



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.29/GRE/42
3 June 1999

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

Working Party on Lighting and Light-Signalling (GRE)

REPORT OF THE WORKING PARTY ON LIGHTING AND LIGHT-SIGNALLING (GRE)
ON ITS FORTY-SECOND SESSION

(14 - 16 April 1999)

1. GRE held its forty-second session from 14 to 16 April 1999 under the chairmanship of Mr. G. Meekel (Netherlands). Experts from the following countries participated in the work: Canada; Czech Republic; Finland; France; Germany; Hungary; Italy; Netherlands; Poland; Russian Federation; Slovenia; Spain; Sweden; United Kingdom; United States of America. A representative of the European Commission (EC) participated. Representatives of Japan took part in the session under paragraph 11 of the Commission's Terms of Reference. Experts from the following non-governmental organizations also participated: International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); Liaison Committee for the Manufacture of Automobile Equipment and Spare Parts (CLEPA); Working Party "Brussels 1952" (GTB); International Electrotechnical Commission (IEC).

2. The documents without a symbol distributed during the session are listed in annex 1 to this report.

REGULATION No. 48 - Development
(Installation of lighting and light-signalling devices)

(a) Presence of lighting and light-signalling devices
during type approval tests

Documentation: TRANS/WP.29/GRE/1999/1; informal documents Nos. 5, 11 and 12 of annex 1 to this report.

3. The Chairman invited the experts to express their views on the proposal contained in document TRANS/WP.29/GRE/1999/1 (section A), based on the results of the previous session of GRE. He also reminded GRE that an alternative proposal, proposed by the expert from Italy, had been inserted in section B of the above document.

4. Since all the experts agreed that a definition of an "additional lamp" was necessary in Regulation No. 48, the Chairman suggested to continue the discussion on the basis of the alternative proposal, dealing with such definition, proposed in informal document No. 11.

5. The expert from the United Kingdom said that, in his opinion, the proposed text was too restrictive and suggested that it should be amended in order to allow all additional devices to be fitted on a vehicle during type approval, leaving it to the approval authority to assess whether they could be accepted as additional devices in its country. In this respect, he presented a proposal for a modified definition of an "additional lamp" (informal document No. 12).

6. The expert from the United States of America supported the view of the expert from the United Kingdom and said that the prescriptions set up in Regulation No. 48 should be considered as mandatory minimum requirements. In his view, in order to satisfy the request of different markets, manufacturers should be allowed to install additional lamps that, however, could be refused by type approval authorities.

7. The expert from Italy pointed out that additional lamps should be defined in a way allowing a clear distinction from supplementary lamps, whose ECE type approval and installation is permitted by Regulation No. 48. In particular, he proposed that additional lamps should be only those not covered by Regulation No. 48.

8. The expert from France suggested that additional lamps should not be listed in the type approval form and expressed her concern about the introduction of lamps, recognized at national level, in Regulation No. 48. She considered this to be a step backward in harmonization, because it could lead to a possibility of refusal of a registration of vehicle type approved according to Regulation No. 48.

9. Recalling his reservation, introduced during the previous session, the expert from Germany foresaw difficulties for the national authorities during the type approval procedure and the control of conformity of production (COP) of vehicles fitted with additional lamps.

10. The expert from the European Commission entered a reservation to the proposal and invited GRE, before taking any final decision, to carefully assess the possible problems for national administrations during type approval and registration procedures. In this respect, he recalled that vehicles of category M1 (passenger cars), type approved in a EU country according to EC Directives, should be registered in another EU country without further controls. This would imply that additional lamps (recognized by the country issuing type approval) should also be accepted in the country where the vehicle was intended to be registered.

11. The expert from OICA suggested that a definition of "additional lighting and light signalling devices" instead of "additional lamps" would be preferable for Regulation No. 48. He said that, in this case, also retro-reflective devices, taxi signals, tell-tales and other devices would be covered by the definition (informal document No. 5).

12. In the discussion which followed, an agreement based on the text proposed in informal documents Nos. 11 and 12 was not reached. The Chairman invited GRE to assess the possible implications of the draft proposal for type approval and registration procedures, and to resume its consideration at the next session.

13. Following the Chairman's invitation, GRE agreed to continue consideration of this matter at the next session, on the basis of a text incorporating informal documents Nos. 11 and 12 and the amendment suggested during the session (see annex 2 to this report). The Chairman invited GRE to prepare for taking a final decision at its next session.

(b) Supplementary signalling lamps for large vehicles

Documentation: TRANS/WP.29/GRE/1997/10/Rev.2.

14. The proposal was briefly introduced by the expert from France. She explained that at the previous session it had been agreed to limit the possibility to install a supplementary pair of rear indicator lamps, stop lamps and rear position lamps to certain categories of vehicles only.

15. GRE considered the proposal in detail. Regarding the installation height of supplementary lamps, the majority of experts agreed that it should be as high as the shape of the bodywork made it possible, but with a minimum separation distance of 600 mm from the mandatory lamps, in order to improve the rear visibility of the vehicle.

In particular, the following amendments were agreed by the majority of the experts:

General amendment

Throughout the text, replace the word "additional" with "optional".

Paragraph 6.5.4.1., correct the word "after" to read "outer".

Paragraphs 6.5.4.2.4., 6.7.4.2.1. and 6.10.4.2., amend to read:

"
and at a vertical distance as large as the shape of the bodywork makes it possible but not less than 600 mm above the mandatory lamps."

16. The expert from the United Kingdom pointed out that supplementary lamps would also be helpful in the case of failure of the corresponding mandatory lamps or when they were obscured (e.g. during vehicle loading operation). Therefore, he suggested that supplementary lamps should not be subject to unnecessary restrictive prescriptions and the minimum distance should be less than 600 mm. In this respect, he entered a reservation to the proposal.

17. The expert from OICA supported the view of the expert from the United Kingdom and entered a reservation to the proposal. He reminded GRE that originally the minimum separation distance of 200 mm from mandatory lamps had been considered and concluded that he could not see any need to require a greater distance for supplementary optional lamps.

18. Notwithstanding the pending reservation (see para. 16 above), GRE agreed to transmit the proposal as amended during the session (see para. 15 above) to WP.29 and to the Administrative Committee AC.1 for consideration at its thirteenth session (November 1999) as a proposal for draft Supplement 2 to the 02 series of amendments to Regulation No. 48 (see also paras. 20 and 32 below).

(c) International harmonization of installation requirements
(four-wheeled vehicles)

Documentation: TRANS/SC.1/WP.29/GRE/R.146/Rev.3; TRANS/WP.29/GRE/1999/2; TRANS/WP.29/GRE/1999/6; informal document No. 7 of annex 1 to this report.

19. The expert from France presented a proposal to amend Regulation No. 48, 02 series of amendments, in order to apply its provisions to vehicles of N1 category (TRANS/WP.29/GRE/1999/2). She said that her proposal was intended to be applied also to the rear lamps of the vehicle while the original proposal by OICA (TRANS/WP.29/GRE/40, para. 61) was limited to the front lamps.

20. GRE considered and adopted document TRANS/WP.29/GRE/1999/2 and agreed to transmit it to WP.29 and to the Administrative Committee AC.1 for consideration at its thirteenth session (November 1999) as a part of the proposal for draft Supplement 2 to the 02 series of amendments to Regulation No. 48 (see para. 18 above and para. 32 below).

21. The Chairman introduced document TRANS/WP.29/GRE/1999/6 which had been prepared by the secretariat with the aim to derive from Regulation No. 48, 02 series of amendments, harmonized prescriptions on the installation of lighting and light-signalling devices applicable for M1 and N1 category vehicles (TRANS/WP.29/GRE/41 para. 24). He wished that the proposal could be

finalized by GRE during the next session and adopted by the Administrative Committee AC.1 at its fourteenth session (March 2000) as a proposal for draft Regulation No. 48-H. Therefore, he invited the experts to examine the proposal in detail.

22. The expert from France supported in principle the proposal but entered a study reservation on the text, with particular regard to the geometric visibility drawings mentioned in paragraphs 6.5. (direction indicators).

23. The expert from Japan suggested that the installation of headlamp cleaning devices and rear fog lamps should be made optional on the basis of national regulations, in order to take account of different weather conditions and traffic road conditions in each country (informal document No. 7). By a majority, GRE did not agree to allow such a possibility in a Regulation that could become a candidate for a global technical regulation under the Agreement of 25 June 1998. The expert from Japan accepted the remarks made by GRE and agreed to reconsider the matter before presenting his proposal again.

24. The expert from the United States of America expressed the view that a world-wide regulation should not require the mandatory installation of certain devices (e.g side marker lamps) that are optional in other countries. Furthermore, he suggested that a harmonized regulation should also allow the installation of mandatory lamps not necessarily approved according to ECE Regulations, but, for instance, approved according to US standards. Therefore, he entered a reservation on the proposal and proposed to delete from the text all references to specific ECE Regulations.

25. The expert from GTB noted that some definitions of categories of direction indicator lamps, side marker lamps and stop lamps would be needed. He suggested to insert in the text of the draft proposal a reference to the corresponding Regulations Nos. 6, 7 and 91.

26. The expert from OICA entered a study reservation on the proposal since he needed more time for expressing the official position of his organization. He also raised the question as to whether Regulation No. 48-H would be really desirable since the corresponding provisions had already been introduced by the 02 series of amendments to Regulation No. 48.

27. Regarding the prescriptions proposed in paragraphs 7 to 11 (of document TRANS/WP.29/GRE/1999/6), it was agreed to keep them in the text of the draft proposal which, once approved, should become a Regulation annexed to the 1958 Agreement. However, GRE agreed that the above prescription should be removed if the Regulation would become a global technical regulation to be annexed to the Agreement of 25 June 1998 (Global Agreement).

28. GRE agreed to resume the consideration of the proposal for draft Regulation No. 48-H at the next session and requested the secretariat to record the amendments agreed in the report (see annex 3 to this report). It was also agreed to continue the consideration of this subject on the basis of document TRANS/WP.29/GRE/1999/6, drafted in the English language only.

29. The expert from Italy informed GRE that the Working Party on Road Traffic Safety (WP.1) was considering possible future amendments to the Convention on Road Traffic (Vienna, 1968) and suggested that GRE should propose to WP.1 the

necessary amendments in order to bring the text of the Convention in line with the latest development in lighting equipment of vehicles. The Chairman agreed with the suggestion and proposed that all the recent amendments to Regulation No. 48 agreed by GRE (e.g. supplementary lamps, see paras. 14-17 above) could be a basis for further amendments to the Convention on Road Traffic.

(d) Definition of a single lamp

Documentation: TRANS/WP.29/GRE/1999/3.

30. The proposal was introduced by the expert from France. She said that a lamp having many distinct parts composing the illuminating surface could be considered to be a single lamp, provided that certain technical conditions were satisfied.

31. The proposal received general support with the exception of the expert from the United Kingdom who entered a study reservation on the new definition of "single lamp".

32. GRE agreed to transmit the proposal to WP.29 and to Administrative Committee AC.1 for consideration at its thirteenth session (November 1999) as part of the proposal for draft Supplement 2 to the 02 series of amendments to Regulation No. 48. It was also agreed that GRE should subject the proposal to a final review at its next session (October 1999).

AMENDMENTS TO ECE REGULATIONS

(a) Regulations Nos. 4, 6, 7, 23, 38, 50, 77, 87 and 91

Documentation: TRANS/WP.29/GRE/1998/8; TRANS/WP.29/GRE/1998/17;
TRANS/WP.29/GRE/1998/18; TRANS/WP.29/GRE/1998/20/Rev.1;
TRANS/WP.29/GRE/1999/5 and Rev.1; TRANS/WP.29/GRE/1999/7.

33. The Chairman invited the experts to express their final opinion on the proposal to restrict the measurement of the colour of light to the area covered by the light distribution grid (TRANS/WP.29/GRE/1998/8).

34. The expert from the United Kingdom suggested that the colour should be measured in a wider area throughout the field of geometric visibility, as proposed by the expert from Japan (TRANS/WP.29/GRE/40, para. 36).

35. Following a request made by the expert from Italy, the expert from GTB informed GRE that the problem of the colour of lights was being studied by an "ad hoc" group that would submit draft results to the GTB meeting scheduled for May 1999. He promised to inform GRE of the latest progress of the study as soon as the first results would become available.

36. GRE agreed to resume consideration of this matter at its next session.

37. The proposal by the expert from GTB to introduce in Regulation No. 6 a new test procedure, applicable to devices equipped with light-emitting diodes (LED) (TRANS/WP.29/GRE/1998/17) was considered to be superseded by document TRANS/WP.29/GRE/1998/20/Rev.1, in which it had been incorporated. The latter document was considered in detail.

38. The expert from the United States of America informed GRE that for direction indicator lamps in his country a 100 per cent duty factor should be required instead of the proposed 50 per cent. However, he said that, since this matter was still being studied in his country, he could accept the decision taken in GRE by a majority. The expert from Canada supported the view of the expert from the United States of America and informed GRE of his intention to present at the next session a report on heating characteristics of lamps operating in flashing mode operation.

39. The expert from the Russian Federation expressed her concern about the measurement procedure for devices operating in flashing mode and asked for clarification of the text proposed for paragraph 3.3.

40. The expert from Italy recalled that the procedure concerning devices operating in flashing mode had been agreed during the past GRE session and suggested not to amend it. He also said that, in his opinion, after 30 minutes of operation in flashing mode, light intensity should be measured in a steady burning operation.

41. GRE agreed to adopt the proposal (based on document TRANS/WP.29/GRE/1998/17) with the amendments proposed during the forty-first session (TRANS/WP.29/GRE/41, para. 33) and without any transitional provisions.

42. Consideration of document TRANS/WP.29/GRE/1998/20/Rev.1 continued by discussing in detail a revised proposal to amend Regulation No. 6 in order to allow a reduced field of photometric performance for devices with a mounting height ≤ 750 mm above the ground presented by the expert from CLEPA.

43. The following editorial corrections were noted:

Annex 1, in the figure concerning categories 5 and 6, the arrows should be closer to the corresponding indications.

Annex 2, item 9, and
Annex 3, caption below Figure 1, first sentence, and
Annex 4, paragraph 2.1.3., amend to read:

"..... height of equal to or less than ..."

Annex 3, figure 1, the dimension of the horizontal segment above the vertical arrow should read $a/2$ only.

The text of justifications, last sub-paragraph, should read:

"..... high mounted devices are"

44. GRE agreed to transmit document TRANS/WP.29/GRE/1999/20/Rev.1 as amended during the session (see para. 35 above) to WP.29 and to the Administrative Committee AC.1 for consideration at its thirteenth session (November 1999) as a proposal for draft Supplement 8 to the 01 series of amendments to Regulation No. 6.

45. The proposal to amend Regulation No. 7 (TRANS/WP.29/GRE/1998/18), based on the amendments parallel to those suggested for Regulation No. 6 (see paras. 37-41) was reconsidered by GRE and adopted with the amendments agreed during the forty-first session (TRANS/WP.29/GRE/41, paras. 26-30 and annex 2). However, GRE agreed not to transmit the proposal to WP.29 and to Administrative Committee AC.1, since it should be contained in the revised version of document TRANS/WP.29/GRE/1998/21 intended to be presented at the next GRE session by the expert from CLEPA.

46. The expert from CLEPA was also requested to present at the next session of GRE revisions of documents TRANS/WP.29/GRE/1998/22 and TRANS/WP.29/GRE/1998/23 which had been presented during the forty-first session (TRANS/WP.29/GRE/41, para. 39).

47. The expert from GTB presented a proposal to amend Regulation No. 50 (TRANS/WP.29/GRE/1999/5/Rev.1), based on the amendments parallel to those suggested for Regulations Nos. 6 and 7 (see paras. 37 and 45 above). GRE agreed the following amendments:

Paragraph 7.5., should not be renumbered; consequently the proposed amendment in document TRANS/WP.29/GRE/1999/5/Rev.1 should be deleted.

Paragraph 7.5.2. (new), should read paragraph 7.6.

Paragraph 7.7.2. should read 7.8.2 and the reference to paragraph 7.5.2. should read paragraph 7.6.

Paragraph 14. (new), should be deleted.

48. GRE agreed to resume the consideration of this matter at the next session together with the official version of informal document No. 2, also concerning Regulation No. 50 (see paras. 79 and 80 below).

(c) Regulation No. 45 (Headlamp cleaners)

Documentation: TRANS/WP.29/GRE/1997/4/Rev.1; informal documents Nos. 8 and 9 of annex 1 to this report.

49. The expert from CLEPA introduced informal document No. 8 which completed document TRANS/WP.29/GRE/1997/4/Rev.1 by additional prescriptions regulating the adequate operation of headlamp cleaners, in order to ensure that glare could not be caused by dirty headlamp lenses.

50. The expert from the United Kingdom objected to the text proposed by CLEPA, since its application could not ensure the headlamp cleaning when using the wiper during daytime, with the headlamp switched off. In this respect he introduced informal document No. 9, which also required the cleaning device to

operate when the headlamps were first switched on, after the windscreen washers had last been operated.

51. The majority of experts accepted the proposal presented by the expert from CLEPA (informal document No. 8), with the following amendments:

Paragraph 6.5.4., the word "control" amend to read "activation";

Paragraph 13.3., amend to read:

"13.3. Upon the expiration of [48] months after.....
..... on a new vehicle for which national type approval or
individual approval was granted more than [24] months after the date
of"

52. GRE agreed to transmit the amended proposal to WP.29 and to the Administrative Committee AC.1 for consideration at its thirteenth session (November 1999) as a proposal for draft Supplement 4 to the 01 series of amendments to Regulation No. 45.

(d) Regulation No. 65 (Special warning lamps)

Documentation: TRANS/WP.29/GRE/1999/10.

53. GRE considered in detail the proposal by Germany and France to improve the visibility of vehicles using the special warning lamps.

54. The expert from the United Kingdom expressed his concern regarding the proposal to increase the intensity of the emitted light and entered a corresponding reservation. He said that research was under way in his country with the aim of verifying whether the increase of intensity could cause glare and obscure vision of drivers.

55. The expert from the Russian Federation suggested that Regulation No. 65 should also give prescriptions for red light flashing lamps. The expert from Sweden suggested that the mounting position of directional flashing lamps should vary from 500 to 2000 mm in height. The Chairman reminded the experts that mounting prescriptions had been drafted as guidelines, and requested the secretariat to insert in the text of the proposal an appropriate footnote specifying that no country would be bound to follow them.

56. Since many amendments and editorial corrections were deemed necessary, GRE agreed to resume consideration of this matter at the next session and requested the secretariat to prepare a revised text of document TRANS/WP.29/GRE/1999/10.

(e) Regulation No. 70 (Rear marking plates for heavy and long vehicles)

Documentation: TRANS/WP.29/GRE/1998/2; TRANS/WP.29/GRE/1998/11;
TRANS/WP.29/GRE/1998/15; TRANS/WP.29/GRE/1999/4.

57. GRE considered the proposal presented by the expert from the United Kingdom to enable rear marking plates to be approved in a flexible and rigid format (TRANS/WP.29/GRE/1999/4). It was agreed, as a general amendment, to

consider category A as rigid rear marking, and category B as flexible, and to invert the relevant references throughout the text.

58. The expert from Italy recalled that his original proposal (TRANS/WP.29/GRE/1998/2) had been tabled in order to permit only rigid plates to be approved according to Regulation No. 70 and not retro-reflective (or retro-reflective/fluorescent) films, even if mounted on a rigid part of a vehicle body. He concluded that, in his view, the proposal by the expert from the United Kingdom was not acceptable.

59. The expert from Germany drew the attention of experts to possible alterations of photometric performances of films not supported by a rigid plate. The expert from France supported the idea of permitting only rigid plates in Regulation No. 70, and suggested that the rigidity test should be made less stringent.

60. In the discussion which followed, an agreement on whether to allow both rigid and flexible marking plates, or only rigid ones, could not be reached. The experts who had not expressed a clear position were requested to clarify their positions at the next GRE session.

61. The Chairman also drew the attention of GRE to the proposal by GTB (TRANS/WP.29/GRE/1998/15) to extend the scope of Annex 15 to the Regulation to vehicles of category N₂ having a mass exceeding 7.5 t in addition to vehicles of category N₃ and invited GRE to prepare for taking a final decision at its next session.

SIMPLIFICATION OF THE SYSTEM OF THE ECE HEADLAMP REGULATIONS

New draft Regulations Nos. "00" and "MH"

62. The secretariat informed GRE that, during the one-hundred-and-seventeenth session of WP.29 (9-12 March 1999) the consideration of the proposal for draft Regulations Nos. "00" (TRANS/WP.29/1998/41 and Add.1) and "MH" (TRANS/WP.29/1998/42 and Add.2.) had been postponed to the next session (June 1999), since the representative of the European Community had not yet received authorization to vote on behalf of the 15 EU Member States.

63. It was agreed that information on the development in WP.29 and AC.1 (June 1999 session) would be provided by the secretariat at the next GRE session.

ELECTRO-MAGNETIC COMPATIBILITY (EMC)

Documentation: TRANS/WP.29/GRE/1998/6; TRANS/WP.29/GRE/1999/9; informal document No. 13 of annex 1 to this report.

64. The Chairman recalled that Section A of document TRANS/WP.29/GRE/1998/6, entitled "Proposal referring to the 02 series of amendments", had already been considered and adopted during the fortieth session (TRANS/WP.29/GRE/40, para. 56). It should become draft Corrigendum 2 to the 02 series of amendments to Regulation No. 10. However, the Chairman reminded GRE that no decision had been made regarding the transmission of this corrigendum to WP.29 and AC.1.

65. For Section B of the above document, referring to draft Supplement 1 to the 02 series of amendments to Regulation No. 10, the expert from the Czech Republic recalled his explanation made during the fortieth session (TRANS/WP.29/GRE/40, para.57) and said that the main purpose of the proposal was to eliminate the elliptical test area proposed for motorcycles and to use the same circular test area as for other categories of vehicles.

66. GRE agreed to transmit the complete proposal (TRANS/WP.29/GRE/1998/6) to WP.29 and to Administrative Committee AC.1 for consideration at its thirteenth session (November 1999) as draft Corrigendum 2 to the 02 series of amendments (Section A) and draft supplement 2 to the 02 series of amendments (Section B). It was also agreed that GRE should have the opportunity to give its final consideration to both proposals during the next session.

67. The expert from Czech Republic introduced document TRANS/WP.29/GRE/1999/9, which had been drafted with the aim of making a comparison between the prescriptions of ECE Regulation No. 10 and those contained in Chapter 8 of EC Directives 97/24/EC, and 95/54/EC.

68. The expert from IMMA presented his informal document No. 13 where further comparison among ECE Regulation No. 10, EC Directive 97/24/EC and EC Directive 95/54/EC had been made.

69. The Chairman thanked the expert from the Czech Republic for his research work and asked him to prepare for the next session of GRE a revised document incorporating into TRANS/WP.29/GRE/1999/9 the proposal of informal document No. 13 for consideration at the next session. He also invited EU Member States to take into account the results of work done in GRE when the corresponding EC Directives would be amended.

OTHER BUSINESS

(a) Glare of headlamps

70. The expert from GTB informed GRE that studies concerning this subject were under way and that results would be presented as soon as available. The expert from the United States of America informed GRE that the subject had been considered in his country with particular regard to the choice of the maximum electric voltage.

71. GRE acknowledged the importance of the subject and agreed to schedule it for consideration at the next session.

(b) General conditions for requiring mandatory installation of headlamp cleaning and automatic levelling devices

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

72. Lacking time for a detailed examination of the proposal, GRE agreed to defer consideration of this item to the next session.

(c) Harmonized passing beam pattern

Documentation: TRANS/WP.29/GRE/1997/14.

73. The Chairman of GTB reported that no information was available, additional to that which had been given during the fortieth session of GRE (TRANS/WP.29/GRE/40, paras. 64 and 65). However, he informed GRE that the special working group called "GTB Coordinating Committee" continued to work on this subject and that the first results were expected to be presented at the next GTB meeting (May 1999). He expressed his hope to present a proposal to the next session of GRE.

(d) Advanced braking warning systems

Documentation: Informal document No. 1 of annex 1 to this report.

74. The Chairman of GTB informed GRE that a text concerning minimum requirements for assessing merits of innovative lighting and light-signalling devices had been drafted, and that he intended to present it for consideration at the next GRE session.

75. The expert from the United States of America informed GRE that the National Highway Traffic Safety Administration (NHTSA) would participate in an international effort to develop a process for evaluating new ideas for lighting and light-signalling devices on vehicles (informal document No. 1).

76. GRE agreed to maintain this item in the agenda for the next session.

(e) Regulation No. 37 (Filament lamps)

77. The secretariat informed GRE that the Administrative Committee (AC.1) had adopted at its eleventh session (March 1999) document TRANS/WP.29/1999/10 as draft Supplement 18 to the 03 series of amendments to Regulation No. 37. The final document (TRANS/WP.29/670) had been prepared and would be transmitted soon to the Secretary-General of the United Nations for communication to the Contracting Parties to the Regulation.

Documentation: TRANS/WP.29/1999/10.

(f) Regulation No. 104 (Retro-reflective markings for heavy and long vehicles and their trailers).

Documentation: TRANS/WP.29/1999/11.

78. The secretariat informed GRE that the Administrative Committee (AC.1) had adopted at its eleventh session (March 1999) document TRANS/WP.29/1999/11 as draft Supplement 1 to Regulation No. 104. The final document (TRANS/WP.29/674) had been prepared and would soon be transmitted to the Secretary-General of the United Nations for communication to the Contracting Parties to the Regulation.

(g) Regulations Nos. 50, 53 and 74.

Documentation: informal documents Nos. 2, 3 and 4 of annex 1 to this report.

79. The expert from IMMA introduced informal documents Nos. 2, 3 and 4, in order to align Regulations Nos. 50, 53 and 74 with the corresponding EU Directives and with recent developments in Regulations Nos. 4, 6 and 7. He also said that some additional proposals concerning multiple light sources and global harmonization had also been addressed.

80. GRE agreed to resume consideration of this matter at the next session and requested the secretariat to issue informal documents Nos. 2, 3 and 4 with official symbols.

(h) Illumination of stop lamps by an Adaptative Cruise Control (ACC)

Documentation: informal document No. 6 of annex 1 to this report.

81. Information on Adaptative Cruise Control (ACC) technology was given by the expert from OICA (informal document No. 6). He said that ACC would keep the vehicle at the same safe distance from the preceding vehicle, regardless of the vehicle speed and independent from driver actions. He also pointed out that, since the present definition of stop lamp in Regulation No. 48 requested that the stop lamp should only be activated when the driver applied the service brake, the installation of ACC would not be allowed. Therefore, he invited GRE to consider possible amendments to Regulation No. 48 in order to permit the use of ACC technology.

82. GRE agreed to resume consideration of this matter at the next session and requested the secretariat to issue informal document No. 6 with an official symbol.

(i) Colour of filament lamps approved to Regulation No. 37

Documentation: informal document No. 10 of annex 1 to this report.

83. The expert from the United Kingdom introduced informal document No. 10 concerning a request of interpretation of paragraph 3.6.1. (colour of the lamp) of Regulation No. 37. He said that, in his opinion, lamps having a coating applied on their surface should not be granted a type approval since the colour of the light would change towards the blue or yellow end of the spectrum.

84. GRE agreed to resume consideration of this matter at the next session under a specific agenda item and requested the secretariat to issue informal document No. 10 with an official symbol.

(j) Tribute to Mr. J. White

85. Mr. J. White, the expert from Canada, informed the delegates that he would cease to attend GRE meetings, and that he would be dealing with research and crash avoidance standards in his administration. He recalled the years of collaboration and friendship in GRE and announced that his successor would be Mr. M. Gorzkowski of the same administration.

86. The Chairman, speaking on behalf of GRE, thanked Mr. White for his active participation in the work of GRE and praised his technical expertise. All the delegates wished Mr. White every success in his new area of responsibility.

AGENDA FOR THE NEXT SESSION

87. For the forty-third session to be held in Lippstadt (Germany), from 4 to 8 October 1999 1/, GRE agreed on the following agenda:

1. Regulation No. 48 - Development
 - 1.1. Presence of lighting and light-signalling devices during type approval tests.
 - 1.2. International harmonization of installation requirements (4-wheeled vehicles).
 - 1.3. Definition of a single lamp.
2. Amendments to the ECE Regulations
 - 2.1. Regulations Nos. 6, 7, 23, 38, 50, 77, 87 and 91 - colour requirements
 - 2.2. Regulation No. 7 (Position lamps, stop lamps and end-outline marker lamps)
 - 2.3. Regulation No. 37 (Filament lamps) - colour requirements
 - 2.4. Regulation No. 45 (Headlamp cleaners)
 - 2.5. Regulation No. 50 (Front and rear position lamps, stop lamps, direction indicators and rear-registration-plate illuminating devices for mopeds and motor cycles)
 - 2.6. Regulation No. 53 (Installation of lighting and light-signalling devices on L₃ category vehicles)
 - 2.7. Regulation No. 65 (Special warning lamps)
 - 2.8. Regulation No. 70 (Rear marking plates for heavy and long vehicles).
 - 2.9. Regulation No. 74 (Installation of lighting and light-signalling devices on mopeds)
 - 2.10. Regulation No. 91 (Side marker lamps)
3. Simplification of the system of the ECE headlamp Regulations
4. Electro-magnetic compatibility (EMC) - Testing of L and M category vehicles

1/ As part of the secretariat's efforts to reduce expenditure, all the official documents distributed prior to the session by mail will not be available in the conference room for distribution to session participants. Delegates are kindly requested to bring their copies of documents to the meeting.

5. Other business

- 5.1. Glare of headlamps
 - 5.2. General conditions for requiring mandatory installation of headlamp cleaning and automatic levelling devices
 - 5.3. Harmonized passing beam pattern
 - 5.4. Advance braking warning systems
 - 5.5. Illumination of stop lamps by an Adaptative Cruise Control device (ACC)
 - 5.6. Advanced Frontlighting Systems (AFS)
 - 5.7. Amendments to the Vienna Convention (see para. 29 above)
-

Annex 1

LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL DURING THE SESSION

No.	Transmitted by	Agenda item	Language	Title
1.	United States of America	5.4.	E	Statement of Policy - Federal Motor Vehicle Safety Standards; Lamps' Reflective Devices and Associated Equipment (49 CFR Part 571, Docket No. NHTSA-98-4281).
2.	IMMA	5.7.	E	Proposal for Draft Amendments to Regulation No. 50.
3.	IMMA	5.7.	E	Proposal for Draft Amendments to Regulation No. 53.
4.	IMMA	5.7.	E	Proposal for Draft Amendments to Regulation No. 74.
5.	OICA	1.1.	E	OICA Interpretation of Additional Lighting and Light-Signalling Devices.
6.	OICA	5.8.	E	Illumination of Stop Lamps by Adaptive Cruise Control (ACC).
7.	Japan	1.3.	E	Japan's Comments on the Draft Regulation No. 48-H.
8.	CLEPA	2.2.	E	Proposal for Draft Amendments to Regulation No. 45.
9.	United Kingdom	2.2.	E	Proposal for a Draft Amendment to Regulation No. 45.
10.	United Kingdom	5.9.	E	Colour of Filament Lamps Approved to Regulation No. 37.
11.	Chairman	1.1.	E	Proposal for Draft Amendments to Regulation No. 48.
12.	United Kingdom	1.1.	E	Proposal for Draft Amendments to Regulation No. 48.
13.	IMMA	4.	E	Electro-magnetic Compatibility (EMC)

Annex 2

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 48

The text reproduced below was proposed by the Chairman and it is based on the text of informal documents Nos. 11 and 12 as amended during the session.

Insert a new paragraph 2.21., to read:

"2.21. "Additional lamp" means a lamp, the installation of which is not covered by this Regulation, but is subject to the installation requirements of each Contracting Party in whose territory the vehicle to which the lamp is fitted is intended to be registered."

Paragraphs 2.21. to 2.25. (former), renumber as paragraphs 2.22. to 2.26.

Insert a new paragraph 5.17., to read:

"5.17. Kind of lamps

The presence of additional lamps is permitted on vehicles which are intended to enter into service in the territory of a Contracting Party to this Regulation where such lamps are permitted;

Such lamps shall not interfere, for instance, with the required location, photometric or geometric visibility requirements of the mandatory and/or optional lamps installed in accordance with the requirements of this Regulation;

No Contracting Party to this Regulation shall be bound to permit the entry into service of vehicles fitted with such lamps.

Additional lamps shall be enumerated in item 10.4. of the communication document conforming to the model in Annex 1 to this Regulation."

Paragraphs 5.17. to 5.23. (former), renumber as paragraphs 5.18 to 5.24.

Annex 1, insert a new item 10.4., (and a footnote 3/) to read:

"10.4. Additional lamps: 3/.....

3/ For each additional lamp listed in item 10.4. a brief description and a scheme of the lamp shall be annexed to the communication form."

Annex 3

PROPOSAL FOR DRAFT REGULATION No. 48-H

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PASSENGER CARS WITH REGARD TO
THE INSTALLATION OF LIGHTING AND LIGHT-SIGNALLING DEVICES

(Amendments to document TRANS/WP.29/GRE/1999/6 agreed by GRE)

The title, amend to read:

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO
THE INSTALLATION OF LIGHTING AND LIGHT-SIGNALLING DEVICES"

Paragraph 1., footnote */ amend to read:

".....for category M1 and N1 vehicles....."

Paragraph 2.7.22., should not be deleted.

Paragraph 2.14.4., the words "end outline marker lamps" should not be deleted.

Paragraph 2.14.5., should not be deleted.

Paragraph 2.16.1., amend to read:

- "2.16.1. "A single lamp" means a device or part of a device having one function, one or more light sources and one apparent surface in the direction of the reference axis which may be a continuous surface or composed of two or more distinct parts which satisfy either of the following criteria:
- the total area of the projection of the distinct parts (composing the apparent surface in the direction of the reference axis) on a plane tangent to the exterior surface of the transparent material and perpendicular to the reference axis shall occupy not less than 60 per cent of the smallest rectangle circumscribing the said projection or,
 - the maximum distance between two adjacent/tangential distinct parts (composing the apparent surface in the direction of the reference axis) shall not be more than 15 mm measured perpendicularly to the reference axis.
- For the purpose of installation on a vehicle ... (remaining text unchanged)."

Paragraph 5.15., the words "the rear end outline marker lamp" (two times) and "end outline marker lamp: white in front, red at the rear" should not be deleted.

Figure 1 after paragraph 6.2.1.2, the drawing should be limited to the height of 1.2 m.

Paragraph 6.5.3., amend to read:

".....
5
for all M1 vehicles;
for N1 vehicles not exceeding 6 metres in length.
....."

Paragraph 6.5.8., the second sub-paragraph beginning with "If a motor vehicle...." should not be deleted.

Paragraphs 6.13 to 6.13.9., should not be deleted.

Annex 1, item 9.15., should not be deleted.

Annex 5., paragraph 2.2., delete footnote 1/.

Paragraph 2.3., the words "with load surfaces" should not be deleted.

Paragraphs 2.4. to 2.4.2.2., should not be deleted.

Paragraph 2.4., amend to read:

"2.4. Vehicles in category N₁ without a load surface."

Annex 9, paragraphs 1.3.2.4 to 1.3.2.4.2, should not be deleted.
