Informal Working Group "SLR" (**GRE/78/12**).

The proposal aims to provide a better coherence of paragraph 3.2.5 requirements with those of paragraph 5.27 (for points A and B) and 5.30 (for point C). It addresses use of LED substitute lamps (**GRE/78/33**).

New supplement to the 01 series - The proposal deals with the additional references to the new Regulations arising out of the new simplified Regulations on Lighting and Light-Signalling developed by the GRE Informal Working Group "SLR" (**GRE/78/12**).

Supplement [10] to the 01 series - The proposal aims to introduce into the 01 series of amendments to R74 references to the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (**GRE/2018/14**).

Collective amendments - The proposal aims to introduce into Regulations 53, 74 and 86 general requirements for using the "change index" proposed by the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (**GRE/2018/18**).

02 series - The proposal aims to require mandatory installation of direction indicators on mopeds (**GRE/2018/23**).

New Supplement [ ] to the 01 series - The proposal aims to correct and clarify the requirements of driving and passing beam headlamps for mopeds. Paragraph 6.2.1 is amended to allow for Class B lamps approved under R112 (**GRE/2018/24**).

## **R75 (Motorcycle and Moped Tyres)**

Corrigendum - The proposal concerns Annex 7, Paragraph 1.2., Footnote 1, reference to R106 corrected to read R54 (**GRRF/86/25**).

## **R77 (Parking Lamps)**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

## **R78 (Motorcycle braking):**

04 series - The proposal aiming to introduce activation of stop lamps under more conditions than application of the service brake only (e.g. also by regenerative braking) (**GRRF-84-13**).

The proposal addresses factors that emerged from documents GRRF/2017/14 and GRRF-84-13, plus comments raised at the September 2017 GRRF meeting. Paragraphs 2.31 - 2.32 and 5.1.17 - 5.1.17.2 (**GRRF/86/35**).

## **R79 (Steering equipment):**

The proposal seeks to permit remote manoeuvring capability for category G vehicles (see R.E.3): as these have specific characteristics that enable them to achieve traction on, and to traverse over, off-road terrain that would defeat and/or damage conventional road vehicles. The operation of vehicles under these conditions requires the driver to have a particular skill level beyond that of the conventional vehicle user. However, in some cases, and despite those skills, situations present themselves for which it would be safer for the driver to be able to manoeuvre the vehicle from outside (**GRRF/84/9**).

The proposal represents the progress made by an informal group of experts in reviewing the content of Annex 6. The review has the purpose of clarifying the purpose of Annex 6 and ensuring its suitability when used in the assessment of steering systems featuring advances in automation. It is provided to GRRF for information. A revision to paper, based upon a further meeting of the informal group, will be provided to GRRF 84 (**GRRF-84-14**).

The proposal aims at clarifying requirements applicable to ACSF of Category C1 **(GRRF/84/2)**.

The proposal concerns Emergency Steering Function (ESF) **(GRRF/84/23)**.

The proposal GRRF/2017/23 which amends R13, R13H and R140, to allow the use of the ESC tell-tale to indicate the intervention on the steering angle of one or more wheels for the purpose of vehicle stability. The intention is to give the option to avoid two optical warning signals (ESC flashing + constant CSF) during an ESC intervention **(GRRF/84/22)**.

The proposal aims at addressing the fact that for some Contracting Parties, 130km/h as the speed of the approaching vehicle is not appropriate, because it is much higher than the maximum allowed speed in their traffic rules. For these contracting parties, operating speed range of Category C1 becomes narrow, and the situations not to be used of the system will increase. Therefore another option of Vapp should also be taken into account. The footnote in paragraph 5.6.4.8.1 is being moved to Annex 8 in order to interpret appropriately **(GRRF/84/28)**.

The proposal aims to address an issue in paragraphs 5.6.4.8.1 to 5.6.4.8.1 of GRRF/84/2, the distance which prohibits a lane change manoeuvre due to the critical situation and the minimum sensor distance are mixtured. The distance of the critical situation changes depending on the traffic environment in each Contracting Party, on the other hand, the minimum sensor distance should be used the same value in each Contracting Party. For this reason, in this amendment, both distances are distinguished. The critical situation should be specified based on the distance between the ACSF vehicle and the approaching vehicle (Srear) **(GRRF/84/28/Rev.1)**.

The proposal aims at addressing the fact that for some Contracting Parties, 130km/h as the speed of the approaching vehicle is not appropriate, because it is much higher than the maximum allowed speed in their traffic rules. For these contracting parties, operating speed range of Category C1 becomes narrow, and the situations not to be used of the system will increase. Therefore another option of Vapp should also be taken into account. The footnote in paragraph 5.6.4.8.1 is being moved to Annex 8 in order to interpret appropriately **(GRRF/84/28)**.

The proposal aims to address an issue in paragraphs 5.6.4.8.1 to 5.6.4.8.1. of GRRF/84/2, the distance which prohibits a lane change manoeuvre due to the critical situation and the minimum sensor distance are mixtured. The distance of the critical situation changes depending on the traffic environment in each Contracting Party, on the other hand, the minimum sensor distance should be used the same value in each Contracting Party. For this reason, in this amendment, both distances are distinguished. The critical situation should be specified based on the distance between the ACSF vehicle and the approaching vehicle (Srear). Srear is calculated by the formula, and it changes depending the speed differences between the ACSF vehicle and the approaching vehicle. On the other hand, Sdrear is declared by the vehicle manufacturer. Regarding the relation between Srear and Sdrear, Sdrear shall be equal or larger than Srear, and when the system cannot confirm that, a lane change procedure shall be prohibited **(GRRF/84/28/Rev.1)**.

The proposal aims to develop, harmonize and update this Regulation in order to enhance the performance of vehicles. More specifically introduces definition and requirements of the Emergency Steering Function (ESF) (**GRRF/2017/27**).

New Supplement - It is proposed that ALL vehicles of a type approved to R140 will be equipped with an ESC system. An amendment is therefore proposed to paragraph 5.1. to better clarify this requirement (**GRRF/2018/3**).

New Supplement - The proposal seeks to permit remote manoeuvring capability provided that the vehicle is designed to operate in this environment and the off-road location is confirmed throughout the whole period that the function is in use. The use of the function in any other environment must be suppressed by technical means that cannot be overridden by the vehicle user. Applies to category G vehicles (**GRRF/2018/10**).

The proposal has the purpose of clarifying the purpose of Annex 6 and ensuring its suitability when used in the assessment of steering systems featuring advances in automation (**GRRF/85/1 and GRRF/85/1/Rev.2**).

The proposal brings additional text into R79 to cover “Automatically Commanded Steering Function (ACSF)” (**GRRF/85/2**).

The proposal brings additional text into R79 to cover “Emergency Steering Function (ESF)” (**GRRF/85/3 and GRRF/85/3/Rev.1**).

03 series - The proposal, to opt for a new series as a transition period of 2 years after the entry into force for application to new types, in order for industry: to adapt their products, i.e. ESF, ACSF C and unexpectedly ACSF B1 (despite originally assumed to be compatible with ACSF C new requirements); to prepare new CEL assessment (documentation, tests...), whose scope is also extended to all non-complex electronic systems as from series 03 (**GRRF/85/4**).

03 series - Proposal for transitional provisions (**GRRF/85/4/Rev.1**).

The proposal corrects some typographical errors introduced by GRRF/85/1 and also clarifies requirements in paragraphs 1 and 4.1.1 (**GRRF/85/5**).

The proposal aims to solve measurement problems regarding the test requirements for ACSF of Category B1 and C. The proposal has the following objectives: Tackle the discovered issues focusing on Annex 8; Increase the reproducibility and robustness; Add missing test cases; and Clarify measuring equipment and test execution (**GRRF/86/13**).

New Supplement - The proposal deals with introduction of Remote Control Manoeuvring (RCM) systems into R79 (**GRRF/86/15**).

## **R80 (Seats & Anchorages M2,M3 (Item 15B)):**

04 series - The proposal aims at greater clarity in line with latest research. Annex 5 to be withdrawn and the description of the dynamic test according to appendix 1 has been improved and aligned with the requirements with those of R14. Further, the movement of the seat anchorages has been limited to 100 mm to ensure a minimum residual space for the

passenger between the seats. Also seat fixation information to be improved in the owner's manual (**GRSP/62/12**).

04 series - The proposal aims to amend the requirements concerning seats and seat anchorages. Comparative tests have shown that seat anchorages tested statically according to Appendix 5 do not reach the same level of safety as if tested dynamically according to Annex 1 and can't therefore be seen as equivalent. Consequently Appendix 5 shall be omitted in order to provide a higher level of safety for the passengers of buses and coaches (**GRSP/2018/10**).

### **R83 (Emissions of M1 and N1 vehicles):**

Supplement to the 06 and 07 series - The proposal aims to adapt the provisions of the 06 and 07 series of amendments to Regulation 83 on Selective Catalytic Reduction (SCR) warning and inducement systems to current vehicles, emissions requirements and reagent infrastructure (**GRPE/2018/7**).

Supplement to the 06 and 07 series - The proposal aims to clarify the text covering condition A (fully electrically charged state) and condition B (Minimal charged state) tests (**GRPE/76/4**).

Supplement to the 06 and 07 series - The proposal deals with the tank size for reagent-based NOx-after treatment fluid. These amendments to the text adds further clarity (**GRPE/76/34**).

Supplement 7 to the original series - The proposal aims to introduce into the original series of amendments to R86 references to the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (**GRE/2018/10**).

### **R85 (Power Measurement of Internal Combustion Engines and Electric Motors):**

New Supplement - Proposes a solution for the concern raised by the UK in GRPE/75/13 - UK raised a concern for air-cooled motors, where a 3 minute warm-up at 80 per cent maximum power can result in the declared net power figures being much lower than the actual power of the motor (due to activation of thermal protection of the motor), while in real world use, operating above 80 per cent maximum net power is only expected for a very short time, most driving is expected to be in the 30 minutes power range. It also corrects a long standing error in a formula - At some time in the evolution of the text, the parameter  $f_m$  changed from being a superscript to being normal text (i.e. the formula changed from reading " $f_a$  to the power of  $f_m$ " to reading " $f_a$  multiplied by  $f_m$ "). This is incorrect and should be corrected (**GRPE/2018/5**).

New Supplement - Amends GRPE/2018/5 (above) - The proposal presents a solution for the concern raised by the expert from the UK in GRPE/75/13 and corrects a long standing error in a formula shown by OICA in GRPE/75/12. Affects text in Paragraph 5.3.1.3 and Annex 5, paragraph 5.4.2 (**GRPE/76/23**).

### **R86 (Installation of lighting and light-signalling devices for agricultural vehicles):**

The proposal aims to provide a better coherence of paragraph 3.2.5 requirements with those of paragraph 5.27 (for points A and B) and 5.30 (for point C). It addresses use of LED substitute lamps (**GRE/78/33**).

New supplement to the 01 series - The proposal deals with the additional references to the new Regulations arising out of the new simplified Regulations on Lighting and Light-Signalling developed by the GRE Informal Working Group "SLR" (**GRE/78/13**).

Supplement [1] to the 01 series - The proposal aims to introduce into the 01 series of amendments to R86 references to the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (**GRE/2018/9**).

Supplement [2] to the 01 series - The proposal aims to review the definitions given in R86 by comparing them with those in R48 and, in case of identical definitions, to delete them from R86. Thus, all identical definitions will only be kept in R48 (**GRE/2018/12**).

Collective amendments - The proposal aims to introduce into Regulations 53, 74 and 86 general requirements for using the "change index" proposed by the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (**GRE/2018/18**).

### **R87 (Daylight Running Lamps):**

Supplement xx to the 01 series - The proposal deals with the additional references to the new Regulations arising out of the new simplified Regulations on Lighting and Light-Signalling developed by the GRE Informal Working Group "SLR" (**GRE/78/13**).

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and



errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R89 (Speed limitation device):**

Supplement 3 to the 00 series - The proposal addresses the fact that whilst throttle control, by adjusting position of the pedal, is normal industry practice. As a matter of fact, in the case of an electronic accelerator control, the correlation between the pedal position and the resulting throttle opening is more accurate than that existing between force to the pedal and resulting throttle opening. Two editorial errors were discovered when elaborating the proposal: the word "or" is superfluous in paragraphs 5.2.5.4.2. and 21.2.5.4.2 (**GRRF/86/14**).

### **R90 (Replacement braking parts :**

The proposal adds text relating to L category vehicle braking systems. Also further clarification regards M,N and O category vehicles (**GRRF/86/40**).

02 series - The proposal relates to Annex 7 and updates references to R78 (**GRRF/86/41**).

### **R91 (Side Marker Lamps):**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R92 (Replacement exhaust silencing systems for motorcycles):**

Supplement 3 to 01 series - The proposal deals with ASEP and NORESS\* provisions, it introduces new paragraphs in the series 6.3.4 to 6.3.4.9.3; updates the transitional provisions in paragraphs 12 to 12.4. and applies changes to the text in Annex 4 (Statement of Compliance with the Additional Sound Emission Provisions) (**GRB/67/2**).

### **R94 (Occupant Protection in Frontal Collisions):**

The proposal aims to harmonize information in the airbag warning label on the correct installation of Child Restraint Systems (CRS) on a passenger seat with an activated frontal airbag. It is based on GRSP/61/29 (**GRSP/2017/27**).

Collective amendments to UN Regulations 16, 94 and 137 - The proposal aims to harmonize information in the airbag warning label about the correct installation of Child Restraint Systems (CRS) on a passenger seat with an activated frontal airbag (**GRSP/2018/9**).

### **R95 (Occupant Protection in Lateral Collisions):**

Supplement 7 to the 03 series - The proposal addresses the issue that currently opinions differ between different Technical Services about the definition of the word “open” in paragraph 5.3.1. The proposed amendments define the condition under which a door is deemed to be not open. The definitions are taken from R135 Revision 1. Based on GRSP/61/21 (**GRSP/2017/40**).

### **R96 (Tractor and NRMM Engine Emissions):**

New series [05] - The proposal aims to bring the requirements of Regulation 96 up to the current state of European Union legislation on emissions from engines intended to be installed in non-road mobile machinery and agricultural tractors (Stage V) (**GRPE/2018/3**);

New series [05] - The proposal corrects the provision allowing contracting parties to require in-service monitoring of engines by explicitly excluding its application from the scope of the Regulation. It also addressed editorial changes and missing provisions (**GRPE/76/12**).

### **R98 (Headlamps Gas Discharge Sources):**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R99 (Gas discharge light sources):**

Supplement 14 to the 03 series - The proposal addresses confusion over Approval Number, approval code and identification code and aims to add clarity to the texts of R37, R99 and R128 (**GRE/2018/21**).

### **R100 ((Electric power trained Vehicles)**

Supplement 4 to the 02 series - The draft aims to amend the transitional provisions by inserting new paragraphs (**GRSP/62/31**).

Supplement 4 to the 02 series – The proposal aims to clarify the transitional provisions and in particular the issue of when vehicles can be registered. It affects paragraph 11.5 in series 01 and 12.5 in series 02 (**GRSP/2018/7**).

### **R101 (Carbon Dioxide Emissions and Fuel/Energy Consumption):**

Supplement to the 06 and 07 series - The proposal aims to clarify the rules related to the selection of driving modes for testing of OVC-HEV vehicles with a mode selection switch (**GRPE/76/3**)

### **R104 (WP29/2017/37):**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R106 (Tyres for agricultural vehicles):**

The proposal adds new tables to Annex 5 and the following text to paragraph “The Letters ‘SS’ or ‘NHS’ after the nominal rim diameter marking in case of tyres for construction applications (skid-steers / mini-loaders)” (**GRRF-84-17**).

New Supplement - The proposal consolidates previous documents GRRF/2017/19 and GRRF-84-17 taking into account the request for addition of tyre sizes and tyre classification codes common in the USA and also to conform to Regulation EU 167/2013 for tyres to be exported to Europe (**GRRF/2018/6 and GRRF/2018/12**).

The proposal is that Para 3.1.16. to add to the tyre markings the information of the inflation pressure to be used for measurements and tests. Such information is currently submitted by the tyre manufacturer in writing, in the application for approval document (see paragraphs 4.1.12. and 4.1.15.) and does not appear amongst the tyre markings (**GRRF/2018/7**).

New Supplement - The proposal aims to provide a definition for the inscription "SS", this is done by adding paragraph 2.47 (**GRRF/86/31**).

This document records by track changes the proposed changes to R106 (**GRRF/86/42**).

### **R107 (Construction Buses and coaches (M2 and M3 vehicles)):**

08 series - The proposal is based on GRSG/2016/20 as amended by GRSG/112/35, this text was prepared by OICA at the request of GRSG and brings the transitional provisions in line with latest guidelines (**GRSG/113/15**).

08 series - This proposal adds the following text to the heading of Annex 5 "...per paragraph 3.3.3. of Annex 8" (**GRSG/113/15/Rev.2**).

08 series - The proposal is based on official documents GRSG/2016/20 and GRSG/2017/14 – aims to improve the safety requirements for trolleybuses, particularly the double insulation of circuits directly connected to the overhead lines. Also to improve text covering visual contrast to aid accessibility for passengers with reduced mobility (**WP29/2018/21**).

This proposal adds the following text to the heading of Annex 5 "...per paragraph 3.3.3. of Annex 8" (**GRSG/113/15/Rev.2**).

Supplement 10 to the original series and Supplement 2 to the 01 series - This proposal builds on document GRSG/112/24 and further recognises that at the condition tell-tales 1 and 19 are combined, then footnote 18 is applicable to tell-tale 1 (**GRSG/113/42**).

Supplement 6 to the 07 series - The proposal is based on GRSG/2017/14 – to improve the safety requirements for trolleybuses, particularly the double insulation of circuits directly connected to the overhead lines (**WP29/2018/20**).

Supplement 7 to the 06 series - The proposal is based on GRSG/2017/14 – aims to improve the safety requirements for trolleybuses, particularly the double insulation of circuits directly connected to the overhead lines. It amends Annex 12, paragraph 3.10.12., to read:  
"3.10.12. Each of the insulations ... .. AC value. Circuits directly connected to overhead line shall be double insulated." (**WP29/2018/19**).

### **R108 (Retreaded tyres for motor vehicles and their trailers):**

The proposal aims to ensure that retreaded tyres for motor vehicles can comply with national winter tyre regulations, demanding the 3PMSF marking to be recognised and approved as "snow tyres for use in severe snow conditions" (**GRRF/2018/8**).

### **R109 (Re-treaded tyres for commercial vehicles and their trailers):**

The proposal Introduces a definition of : - "retreader" copy based on that "manufacturer" in the tyres regulations; - Brand name", "Trademark", "Trade description" and "Commercial name" as defined in the tyre regulations; - Material manufacturer / material supplier. It also covers snow tyres and their implications for retread manufacturers (**GRRF/2018/9**).

The proposal allows for tyre markings with pressures in BOTH kPa and PSI (**GRRF/86/24**).

### **R110 (Specific components for CNG or LPG) :**

The proposal aims to amend the contents of column 'CNG-1' in Table 6.4 'Cylinder design qualification tests' on Page 73 of the regulation (**GRSG/113/6**).

The proposal aims to improve the specifications for inspection of CNG-cylinders / LNG-tanks and their accessories. Paragraph 4.1.4 to be amended (**GRSG/113/20**).

The proposal adds transitional provisions for the alignment of the provision of the Regulation with ISO 11439:2013 per document GRSG/2017/31 (**GRSG/113/21**).

The proposal aims to introduce requirements to R110 for the state-of-the-art "CNG accumulator" components used in LNG/CNG systems (**GRSG/113/24 and GRSG-113-25** ).

The proposal addresses the fact that currently, the test requirement "Compatibility with heat exchange fluids of non-metallic parts" Annex 5Q is part of UN R110. In Annex 4D, the wording "Compatibility with heat exchange fluids" is used but there is no reference to the applicable tests. In Annex 4I, the component "LNG heat exchanger – vaporizer" consist out of material in contact with the heat exchange fluid. Therefore, reference to this Annex 5Q should be made. Also in the general overview Figure 1-2, with all tests from Annex 5, and Table 5.1 in Annex 5 does not have any reference to the mentioned test, already present in the current revision of R110 (**GRSG-113-26**).

The proposal aims to harmonize the requirements on Compressed Natural Gas (CNG) and/or Liquefied Natural Gas (LNG) vehicles of R110 with those of the international standard ISO 11439:2013 (based on GRSG/2017/31) (**GRSG/113/38**).

03 series - The proposal aims to harmonize the requirements on CNG and/or LNG vehicles of R110 with those of the International standard ISO 11439:2013 (**GRSG/113/38/Rev.1 and WP29/2018/22**) .

The proposal aims to harmonize the requirements on Compressed Natural Gas (CNG) and/or Liquefied Natural Gas (LNG) vehicles of R110 with those of the international standard ISO 11439:2013 (based on GRSG/2017/31) (**GRSG-113-38**).

Corrigendum 1 to Revision 3 - The proposal aims to correct Table 6.4 of Annex 3A, regards the elements that deal with CNG-1 designs. It is based on informal document GRSG/113/6 (**GRSG/2018/3**).

The proposal aims to introduce definitions and other text to cover the state-of-the-art "CNG compressor" and "CNG accumulator" components used in LNG/CNG systems. (**GRSG/114/3**).

### **R112 (Asymmetrical Headlamps):**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R113 (Headlamps emitting a symmetrical passing-beam):**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R115 (LPG and CNG retrofit systems):**

The aim of the proposal is to define the provisions regarding emissions of LPG and CNG retrofit systems for Euro 6d-TEMP vehicles (GRPE/76/2).

### **R116 (Protection of vehicles against unauthorized use):**

Supplement 6 - The proposal deals with the fact that paragraphs 6.2.3., 7.2.3. and 8.2.2. should be removed from this Regulation, since they refer to national (European) standards. Radio transmission is indeed everywhere regulated nationally, i.e. outside of the UN technical regulations. Therefore, the manufacturers must always comply with national legislation for what regards frequencies and radiated radio transmissions (**GRSG/113/22**).

### **R118 (Burning behaviour of materials):**

Supplement 4 to the 02 series - The proposal is based on GRSG/2017/21 – aims to correct the current text of the definition on interior compartment by replacing the word "roof" by "ceiling" (**WP29/2018/23**).

Supplement 1 to the 03 series - The proposal is based on GRSG/2017/21 – to correct the current text of the definition on interior compartment by replacing the word "roof" by "ceiling" (**WP29/2018/24**).

### **R119 (Cornering lamps):**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R120 (Net power of tractors and non-road mobile machinery):**

New 02 series - The aim of this draft document is to allow Contracting Parties and stakeholders to formulate comments and proposal for the final (working) document to be presented at the 77th GRPE session in June 2018 for approval (**GRPE/76/14**).

## **R121 (Identification of controls, tell-tales and indicators):**

Supplement 2 to the 01 series - Corrigendum - Page 2, Table 1 - Replace table with the one in this document (**WP29/2017/116/Corr.1**).

Supplement 3 to the 01 series - The proposal is based on GRSG/2017/18 – it deals with the handling of colour changes of tell-tales in Table 1, Symbol 1 (**WP29/2018/26**).

Supplement 10 - The ISO flexibility on colours is introduced in order to simplify the handling of the regulation when colour changes are adopted in other regulations. The proposed amendments do not change any of the existing technical requirements of R121. Therefore, this proposal does not contain transitional provisions (**GRSG/113/39**).

Supplement 10 - This proposal builds on document GRSG/112/24 and further recognises that at the condition tell-tales 1 and 19 are combined, then footnote 18 is applicable to tell-tale 1 (**GRSG/113/42**).

Supplement 10 to the original series and Supplement 2 to the 01 series - The ISO flexibility on colours is introduced in order to simplify the handling of the regulation when colour changes are adopted in other regulations. The proposed amendments do not change any of the existing technical requirements of R121. Therefore, this proposal does not contain transitional provisions (**GRSG/113/39 and WP29/2018/35**).

Supplement 10 - The proposal aims to simplify the handling of colour changes of controls, tell-tales and indicators. It is based on informal document GRSG/113/39. The proposed amendments do not change any of the existing technical requirements of R121. Therefore, this proposal does not contain transitional provisions (**GRSG/2018/6**).

## **R122 (Heating systems):**

Supplement 4 - The proposal is based on GRSG/2017/19 – amends the annex references in the table in paragraph 6.2.1, specifically regards heaters located outside the passenger compartment and using water as the transfer medium (**WP29/2018/27**).

## **R123 (Adaptive front-lighting systems (AFS) for motor vehicles):**

Collective amendments - The proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD). A twenty-four month transitional period is proposed for all existing Regulations, which would give the Contracting Parties, their competent authorities and the industry enough time to: (a) Finish or reorganize the current developments based on the existing text. (b) Eliminate possible misunderstandings and



errors in the new Regulation text. (c) Introduce modified markings according to the new Regulations (e.g. headlamps for L-category vehicles) (**GRE/2018/11**).

### **R128 (Light Emitting Diode (LED) light sources):**

Supplement 7 - The proposal is based on GRE/2017/20 – to introduce requirements and test specifications for light emitting diode (LED) light sources for forward lighting (**WP29/2018/30**).

Supplement 8 - The proposal addresses confusion over Approval Number, approval code and identification code and aims to add clarity to the texts of R37, R99 and R128 (**GRE/2018/21**).

### **R129 (Enhanced Child Restraint Systems (ECRS)) :**

Supplement 2 to the 02 series - The proposal aims to: Align R129 to the splitting of R14 into two Regulations; Prevent the approval mark may from being replaced by an Unique Identifier (UI) in R44 and R129; Authorise the type approval of integral and non-integral Enhanced Child Restraint Systems equipped with impact shield as restraint device (**WP29/2017/126**).

The proposal aims to harmonize information in the airbag warning label on the correct installation of Child Restraint Systems (CRS) on a passenger seat with an activated frontal airbag. It is based on GRSP/61/29 (**GRSP/2017/27**).

Supplement 3 to the 01 series - The proposal allows that in a digital and paper less world, use a smartphone APP, QR code reader or any other digital device where consumer can check the latest version of the vehicle list. Using digital information can save a lot of paper (**GRSP/2017/32**).

Supplement 2 to the 02 series - The proposal allows that in a digital and paper less world, use a smartphone APP, QR code reader or any other digital device where consumer can check the latest version of the vehicle list. Using digital information can save a lot of paper (**GRSP/2017/30**).

The proposal aims to align the requirements in Paragraph 6.2.1.6 on the belt behaviour of the adult safety-belt with R44 (**GRSP/2017/29**).

Supplement 7 - The proposal allows that in a digital and paper less world, use a smartphone APP, QR code reader or any other digital device where consumer can check the latest version of the vehicle list. Using digital information can save a lot of paper (**GRSP/2017/31**).

Supplement 3 to the 02 series - The proposal aims to clarify the test protocol in Paragraph 7.2.8, for the opening force of the ISOFIX attachments. Either option shown in the proposal document is permitted as long as a force of 50 N is applied **(GRSP/2017/36)**.

Supplement 4 to the 01 series - The proposal aims to clarify the test protocol in Paragraph 7.2.8, for the opening force of the ISOFIX attachments. Either option shown in the proposal document is permitted as long as a force of 50 N is applied **(GRSP/2017/35)**.

Supplement 7 - The proposal aims to clarify the criteria for the dynamic tests, as chest deflection and abdominal pressure are injury requirements that were not required in the original version of the UN Regulation **(GRSP/2017/34)**.

03 series - The proposed amendment includes Enhanced Child Restraint Systems from the universal belted or specific to vehicle belted categories into the scope of R129 (Phase 3). The text includes all changes proposed during GRSP sessions until its 61st session (May 2017) as well as those proposed by the IWG CRS until its 67th session (August 2017) **(GRSP/2017/41)**.

Supplement 3 to the 02 series - The proposed amendment includes mainly correction of wording or chapter references, clarification of test procedures and new definitions. The text includes all changes proposed during GRSP sessions until its 61st session (May 2017) as well as those proposed by the IWG CRS until its 67th session (August 2017) **(GRSP/2017/42)**.

Supplement 7 - The proposal brings supplement 7, the text includes mainly correction of wording or chapter references, clarification of test procedures and new definitions and includes all changes proposed during GRSP sessions until its 61st session (May 2017) as well as those proposed by the IWG CRS until its 67th session (August 2017) **(GRSP/2017/44)**.

Supplement 4 to the 01 series - The proposed amendment includes mainly correction of wording or chapter references, clarification of test procedures and new definitions. This proposal represents Phase 3 of the UN Regulation. The text includes all changes proposed during GRSP sessions until its 61st session (May 2017) as well as those proposed by the IWG CRS until its 67th session (August 2017) **(GRSP/2017/43)**.

Supplement 1 to the 03 series - The proposal to integrate in the regulation provisions for: definition and requirements for Lower Tether Strap; and definition and specification of Lower Tether Anchorages (LTA). **(GRSP/62/20)**.

Supplement 4 to the 02 series - The proposal to integrate in the regulation provisions for: definition and requirements for Lower Tether Strap; and definition and specification of Lower Tether Anchorages (LTA) **(GRSP/62/21)**.

Supplement 5 to the 01 series - The proposal to integrate in the regulation provisions for: definition and requirements for Lower Tether Strap; and definition and specification of Lower Tether Anchorages (LTA) **(GRSP/62/22)**.

Corrigendum 1 to Supplement 1 - The proposal addresses the fact that the intention of document WP29/2016/106 was to change only the method of testing the toxicity, not the definition on which types of child seats the requirement needed to be applied. During the transition of the new toxicity testing method, the exception of this requirement was lost in the R129 amendment. The exception was correctly included in the R44 amendment WP29/2016/101: "6.1.5. ...This paragraph does not apply to restraint devices of groups II and III." (**GRSP/62/23 and GRSP/62/27\***).

\*The UN ECE have released this document number twice for R44 and R129.

03 series (Phase 3) - The proposed amendment includes Enhanced Child Restraint Systems from the universal belted or specific to vehicle belted categories into the scope. It includes proposals in WP29/2017/63 and WP 29/2017/126 (**GRSP/62/30**).

Supplement 1 to the 03 series – Proposal to integrate in the UN Regulation provisions for: (a) Definition and requirements for lower tether strap; and (b) Definition and specification of Lower Tether Anchorages (LTA) (**GRSP/2018/8**).

Supplement 8 to the 00 series - The proposal addresses the fact that the original text in 6.7.1.4 requires to open the buckle on a single action. In case of an accident, if the shoulder strap positioner has not been opened it is not possible to open the buckle, so the sequence is to open first the shoulder strap positioner and after the buckle. These actions should not be linked to one another: both the shoulder strap positioner and the buckle should open independently of each other (**GRSP/2018/13**).

Supplement 5 to the 01 series - The proposal addresses the fact that the original text in 6.7.1.4 requires to open the buckle on a single action. In case of an accident, if the shoulder strap positioner has not been opened it is not possible to open the buckle, so the sequence is to open first the shoulder strap positioner and after the buckle. These actions should not be linked to one another: both the shoulder strap positioner and the buckle should open independently of each other (**GRSP/2018/14**).

Supplement 4 to the 02 series - The proposal addresses the fact that the original text in 6.7.1.4 requires to open the buckle on a single action. In case of an accident, if the shoulder strap positioner has not been opened it is not possible to open the buckle, so the sequence is to open first the shoulder strap positioner and after the buckle. These actions should not be linked to one another: both the shoulder strap positioner and the buckle should open independently of each other (**GRSP/2018/15 and GRSP/2018/17**).

Supplement 1 to the 03 series - The proposal addresses the fact that the original text in 6.7.1.4 requires to open the buckle on a single action. In case of an accident, if the shoulder strap positioner has not been opened it is not possible to open the buckle, so the sequence is to open first the shoulder strap positioner and after the buckle. These actions should not be linked to one another: both the shoulder strap positioner and the buckle should open independently of each other (**GRSP/2018/16**).

Supplement 1 to the 03 series - The proposal addresses the fact that currently R129 does not prevent the approval of an i-Size booster seat (Non-integral Enhanced Child Restraint System) up to 150 cm. In order to keep the plug and play principle, it is necessary to clarify that an I-size booster seat (Non-integral Enhanced Child Restraint System) can accommodate children with a maximum stature of 135 cm. (**GRSP/2018/18**).

Supplement 8 to the 00 series - The proposal aims to improve the text in 6.6.4.4.1.1 to address permissibility of the head of the text dummy to pass the DE plane, as there is often a structure of the child restraint, (either head pad or backrest) behind the head of the dummy at the point the DE plane passes. The energy absorption properties of this structure will have been tested using the test method described in R129. The following text added: "For all forward facing Enhanced Child Restraint Systems, the head of the dummy may pass beyond the DE plane, if there is part of the child restraint structure, i.e. head pad or backrest, behind the head of the dummy, at the point the head passes the DE plane." (**GRSP/2018/19**).

Supplement 5 to the 01 series - The proposal aims to improve the text in 6.6.4.4.1.1 to address permissibility of the head of the text dummy to pass the DE plane, as there is often a structure of the child restraint, (either head pad or backrest) behind the head of the dummy at the point the DE plane passes. The energy absorption properties of this structure will have been tested using the test method described in R129. The following text added: "For all forward facing Enhanced Child Restraint Systems, the head of the dummy may pass beyond the DE plane, if there is part of the child restraint structure, i.e. head pad or backrest, behind the head of the dummy, at the point the head passes the DE plane." (**GRSP/2018/20**).

Supplement 4 to the 02 series - The proposal aims to improve the text in 6.6.4.4.1.1 to address permissibility of the head of the text dummy to pass the DE plane, as there is often a structure of the child restraint, (either head pad or backrest) behind the head of the dummy at the point the DE plane passes. The energy absorption properties of this structure will have been tested using the test method described in R129. The following text added: "For all forward facing Enhanced Child Restraint Systems, the head of the dummy may pass beyond the DE plane, if there is part of the child restraint structure, i.e. head pad or backrest, behind the head of the dummy, at the point the head passes the DE plane." (**GRSP/2018/21**).

Supplement 1 to the 03 series - The proposal aims to improve the text in 6.6.4.4.1.1 to address permissibility of the head of the text dummy to pass the DE plane, as there is often a structure of the child restraint, (either head pad or backrest) behind the head of the dummy at the point the DE plane passes. The energy absorption properties of this structure will have been tested using the test method described in R129. The following text added: "For all forward facing Enhanced Child Restraint Systems, the head of the dummy may pass beyond the DE plane, if there is part of the child restraint structure, i.e. head pad or backrest, behind the head of the dummy, at the point the head passes the DE plane." (**GRSP/2018/22**).

### **R131 (Advanced Emergency Braking Systems):**

The proposal deals with automatic AEBS reactivation above [70km/h] is an improvement compared to the current text of the regulation that achieves in a much better way the intention of R131 regulation, which is to establish uniform provisions for AEBS fitted to motor vehicles primarily used under monotonous highway driving conditions (**GRRF/86/18**).

The proposal aims to cover sensor blocking due to equipment such as snow ploughs, covering the AEBS sensor, has been named as a specific condition that requires an AEBS deactivation. New paragraph 5.2.1.2.2 specifically mentions sensor blocking and requires the system to go into a failure condition after at least [x] seconds driving. It is acknowledged that this condition can only be detected during driving close to metallic targets (**GRRF/86/32**).

### **R132 (Retrofit Emission Control Devices):**

The proposal aims to align the text of R132 to the provisions of the 05 series of amendments to R96.

### **R137 (Frontal Impact ORS):**

The proposal aims to harmonize information in the airbag warning label on the correct installation of Child Restraint Systems (CRS) on a passenger seat with an activated frontal airbag. It is based on GRSP/61/29 (**GRSP/2017/27**).

Supplement 1 - The proposal addresses the fact that it is not necessary to measure the bending moments of the femur in R137. So reference to that measurement to be removed from Annex.3, paragraph 5.2.4.1 (**GRSP/62/5**).

Collective amendments to UN Regulations 16, 94 and 137 - The proposal aims to harmonize information in the airbag warning label about the correct installation of Child Restraint Systems (CRS) on a passenger seat with an activated frontal airbag (**GRSP/2018/9**).

### **R138 (Quiet road transport vehicles):**

Supplement 2 to the 01 series - The proposal aims to correct errors which had occurred in some of the text and to clarify things (see document for details) (**GRB/67/9**).

### **R139 (Tyres for commercial vehicles and their trailers):**

New supplement - It is proposed that all vehicles of a type approved to R139 are equipped with a BAS. An amendment is therefore suggested to paragraph 5.1. of this UN Regulation to better clarify this requirement.

### **R140 (ESC Systems):**

The proposal addresses the fact that all types CSF, including CSF for stability, indicate their interventions by an optical means; braking regulations explicitly permit the use of the ESC flashing symbol for the purpose of showing interventions of systems related to the vehicle stability function (e.g. traction control etc.). This proposal gives opportunity for the manufacturer to simplify the indication to the driver, avoiding two tell-tales simultaneously flashing when a stability assistance including both ESC and CSF is intervening. It would also be of low added value for the driver to know which, from the steering or the braking system, is providing the stability assistance. Based on GRRF/83/22/Rev.1 (**GRRF/2017/23**).

New Supplement - It is proposed that ALL vehicles of a type approved to R140 will be equipped with an ESC system. An amendment is therefore proposed to paragraph 5.1. to better clarify this requirement (**GRRF/2018/3**).

#### **R142 (Tyre Installation):**

The proposal is aimed to correct reference to paragraphs in R30 and R54, which have to be updated after some renumbering occurred in the mentioned Regulations (**GRRF/84/35**).

## Proposals for New UNECE Regulations

Proposal for a new UN Regulation on ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size seating positions - The proposal aims to incorporate provisions on ISOFIX anchorages systems, ISOFIX top tether anchorages and i-Size seating positions that were removed from R14. It is based on GRSP/2017/7 (**WP/2017/133**).

Proposal for a new UN Regulation on uniform provisions concerning the approval of vehicle alarm systems and approval of a vehicle with regard to its vehicle alarm system (**GRSG/2017/25**).

Proposal for a new UN GTR on Electric Vehicle Safety (EVS) (**WP29/2017/138**).

Proposal for New UN Regulation on hydrogen-fuelled vehicles - The proposal aims to address safety-related performances of hydrogen-fuelled vehicles of categories L1, L2, L3, L4 and L5 as an outcome of incorporating comments from European Commission and some editorial modifications. It is based on GRSP/61/3 (**GRSP/2017/19**).

Proposal for a new Regulation on Accident Emergency Call Systems (AECS) (WP29/2017/132).

Proposal for a new Regulation on uniform provisions concerning the approval of mechanical coupling components of combinations of agricultural vehicles (GRRF/2018/4).

Proposals for a new UN Regulation on uniform provisions concerning the approval of road illumination devices (lamps) and systems for power-driven vehicles - based on informal document GRE-78-31 (**GRE/2018/3**).

# Global Technical Regulations Proposals

## **GTR 1 (Door locks and door retention components)**

Amendment 2 - This amendment appends documents WP29/AC3/43 and WP29/2017/96 to the GTR.

## **GTR3 (Motorcycle Braking).**

The proposal aims to clarify a tell-tale and to delete various paragraphs, including: Paragraph 3.1.15.3 as this is unnecessary in a self-certification system; Paragraph 3.1.16 (f), propose deletion: This proposal does not include performance requirements with which to measure or evaluate conformity or compliance. Without objective and repeatable performance requirement, the paragraph 3.1.16 (f) is not enforceable in a self-certification system; and Paragraph 3.1.16 (d): Clarification proposed that the tell-tale must be yellow (**GRRF/84/10**).

Amendment 3 - The proposal aims at addressing: electromagnetic immunity of ABS systems, introducing ABS performance requirements for category 3-5 vehicles (three wheelers), ensuring uniform requirements for equipment such as Electronic Stop Signal System and the means to disable the ABS, if equipped. This amendment aims to reflect the latest state of the art of braking technology and be harmonized with the latest status of Regulation No. 78, improving cost-benefit of braking technologies on all category 3 vehicles through ensuring harmonization (**GRRF/86/11**).

The proposal aims to harmonise the GTR with the recent Supplement 3 to the 03 series of R78 (**GRRF/86/10**).

## **GTR 9 (Pedestrian Safety):**

Amendment 2 – Revision 1 - The proposal represents the final proposal of the Informal Group for Phase 2 of GTR. 9, based on GRSP/2014/15, GRSP/2015/2 and GRSP/2017/3; it incorporates the Bumper Test Area. (**GRSP/62/15 and GRSP/62/15/Rev.1**).

Amendment 2 (Phase 2) - The proposal concerns the legform test procedure with the flexible lower legform impactor (FlexPLI) (**GRSP/2018/2**),

## **GTR 15 (Worldwide harmonized Light vehicles Test Procedures (WLTP))**

Amendment 3 – Proposal based on /GRPE/2017/9 (**WP29/2017/140**).

Amendment 4 - The proposal takes into account the draft Amendment 3 to GTR15 adopted at the last session of the Working Party on Pollution and Energy (GRPE) (see report GRPE/75, para. 11) (**GRPE/2018/2**).



Amendment 4 - Proposal superseding GRPE/2018/2 (above) - The proposal is part of the phase 2 work and takes into account the draft Amendment 3 to GTR15 adopted at the last session of GRPE (see report WP29/GRPE/75, para. 11), subject to the final adoption of WP29/2017/140 by the WP29 forum (**GRPE/76/26**).

### **GTR 16 (Tyres)**

Amendment 1 - to apply numerous amendments see the document for details, based on GRRF/80/4 (**GRRF/84/12**). Also proposals based on GRRF/81/2 which aims to further clarify harmonisation as well as cover specific cases (which were previously not covered) (**GRRF/86/29**).

GTR development should consider broadly its suitability for all parties to facilitate the regulatory activities of the certain contracting parties. In this case China's tyre regulations have been taken into account (**GRRF/84/11**).

### **GTR 19 (Motor vehicle evaporative emissions)**

Amendment 1 - The proposal aims to update the test procedure, calculations, etc., in line with phase 2 and based on first draft GRPE/75/16 (**GRPE/2018/4**).

Amendment 1 - The proposal concerns the testing of sealed vs non-sealed fuel tank systems and the effect of higher temperature environments (**GRPE/76/5 and GRPE/76/6**).

## **Resolution Proposals**

### **Resolution on the common specification of light source categories (R.E.5)**

Proposal for Amendment 2 - The proposal is based on WP29/GRE/2017/16 and is part of a package with the proposal for Supplement 7 to R128 (WP29/2018/30). (**WP29/2018/33/Rev1**).

# UK National Legislation

## New Statutory Instruments

### **Statutory Instrument – 2018 No 235 - ROAD TRAFFIC – The Motorcycles (Type-Approval) Regulations 2018.**

These Regulations make provision in connection with Regulation (EU) No 168/2013 of the European Parliament and of the Council on the approval and market surveillance of two- or three wheel vehicles and quadricycles (OJ No L 60, 2.3.2013, p.52) “the Motorcycles Regulation”. In particular, it clarifies the power of the Secretary of State as the approval authority and the market surveillance authority for the purposes of the Motorcycles Regulation (regulations 3 and 4): It specifies the penalties for failure to comply with the regulations.

Into Force Date: **20/05/18**

### **Statutory Instrument - 2018 No. 236 - ROAD TRAFFIC - The Agricultural and Forestry Vehicles (Type-Approval) Regulations 2018.**

These Regulations make provision in connection with Regulation (EU) No 167/2013 of the European Parliament and of the Council on the approval and market surveillance of agricultural and forestry vehicles (OJ No L 60, 2.3.2013, p.1) “the AFV Regulation”. In particular, it clarifies the power of the Secretary of State as the approval authority and the market surveillance authority for the purposes of the AFV Regulation (regulations 3 and 4): It specifies the penalties for failure to comply with the regulations.

Into Force Date: **20/05/18**

# Cessation of Validity of Type Approvals

EU Directive/Regulation	Description	Vehicle categories affected	Application date	Eligible vehicles*
Regulation No 167/2013	2003/37 approvals no longer valid	Tractors	31/12/2017	10% of registrations from 2 years prior to 'Application Date' or 20 vehicles of each type.
168/2013	Euro 4 and 2002/24 approvals no longer valid	Motorcycles (L1e, L2e, L6e)	01/01/2018	10% of registrations from 2 years prior to 'Application Date' or 100 motorcycles
Regulation (EU) 78/2009 Item 58	Pedestrian protection: Annex 1 Section 3 of 78/2009	M1 max mass <2500kg N1 max mass <2500Kg	24/02/2018	CoC date no later than 23/12/2017
Regulation (EU) 459/2012	Mandates Euro 6c emissions limits and Euro 6-2 OBD standard	M, N1 Class I	01/09/2018	EoS availability not yet confirmed
Regulation (EU) 661/2009 Item 46A	Tyres	M, N and O vehicles fitted with C1 and C2 tyres that comply with Annex II Part B Table 2 rolling resistance limits	01/11/2018	CoC date no later than 31/07/2018
Regulation (EU) 347/2012 Item 65	Requires the mandatory fitment of advanced emergency braking systems (AEBS) meeting the "level 2" requirements.	M2, M3, N2, N3 with exceptions (as set out in Regulation (EU) 347/2012 Article 1 Scope)	01/11/2018	CoC date no later than 31/07/2018
Regulation (EU) 78/2009 Item 58	Pedestrian protection: Annex 1 Section 3 of 78/2009	M1 max mass >2500kg N1 max mass >2500kg	24/08/2019	CoC date no later than 23/05/2019
Regulation (EU) 136/2014	Mandates Euro 6c emissions limits and Euro 6-2 OBD standard	N1 Class II, III, N2	01/09/2019	EoS availability not yet confirmed
Regulation (EU) 2016/646	Mandates Euro 6d-TEMP emissions limits and Euro 6-2	M, N1 Class I	01/09/2019	EoS availability not yet confirmed

EU Directive/Regulation	Description	Vehicle categories affected	Application date	Eligible vehicles*
	OBD standard			
Regulation (EU) 2016/1718	New requirement on the power threshold	M3, N3, & M1, M2, N1, N2 where Reference Mass >2,610kg	01/09/2019	EoS availability not yet confirmed
Regulation 118-02	Burning behaviour	M2, M3	26/07/2020	CoC date no later than 24/04/2020
Regulation (EU) 2016/646	Mandates Euro 6d-TEMP emissions limits and Euro 6-2 OBD standard	N1 Class II	01/09/2020	EoS availability not yet confirmed
Regulation (EU) 2016/646	Mandates Euro 6d-TEMP emissions limits and Euro 6-2 OBD standard	N1 Class III, N2	01/09/2020	EoS availability not yet confirmed
Regulation (EU) 661/2009 Item 46A	Tyres	M, N and O vehicles fitted with C3 tyres that comply with Annex II Part B Table 2 rolling resistance limits	01/11/2020	CoC date no later than 31/07/2020

# End of Series Derogations

## What is End of Series Derogation?

When standards are changing and new legislation is coming into force, the EC may permit Type Approval Authorities such as the VCA to allow manufacturers to place on the market, offer for sale, register and/or enter into service certain vehicles that do not comply with the incoming standards.

This is so that manufacturers facing economic or technical difficulties in complying with the incoming standards have extra time to sell off any stocks made to the previous standards. The granting of such permission is primarily a decision by the EC in terms of their transitional legislative requirements, then it is at the discretion of each Type Approval Authority as to whether they will grant allowances in terms of their geographic area of concern (e.g. VCA covers derogations for the UK).

## Who can apply?

The type approval holder can apply for End of Series Derogation.

If you are not a manufacturer and need to apply for End of Series for a small number of vehicles, you may consider the Individual Vehicle Approval (IVA) route.

More information about IVA can be found in the gov.uk site: <https://www.gov.uk/vehicle-approval/individual-vehicle-approval>.

## How can you apply?

To apply for End of Series Derogation, you need to submit:

- A completed VCA End of Series application form
- A completed VCA Vehicle Details List Template

Templates for both documents are available to download from the VCA's End of Series website: <http://www.dft.gov.uk/vca/legislation/end-of-series-derogation-applications.asp>.

Once completed, please email both completed documents to the VCA's Legislation Team for processing: [law@vca.gov.uk](mailto:law@vca.gov.uk).