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Working Party on Lighting and Light-Signalling (GRE)

**REPORT OF THE WORKING PARTY ON
LIGHTING AND LIGHT-SIGNALLING (GRE)
ON ITS FIFTY-FOURTH SESSION 1/**

(4 – 8 April 2005)

ATTENDANCE

1. GRE held its fifty-fourth session from 4 (afternoon) to 8 April (morning only) 2005 in Geneva, under the chairmanship of Mr. M. Gorzkowski (Canada). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of WP.29 (TRANS/WP.29/690): Belgium; Canada; Czech Republic; Finland; France; Germany; Hungary; India; Italy; Japan; Luxembourg; Netherlands; Norway; Republic of Korea; Russian Federation; Spain; Sweden; Turkey; United Kingdom; United States of America. A representative of the European Commission (EC) participated. 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); European Association of Automobile Suppliers (CLEPA); Working Party "Brussels 1952" (GTB); International Electrotechnical Commission (IEC); International Road Transport Union (IRU).

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

1/ Following the agreement reached at the previous GRE session, an informal meeting was held prior to the proper session of the fifty-fourth GRE (TRANS/WP.29/GRE/2005/1 and Add.1, and paras. 3-5 below).

3. The seventh informal meeting of the GRE working group on the development of a global technical regulation (gtr) regarding the installation of lighting and light-signalling devices on motor vehicles was held from 4 April 2005 (14.30h) until 5 April 2005 (12.30h) under the Chairmanship of Mr. Marcin Gorzkowski (Canada). Experts from the following countries and organizations participated in the work: Belgium; Canada; France; Germany; Hungary; India; Italy; Japan; Netherlands; Norway; Republic of Korea; Russian Federation; Sweden; United Kingdom; United States of America. A representative of the European Commission (EC) participated. 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); European Association of Automobile Suppliers (CLEPA); Working Party "Brussels 1952" (GTB); International Electrotechnical Commission (IEC). A summary of the proceedings of this informal meeting is given below (paras. 4 and 5).

1998 AGREEMENT – Global technical regulation (gtr)

1. DEVELOPMENT OF NEW GTRS

1.1. gtr No. x (installation of lighting and light-signalling devices)

Documentation: TRANS/WP.29/GRE/2001/6/Rev.4; informal documents Nos. GRE-54-5 and GRE-54-10 of the annex to this report.

4. The expert from Canada, Mr. Gorzkowski, chairing the informal working group, reported on the present status of the informal group's work on the elaboration of a draft gtr on lighting and light-signalling (TRANS/WP.29/GRE/2001/6/Rev.4). For some items, Contracting Parties (C.P.) to the Agreement have different, yet equally safe, national requirements. In several cases, a common prescription could not be agreed. Thus, GRE narrowed the number of choices to two and left them in the text of the gtr as options to be eradicated in time, once the gtr would be registered. The Netherlands did not consider options as the best solution for global harmony. In order to complete their work, the group intended to have a further informal meeting in Washington D.C. (USA) from Tuesday morning, 31 May to Thursday noon, 2 June 2005. With regard to informal document No. GRE-54-10, the informal group preferred, at the present time, not to include the off-road vehicles in the scope of the gtr.

5. GRE noted informal document No. GRE-54-5 reporting on the seventh informal session of the informal working group, which had taken place in Bonn, from 22-25 November 2004.

1.2. Development of further gtrs

6. The expert from the United Kingdom stated that TRANS/WP.29/GRE/2005/19 (tabled by GTB under item 15) would be an excellent basis for the development of a gtr on world-wide harmonized beam pattern. The experts from Italy and the Netherlands supported that suggestion and Italy would contemplate the eventual sponsorship of this gtr. In addition, the Chairman suggested a gtr containing requirements for all motor vehicle forward lighting devices, including AFS and front fog lamps. GRE agreed on the need to

develop both gtrs. The expert from the United States of America noted that to prevent diversion of resources, GRE should complete the installation gtr before starting any other gtr effort.

7. The Chairman announced that, once sponsors were identified, he would seek AC.3's consent to add these two gtr to the programme of work. He encouraged the delegates from the Contracting Parties to the 1998 Agreement to consider the sponsorship of the future gtrs.

1958 AGREEMENT

GENERAL REGULATIONS

2. REGULATION No. 10 (Electromagnetic compatibility)

Documentation: TRANS/WP.29/GRE/2002/5; informal document No. GRE-54-8 of the annex to this report.

8. The expert from France withdrew TRANS/WP.29/GRE/2002/5. The expert from the EC introduced a proposal (informal document No. GRE-54-8) to align the Regulation to the corresponding European Union (EU) Directive. The scope was still being discussed. GRE experts were invited to send their comments to the EC expert (entr-automotive-industry@cec.eu.int).

9. In the absence of information on the future amendments to Regulation No. 10, the expert from Japan requested a detailed justification for the alignment of the Regulation to the EU Directive. GRE agreed to resume consideration of this subject at its next session in October 2005 on the basis of an official document.

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

3.1. Distributed Lighting Systems (DLS)

10. The expert from GTB agreed to take this item off the agenda.

3.2. Limitation of the projection of white light towards the rear, white retro-reflective material in rear lamps

11. Referring to agenda item 11 (para. 52), GRE agreed to remove this item from the agenda.

3.3. Operating voltage for lighting and light-signalling devices

Documentation: TRANS/WP.29/GRE/2003/20/Rev.2.

12. The expert from Germany introduced TRANS/WP.29/GRE/2003/20/Rev.2 concerning new provisions to clarify the discrepancies between the electrical supply conditions, during the type approval test and during the operation of the vehicle. Following the discussion, the experts from France, Japan and the United Kingdom raised study reservations. GRE agreed to resume consideration of this subject at its next

session on the basis of a revised proposal by Germany, taking into account the comments made during the session.

3.4. Emergency brake light display (EBLD)

Documentation: TRANS/WP.29/GRE/2005/2; TRANS/WP.29/GRE/2005/12; TRANS/WP.1/2005/11; informal document No. GRE-54-4 of the annex to this report.

13. Recalling the decision of WP.29 (report TRANS/WP.29/1037, para. 41) to seek WP.1's advice on flashing stop lamps (TRANS/WP.1/2005/11), the secretariat informed GRE about the decision of WP.1 to refer the document to its juridical group, for consideration at the next session on 2 and 3 May 2005. (Note by the secretariat: The juridical group noted that, according to para. 42 of Annex 5 to the Vienna Convention, the use of flashing stop lamps was, at the present time, not permitted. Nevertheless, WP.1 would consider this subject at its September 2005 session.)

14. The expert from the Netherlands introduced TRANS/WP.29/GRE/2005/12 regarding the results of a research on an appropriate frequency range applied for the emergency brake lighting.

15. Referring to TRANS/WP.29/GRE/2005/2, the expert from the EC recalled the outcome of the discussions during the previous GRE and GRRF sessions. He informed GRE about the EC's intention to organize in May 2005 a joint GRE/GRRF expert meeting on this subject. He invited GRE experts to contact him if they wished to participate in this meeting, but requested that each delegation restrict their participation to one expert. GRE welcomed this initiative of a joint meeting and invited the EC to take into account TRANS/WP.29/GRE/2005/12 and the outcome of the considerations on TRANS/WP.1/2005/11 by the juridical group of WP.1.

16. The expert from the United Kingdom informed GRE that some scientific research work on this subject was nearly finalized and announced his intention to present the detailed results at the next GRE session. The expert from CLEPA reminded the group to consider also the variation of intensity of stop lamps.

17. Regarding the future work on this subject, GRE agreed on the following principles:

- to develop only one EBLD to improve road safety and to avoid confusion of the road users;
- to consider, with regard to the activation requirements and the thresholds, the reference to Regulations Nos. 13 and 13-H.

18. The expert from France introduced informal document No. GRE-54-4 proposing the automatic activation of hazard warning light display and of an emergency braking light display. The expert from Japan stated that, in case of an emergency braking, the use of amber colour couldn't be accepted.

19. The Chairman requested the experts to consider the question of a mandatory or optional character of EBLD. GRE agreed to resume consideration on this subject at its next session in October 2005, on the basis of the outcome of the joint GRE/GRRF meeting.

3.5. Activation of a telltale

Documentation: TRANS/WP.29/GRE/2005/8; informal document No. GRE-54-11 of the annex to this report.

20. Recalling the outcome of the discussion at the previous GRE session, the expert from GTB presented TRANS/WP.29/GRE/2005/8 proposing new provisions for the activation of the operating telltale for front and rear direction indicator lamps equipped with more than one light source. The expert from OICA introduced informal document No. GRE-54-11 proposing amendments to the GTB proposal. Following the discussion, GRE agreed to resume consideration of this subject at its next session on the basis of a consolidated document by GTB and OICA.

3.6. Improve road safety of vehicles at slow moving manoeuvres

Documentation: TRANS/WP.29/GRE/2004/49.

21. With regard to the proposal by Germany for the use of two optional reversing lamps mounted on the side of long vehicles at slow moving manoeuvres (TRANS/WP.29/GRE/2004/49), the experts from the Russian Federation and the United Kingdom withdrew their study reservations. GRE adopted the document with the following correction:

Paragraph 6.4.6., correct the reference to paragraph 6.4.5.2. to read paragraph 6.4.5.

22. The secretariat was requested to submit the document, as corrected above, to WP.29 and AC.1, as Supplement 14 to the 02 series of amendments to Regulation No. 48, for consideration during their November 2005 sessions.

3.7. Non-interchangeability of light source modules (LSM)

Documentation: Informal document No. GRE-54-6 of the annex to this report.

23. The expert from IEC introduced informal document No. GRE-54-6 proposing an amendment to the Regulation to avoid the misuse of light source modules as replacement for approved light sources. GRE adopted the following amendment to the definition of light source modules:

Paragraph 2.7.1.1.3., amend to read:

"2.7.1.1.3. "Light source module" means an optical part of a device which is specific to that device, is containing one or more non-replaceable light sources, and is only removable from its device with the use of tool(s). **A light source module is so designed that regardless the use of tool(s), it is not mechanically interchangeable with any replaceable approved light source;**"

24. GRE requested the secretariat to submit this amendment to WP.29 and AC.1, as a part of Supplement 14 (para. 22 above) to the 02 series of amendments to Regulation No. 48, for consideration during their November 2005 sessions.

3.8. Limiting the time of stop light display activated by the retarder

25. The Chairman informed GRE about GRRF's request to consider the limitation of the time of stop light display activated by the retarder. GRE agreed to resume consideration at its next session on the basis of a concrete proposal by Germany.

4. REGULATION No. 86 (Installation of lighting and light-signalling on tractors)

Documentation: TRANS/WP.29/GRE/2004/41.

26. The expert from GTB recalled the purpose of TRANS/WP.29/GRE/2004/41 and the outcome of discussion during the previous session. Following the concerns raised by the experts from the EC, France, Germany and Italy, the expert from GTB agreed to consider the comments and, if necessary, to prepare a new proposal for the next GRE session.

5. COLLECTIVE AMENDMENTS

Documentation: TRANS/WP.29/GRE/2004/24; TRANS/WP.29/GRE/2005/5.

27. The expert from GTB reintroduced TRANS/WP.29/GRE/2004/24 and added that practical realisation of the proposed simplification of the approval markings of lighting and light-signalling devices would be possible only in relation with the establishment of a type approval database. Referring to a document distributed without an official symbol at the November 2004 session of WP.29 (informal document No. WP.29-134-23), the secretariat informed GRE that the feasibility study for such a database within the UNECE was still in progress. GRE underlined the importance of this subject and agreed to keep TRANS/WP.29/GRE/2004/24 on its agenda.

28. GRE considered TRANS/WP.29/GRE/2005/5 tabled by GTB to introduce into several Regulations provisions regarding the marking of certain devices with the range of voltage to ensure the correct testing and subsequent use of such devices.

29. GRE adopted the document, not amended, and requested the secretariat to submit it to WP.29 and AC.1, as draft Supplements to Regulations Nos. 4, 6, 7, 23, 38, 50, 77, 87 and 91, for consideration during their November 2005 sessions.

6. NEW GENERAL ITEMS

6.1. Lighting to assist boarding and alighting in buses and coaches

Documentation: TRANS/WP.29/GRSG/2005/2.

30. Upon GRSG's request, GRE considered TRANS/WP.29/GRSG/2005/2 regarding the possible installation in buses and coaches of lighting to assist boarding and alighting the area outside of the service doors. The expert from France raised concerns about the speed limit of 5 km/h at which the light should turn off. Following the discussion, the expert from Sweden volunteered to prepare a concrete proposal taking into account all comments for consideration at the next GRE session.

6.2. Regulation No. 99 (Gas-discharge light sources)

Documentation: TRANS/WP.29/GRE/2005/11.

31. The expert from GTB introduced TRANS/WP.29/GRE/2005/11 proposing a correction to the specifications of the light sources D3R and D4R.

32. GRE adopted the document and requested the secretariat to submit it to WP.29 and AC.1, as Corrigendum 1 to Supplement 2 to Regulation No. 99, for consideration at their November 2005 sessions.

6.3. Scope of Regulations under the 1958 Agreement covered by GRE

Documentation: Informal documents Nos. GRE-54-2 and GRE-54-16 of the annex to this report.

33. The expert from the EC introduced informal documents Nos. GRE-54-2 and GRE-54-16 on the crucial need to clarify the scope of the UNECE Regulations in order to put the EC in a position to make them mandatory within the European Union. GRE welcomed that initiative and agreed on the principles laid down in informal document No. GRE-54-16.

34. The EC expert was invited to prepare a concrete proposal for consideration at the next GRE session. As a large number of Regulations for lighting and light-signalling were concerned, the EC expert suggested to set up a small expert group, to meet during May 2005. For that purpose, all interested experts were invited to contact the EC expert (entr-automotive-industry@cec.eu.int).

SIGNALLING AND MARKING DEVICE REGULATIONS

7. REGULATION No. 7 (Position, stop and end-outline marker lamps)

35. Recalling the discussion in previous GRE sessions regarding new provisions for distributed lighting systems, the expert from GTB informed GRE that no progress of work was made in this area. GRE agreed to take this subject off the agenda.

8. REGULATION No. 70 (Rear marking plates)

Documentation: TRANS/WP.29/GRE/2004/20; informal document No. GRE-54-14 of the annex to this report.

36. The expert from Italy introduced informal document No. GRE-54-14 supplementing the proposal TRANS/WP.29/GRE/2004/20 tabled by Poland. As the amendments to Annex 10 were less stringent than the current ones, the expert from Japan couldn't accept those amendments.

37. GRE agreed on the urgency of corrections to the transitional provisions and adopted TRANS/WP.29/GRE/2004/20 with the following amendments:

Paragraph 13.9. (former), renumber as paragraph 13.7. and correct to read:

"13.7. Upon the expiration of a period of 48 months after the date of entry into force of Supplement 3 to the 01 series of amendments, Contracting Parties applying this Regulation may prohibit the fitting **on vehicles registered on their territory for the first time** of rear marking plates which do not meet the requirements of this Regulation as amended by Supplement 3 to the 01 series of amendments."

Annex 10, paragraph 2., the proposed amendments should be deleted at this time.

38. The secretariat was requested to submit the document, as amended above, to WP.29 and AC.1, as draft Corrigendum 1 to Supplement 3 to the 01 series of amendments to Regulation No. 70, for consideration during their June 2005 sessions (TRANS/WP.29/2005/57). The secretariat was also requested to reproduce the proposed amendments to Annex 10 in an official document for consideration at the next GRE session (note by the secretariat: see TRANS/WP.29/GRE/2005/24).

9. REGULATION No. 87 (Daytime running lamp)

Documentation: TRANS/WP.29/GRE/2004/5/Rev.1; TRANS/WP.29/GRE/2004/40; TRANS/WP.29/GRE/2004/42; TRANS/WP.29/GRE/2004/50; TRANS/WP.29/GRE/2005/13; TRANS/WP.29/GRE/2005/17.

39. The expert from GTB recalled the purpose of TRANS/WP.29/GRE/2004/5/Rev.1 proposing to update the photometric requirements and to promote the installation of dedicated DRLs by vehicle manufacturers. Following the discussion, GRE agreed to consider this proposal in combination with an automatic DRL switching (TRANS/WP.29/GRE/2004/50), but restricted the condition that the dipped beam headlamps would have to be switched on automatically, if the DRL were switched off. GRE agreed to resume consideration of this subject at its next session, taking into account the outcome of the ongoing discussion on the installation of the automatic switching.

40. The expert from GTB introduced TRANS/WP.29/GRE/2004/40 regarding the maintenance of the battery load during engine start. Following the discussion, GRE agreed to take this document off the agenda.

41. The expert from GTB presented TRANS/WP.29/GRE/2004/42 regarding the test procedure for the DRL being reciprocally incorporated with another function and having an electronic light source control gear. GRE agreed to resume consideration of this document at its next session.

42. With regard to the proposal by Germany (TRANS/WP.29/GRE/2004/50) proposing to have the automatic switching of dipped-beam headlamps mandatory, the experts from France, Italy, the United Kingdom and OICA raised their concerns. The expert from Germany volunteered to prepare a new proposal for consideration at the next GRE session.

43. The expert from OICA introduced TRANS/WP.29/GRE/2005/13 to allow the use of front direction indicators as DRLs. As a large number of delegations (Germany, Italy, the Netherlands, Sweden and the United Kingdom) could not support the proposal, GRE agreed to take its final decision on this subject at its fifty-fifth session.

44. GRE considered TRANS/WP.29/GRE/2005/17 proposing corrections to the French text of the Regulation. GRE adopted the document and requested the secretariat to submit the document (in French only) to WP.29 and AC.1, as draft Corrigendum 1 to Revision 1 to Regulation No. 87, for consideration during their November 2005 sessions.

10. COLOUR SPECIFICATIONS

10.1. Collective amendments on colour specifications

45. GRE agreed to postpone consideration of this subject until the expert from the United Kingdom, who volunteered to prepare a concrete proposal, would submit his document.

10.2. Existence of references to "selective yellow"

Documentation: TRANS/WP.29/GRE/2004/36; TRANS/WP.29/GRE/2004/52 and Corr.1; TRANS/WP.29/GRE/2005/4.

46. With regard to the definition of the colour "selective yellow", the expert from Japan introduced TRANS/WP.29/GRE/2004/36 aiming to align the provisions of Regulations Nos. 19, 48 and 53 with those of the Vienna Convention. GRE adopted the document with the following correction to the proposed amendments to Regulation No. 19:

Paragraph 7., correct the word "Calorimetric" to read "C~~o~~lorimetric".

47. The secretariat was requested to submit the document, as amended above, to WP.29 and AC.1, as draft Supplement 10 to the 02 series of amendments to Regulation No. 19, as a part of draft Supplement 14 (paras. 22 and 24) to the 02 series of amendments to Regulation No. 48, as draft Supplement 6 to the 01 series of amendments to Regulation No. 53, for consideration during their November 2005 sessions.

48. The expert from Germany recalled the purpose of TRANS/WP.29/GRE/2004/52 and its Corr. 1, proposing to delete in several Regulations the reference to the colour "selective yellow". As Japan could not accept the deletion of colour "selective yellow" in Regulations Nos. 19, 48, 53, 74 and 86, GRE adopted the document only partially, i.e. the amendments to Regulations Nos. 5, 7, 31, 50 and 99.

49. The secretariat was requested to submit the adopted amendments to WP.29 and AC.1, as draft Supplement 5 to the 02 series of amendments to Regulation No. 5, as part of draft Supplement 10 (para. 29) to the 02 series of amendments to Regulation No. 7, as draft Supplement 5 to the 02 series of amendments to Regulation No. 31, as part of draft Supplement 9 (para. 29) to Regulation No. 50, as draft Supplement 3 to Regulation No. 99, for consideration during their November 2005 sessions.

50. The expert from GTB introduced TRANS/WP.29/GRE/2005/4, also proposing the deletion of the reference to the colour "selective yellow". GRE adopted the document only with regard to Regulation No. 37.

51. GRE requested the secretariat to submit the adopted amendments to WP.29 and AC.1, as draft Supplement 26 to the 03 series of amendments to Regulation No. 37, for consideration during their November 2005 sessions.

11. PHANTOM LIGHT AND COLOUR WASHOUT PHENOMENA IN SIGNALLING AND MARKING DEVICES

52. With regard to the phenomena of the phantom light as well as the washout of the colour and light signal in light signalling devices with transparent (coloured and colourless) lenses, the expert from GTB reported on the progress of work within the GTB working group. The experts from Canada and the Netherlands underlined the urgency to resolve these problems. GRE agreed to resume consideration of this subject on the basis of a concrete proposal by GTB.

12. LOCATION OF FRONT DIRECTION INDICATOR AND ITS VISIBILITY

53. The expert from GTB informed GRE about the progress of work within the GTB working group on the visibility of front direction indicators with regard to their installation relative to the headlamp. He underlined that a major research programme would have to be conducted in order to provide compelling evidence for a regulatory change and that GTB did not have resources to carry out such a programme. GRE agreed to take this subject off its agenda until a concrete proposal would be submitted.

13. CONTOUR MARKING OF LARGE VEHICLES

54. The expert from the EC, Mr. N. Bowerman, chairing the informal working group on conspicuity markings, reported on the progress of work made during the first meeting held in Brussels (Belgium), on 3 March 2005. He informed GRE that the informal group would resume its consideration at a further session scheduled to be held in Munich (Germany), on 27 May 2005. Depending on the progress of the group's second session, a document could be ready for consideration at the next GRE session.

14. NEW ITEMS REGARDING SIGNALLING AND MARKING DEVICES

14.1. Regulation No. 6 (Direction indicators)

Documentation: TRANS/WP.29/GRE/2005/9; informal document No. GRE-54-12 of the annex to this report.

55. With regard to the activation criteria for the operation tell-tale of direction indicators incorporating multiple light sources, GRE considered TRANS/WP.29/GRE/2005/9 and informal document No. GRE-54-12. GRE agreed to resume consideration of this subject at its next session in October 2005, on the basis of a consolidated document by GTB and OICA.

14.2. Regulation No. 4 (Illumination of rear registration plates)

Documentation: Informal document No. GRE-54-9 of the annex to this report.

56. Referring to GRE's decision during its previous session (TRANS/WP.29/GRE/53, para. 25) that self-illuminating rear registration plates should not be considered as a lamp, the expert from Russian Federation introduced informal document No. GRE-54-9. He requested to have a more detailed description of such plates and a justification for their installations. The expert from Germany was invited to provide this information to the Russian delegation. The expert from GTB reported on the ongoing work within GTB regarding a proposal to amend Regulation No. 4. The expert from Italy expressed his preference to regulate the installation of such registration plate on a national level. GRE agreed that since self-illuminating rear registration plates were not considered as lamps, and in absence of any photometric or colour requirements, any vehicle equipped with such a registration plate would still have to be equipped with registration plate illumination device according to Regulation No. 4.

ROAD ILLUMINATION DEVICE REGULATIONS

15. REGULATION No. 98 (Headlamps with gas-discharge light sources)

Documentation: TRANS/WP.29/GRE/2003/23 and Add.1; TRANS/WP.29/GRE/2003/34; TRANS/WP.29/GRE/2005/7; TRANS/WP.29/GRE/2005/15; TRANS/WP.29/GRE/2005/19.

57. With regard to the development of harmonized beam pattern and provisions for the cut-off line, the expert from GTB introduced TRANS/WP.29/GRE/2005/19 superseding the proposal TRANS/WP.29/GRE/2003/34. The expert from Italy welcomed the document and suggested that these provisions be a basis to develop a gtr under the 1998 Agreement and not to insert them into the Regulations under the 1958 Agreement. The experts from Germany, the Netherlands and the United Kingdom supported that position. The expert from France raised her study reservation.

58. The expert from Japan preferred to adopt the provisions in a first step as an amendment to Regulation No. 98 which would automatically be a candidate for the development of a gtr on world-wide harmonized beam pattern. The expert from Canada supported this position. Reminding the objectives of the group, the expert from GTB stated that this proposal was a compromise for harmonized beam pattern for both the European and the North American region. He added that a petition for the adoption of this beam pattern had been addressed to the National Highway Traffic Safety Agency (NHTSA) in the United States of

America. The expert from the United States of America confirmed the receipt of that petition, which was still under evaluation.

59. GRE acknowledged the huge work done by GTB and confirmed that the proposal TRANS/WP.29/GRE/2005/19 would be the perfect basic document for the development of a draft gtr on world-wide harmonized beam pattern for headlamps. For this reason and under condition of finding a sponsor, GRE agreed to seek AC.3's consent to work on such a gtr and to insert this item into the programme of work under the 1998 Agreement. GRE also agreed to resume consideration of this document at its next session, on the basis of the outcome of the petition with NHTSA, finding a sponsor and the consent of AC.3. The Chairman invited all delegations of the C.P. to the 1998 Agreement to consider sponsorship of that gtr and the need for the establishment of an informal group.

60. Recalling the purpose of TRANS/WP.29/GRE/2003/23 and Add.1 and following the discussion on harmonized beam pattern, the expert from GTB suggested proceeding only with the proposed amendments relating to cut-off provisions of existing beam pattern in ECE Regulations and to the related conformity of production. He volunteered to provide the secretariat with a revised document, for consideration at the next GRE session.

61. GRE considered TRANS/WP.29/GRE/2005/7 (tabled by GTB) proposing editorial amendments to align the provisions of Regulation No. 98 with those of Regulation No. 112. GRE adopted the document and requested the secretariat to submit the document to WP.29 and AC.1, as draft Supplement 6 to Regulation No. 98, for consideration during their November 2005 sessions.

62. The expert from Japan introduced TRANS/WP.29/GRE/2005/15 aiming to align the requirements for the approval marking in Regulation No. 98 with those of Regulations Nos. 19, 112 and 113. The experts from France and CLEPA opposed this document and preferred to keep the present situation. The expert from GTB volunteered to prepare a new proposal to align the specification for markings of all headlamps Regulations, for consideration at the next GRE session.

16. REGULATION No. 112 (Headlamps emitting an asymmetrical passing beam)

16.1. Application of the Regulation and the approval mark

Documentation: TRANS/WP.29/GRE/2005/16.

63. The expert from Japan introduced TRANS/WP.29/GRE/2005/16 proposing a restriction that Japan would only adopt the provisions for Class B headlamps. GRE agreed on the principle to eliminate Class A provisions from the Regulation. The expert from Japan agreed to prepare a proposal for the deletion of all references to Class A headlamps. The expert from CLEPA raised the need to insert suitable transitional provisions to ensure that approvals granted up to the existing Supplement 4 still remaining valid. The expert from GTB volunteered to assist Japan in the preparation of a concrete proposal for consideration at the next GRE session.

16.2. Determination of the cut-off line and harmonized driving beam pattern

Documentation: TRANS/WP.29/GRE/2003/24 and Add.1; TRANS/WP.29/GRE/2004/6; TRANS/WP.29/GRE/2004/37/Rev.1; TRANS/WP.29/GRE/2005/20; informal document No. GRE-52-21 of the annex to this report.

64. GRE agreed to take informal document No. GRE-52-21 off the agenda.

65. For the same reasons as mentioned in paragraph 60 above, the expert from GTB suggested extracting from TRANS/WP.29/GRE/2003/24 and Add.1 the proposed amendments relating to cut-off provisions inclusive the conformity of production and to provide the secretariat with a revised document, for consideration at the next GRE session.

66. For the same reasons as mentioned in paragraph 59 above, GRE agreed to postpone its consideration of TRANS/WP.29/GRE/2005/20 (superseding TRANS/WP.29/GRE/2004/6) to the next session in October 2005.

67. With regard to the provisions on light sources for driving beam, GRE considered the GTB proposal TRANS/WP.29/GRE/2004/37/Rev.1 aligning the Regulation with Regulation No. 98. GRE adopted the document and requested the secretariat to submit the document to WP.29 and AC.1, as draft Supplement 5 to Regulation No. 112, for consideration during their November 2005 sessions.

17. GLARE OF HEADLAMPS

17.1. Headlamp glare

Documentation: TRANS/WP.29/GRE/2005/18.

68. The expert from Turkey introduced the report on a proposed solution for headlamp glare (TRANS/WP.29/GRE/2005/18) and gave a presentation on the different types of headlight glare, their causes and effects as well as some possible countermeasures. His presentation was followed by a demonstration of two vehicles, one equipped with standard headlamps and the other with modified headlamps. GRE welcomed that demonstration and invited the Turkish delegation to evaluate its proposed invention using the guidelines for the submission and evaluation of petitions (TRANS/WP.29/2003/35). GRE invited GTB to work, on a scientific basis, with the Turkish experts on the study and the evaluation of the new lighting system and, in case of an affirmative conclusion, to assist Turkey in the preparation of a concrete proposal for amendments to ECE Regulations.

18. REGULATION No. 19 (Front fog lamps)

18.1. Marking requirements for unique or non-replaceable lenses

Documentation: TRANS/WP.29/GRE/2004/8/Rev.1.

69. The expert from Japan withdrew TRANS/WP.29/GRE/2004/8/Rev.1.

18.2. Sealed beam front fog lamps

Documentation: TRANS/WP.29/GRE/2004/19/Rev.1.

70. The expert from France recalled the purpose of TRANS/WP.29/GRE/2004/19/Rev.1. Following the discussion on the type approval of the sealed beam type for front fog lamps, GRE agreed to resume consideration of the document at its next session, awaiting the final conclusion of the discussion on Regulation No. 37 with regard to use of light sources in front fog lamps (para. 71).

18.3. Regulation No. 37 (Filament lamps)

Documentation: TRANS/WP.29/GRE/2005/3*; TRANS/WP.29/GRE/2005/6; informal document No. GRE-54-7 of the annex to this report.

71. The expert from France presented TRANS/WP.29/GRE/2005/3* submitted to clarify the situation with regard to the category of filament lamps to be used in front for lamps. The expert from Germany opposed the adoption of footnote ****/ of that proposal. The expert from GTB introduced informal document No. GRE-54-7, complementing the French proposal. GRE agreed to resume consideration of the subject at its next session, on the basis of a consolidated document by France and GTB, taking into account the concerns by Germany.

72. The expert from IEC introduced TRANS/WP.29/GRE/2005/6 inserting some technical data to the sheets of several filaments lamps. GRE adopted the document and requested the secretariat to submit the document to WP.29 and AC.1, as a part (para. 51) of draft Supplement 26 to 03 series of amendments to Regulation No. 37, for consideration during their November 2005 sessions.

19. ADAPTIVE FRONT-LIGHTING SYSTEM (AFS)

19.1. Regulation regarding AFS

Documentation: TRANS/WP.29/GRE/2004/27/Rev.1; TRANS/WP.29/GRE/2005/10.

73. Following the decision of the previous session, GRE took a final review of TRANS/WP.29/GRE/2004/27/Rev.1 regarding the new Regulation on adaptive front-lighting systems (AFS) and adopted the document. The secretariat was requested to submit the document to WP.29 and AC.1, as a new draft Regulation on AFS for consideration at their June 2005 sessions (note by the secretariat: see TRANS/WP.29/2005/31). GRE acknowledge the good work done by the informal group, GTB and Mr. M. Lowe (United Kingdom), chairing the group.

74. GRE considered TRANS/WP.29/GRE/2005/10 (tabled by Germany) and adopted the document with the following amendment:

Annex 9, inserted footnote 9/, amend the text "... not be exceed in use, and/or, if the ..." to read "... not be exceed in use, **either by means of the system** or, if the ...".

75. The secretariat was requested to submit TRANS/WP.29/GRE/2005/10, as amended above, to WP.29 and AC.1, as an Addendum 1 to the draft Regulation on AFS, for consideration during their June 2005 sessions (note by the secretariat: see TRANS/WP.29/2005/31/Add.1).

19.2. Amendments concerning AFS

Documentation: TRANS/WP.29/GRE/2004/28/Rev.1; TRANS/WP.29/GRE/2004/29/Rev.1; TRANS/WP.29/GRE/2005/22; informal document No. GRE-54-13 of the annex to this report.

76. The expert from GTB recalled the necessary amendments regarding AFS to Regulations Nos. 48 (TRANS/WP.29/GRE/2004/28/Rev.1) and 45 (TRANS/WP.29/GRE/2004/29/Rev.1). Although consideration of TRANS/WP.29/GRE/2004/28/Rev.1 was not concluded, GRE requested the secretariat to submit both documents as, respectively, draft Supplement 5 to the 01 series of amendments to Regulation No. 45 and draft Supplement 13 to the 02 series of amendments to Regulation No. 48, to WP.29 and AC.1 for their June 2005 sessions (note by the secretariat: see TRANS/WP.29/2005/29 and TRANS/WP.29/2005/54). These two documents were submitted for information purpose only to stress their importance as part of the AFS implementation. GRE would continue to work on the final text of these two documents during future sessions.

77. GRE adopted TRANS/WP.29/GRE/2005/22 providing revised provisions to Regulation No. 48 for the compliance testing of automatic AFS activation contained in document TRANS/WP.29/GRE/2004/28/Rev.1. Reminding that all AFS related document would have to be adopted by WP.29 and AC.1 as a package, GRE agreed to keep this document on its agenda and to resume consideration of this subject at its next session in October 2005.

78. Referring to paragraph 6.22.7.4.3. of TRANS/WP.29/GRE/2004/28/Rev.1, the expert from the Netherlands raised concerns on the activation of the E mode with regard to the possible glaring of the oncoming traffic.

79. The expert from OICA introduced informal document No. GRE-54-13 regarding TRANS/WP.29/GRE/2004/28/Rev.1 and requesting that cleaning devices should not be mandatory for all AFS headlamps, but only for those headlamps with more than 2000 lm per unit. A large number of delegations could not support the proposal.

20. NEW ITEMS REGARDING ROAD ILLUMINATION DEVICES

20.1. Regulation No. 45 (Headlamp cleaner)

Documentation: TRANS/WP.29/GRE/2005/21; informal document No. GRE-54-15 of the annex to this report.

80. The expert from GTB introduced TRANS/WP.29/GRE/2005/21 proposing the insertion into the Regulation provisions related to the harmonized passing beam. The expert from Japan presented informal document No. GRE-54-15 supplementing the proposal by GTB. GRE agreed to resume consideration of this subject at its next session following the discussion on the fate of the harmonized beam pattern. GTB was invited to study the Japanese document and to prepare an eventual Revision to TRANS/WP.29/GRE/2005/21.

MOTORCYCLE LIGHTING AND LIGHT-SIGNALLING REGULATIONS

21. REGULATION No. 113 (Headlamps emitting a symmetrical passing beam)

21.1. Indication of the approval mark

Documentation: Informal document No. GRE-54-3 of the annex to this report.

81. With regard to some editorial corrections to Regulation No. 113, GRE considered informal document No. GRE-54-3 (tabled by IMMA) and adopted the following amendment:

Paragraph 4.2.2.6., amend to read:

"4.2.2.6. on **headlamps, other than Class A**, meeting the requirements of this Regulation....."

Paragraph 6.3.2.2., amend to read:

"6.3.2.2. Starting from point HV, horizontally to the right and left, the illumination shall be not less than
12 lux for Class B headlamp **to a distance of 1,125 mm**
and not less than 3 lux for Class B **headlamp** to a distance
of 2,250 mm.

In the case of a Class C or D headlamp, the intensities shall conform to the tables A or B in
Annex 3. Table A applies"

82. The secretariat was requested to submit the adopted amendments to WP.29 and AC.1, as a Corrigendum 2 to Supplement 2 to Regulation No. 113, for consideration during their November 2005 sessions.

83. GRE noted that no new document was presented and agreed to take this item off the agenda.

21.2. Measuring distance and maximum value for the cut-off

84. GRE noted that no new document was presented and agreed to take this item off the agenda.

22. NEW ITEMS REGARDING MOTORCYCLE LIGHTING DEVICES

22.1. Regulation No. 50 (Position, stop, direction-indicator lamps for motorcycles)

Documentation: TRANS/WP.29/GRE/2005/14.

85. The expert from Japan withdrew TRANS/WP.29/GRE/2005/14. GRE agreed to take this item off the agenda.

OTHER BUSINESS

23. PROPOSAL FOR AMENDMENTS TO THE CONVENTION ON ROAD TRAFFIC
(Vienna 1968)

86. The expert from GTB reported that the work on the alignment of the in use specifications of the 1968 Vienna Convention on Road Traffic with the construction provisions in the UNECE lighting and light-signalling Regulations was in the finalization process. GRE agreed to resume consideration of this subject at its next session, on the basis of an official document by GTB.

24. ROAD MAP FOR GRE WORK

87. The expert from CLEPA welcomed the availability of a running order (informal document No. GRE-54-1) which was facilitating the organization of manpower.

25. TRIBUTE TO MR. H.-J. SCHMIDT-CLAUSEN (Germany)

88. Learning that Mr. Schmidt-Clausen, representing Germany, would no longer attend the GRE sessions, GRE acknowledged his fruitful contributions during his activities in GRE and the organization of the Symposiums on Progress in Automobile Lighting (PAL). GRE expressed its appreciation to Mr. Schmidt-Clausen and wished him all the best for his retirement.

89. GRE was informed that these symposiums were recently renamed as International Symposium on Automotive Lighting (ISAL) and related information is available at the following website address: www.isal-symposium.de. The next ISAL is scheduled to take place in Darmstadt, on 27 and 28 September 2005.

90. The secretariat informed GRE that, following a request from the Commission, the UNECE Executive Secretary had approved the redeployment of a P-3 post to the Transport Division, to be effective on 15 June 2005, for the performance of the functions related to the 1998 Agreement. In view of the importance of the functions of the post, the Inland Transport Committee (ITC) has requested that the post be upgraded to the originally requested P-4 level as soon as possible. He said that the recruitment procedures for the new P-3 post had already started and that the vacancy would be posted in the UN Galaxy system (<http://galaxy.un.org>) in a short time. He recommended all GRE experts to diffuse this information and encouraged all interested candidates to apply for the post.

91. GRE was also informed that for the translation of the official documents, delegates can now access

the new public Official Document System (ODS) at the website address:

<http://documents.un.org>

AGENDA FOR THE NEXT SESSION

92. For the fifty-fifth session, scheduled to be held in Geneva, Palais des Nations, from Monday 3 (14.30 h) October 2005 to Friday 7 (until 12.30 h) October 2005, the secretariat refers to the draft agenda, which is available as informal document No. GRE-54-17 of the fifty-fourth GRE session on the UNECE WP.29 website:

<http://www.unece.org/trans/main/welcwp29.htm>

(select GRE and find "Informal Documents").

As part of the secretariat's efforts to reduce expenditure, all the official documents as well as the informal documents distributed prior to the session, by mail or placed on the WP.29 web-site, will not be available in the conference room for distribution to session participants. Delegates are kindly requested to bring all relevant copies of documents to the meeting.

Annex

LIST OF INFORMAL DOCUMENTS **GRE-54-...** DISTRIBUTED WITHOUT A SYMBOL DURING THE FIFTY-FOURTH SESSION OF GRE

No.	Transmitted by	Agenda item	Language	Title	Follow-up
1.	Canada	-	E	Running order of the provisional agenda items (TRANS/WP.29/GRE/2005/1 and Add.1)	(a)
2.	European Commission	6.3.	E	Incoherencies between the definitions in the Consolidated Resolution of the Construction of Vehicles (R.E.3), the Vienna Convention and UNECE Regulations	(a)
3.	IMMA	21.	E	Proposed Corrigendum to Regulation No. 113	(b)
4.	France	3.4.	E	Proposal for draft amendments to Regulation No. 48 (hazard warning and emergency braking light display)	(a)
5.	GTB	1.1.	E	Report on the 6th session of the GRE informal working group (IWG) on the development of a global technical regulation (gtr) concerning lighting installation (from 22-25 November 2004 in Bonn)	(a)
6.	IEC	3.7.	E	Draft Corrigendum to Regulation No. 48 (LSM)	(b)
7.	GTB	6.4.	E	Proposal for draft amendments to Regulations No. 37	(a)
8.	European Commission	2.	E	Proposal for draft amendments to Regulations No. 10	(a)
9.	Russian Federation	14.2.	E	Comments in regards to proposal for draft Supplement 11 to the 02 series of amendments to Regulation No. 48 (TRANS/WP.29/2005/12)	(a)
10.	OICA	1.1.	E	Proposed amendments to the draft gtr on lighting installation (TRANS/WP.29/GRE/2001/6/Rev.4)	(a)
11.	OICA	3.5.	E	Proposal for draft amendments to Regulation No. 48 (activation of telltales)	(a)
12.	OICA	14.1.	E	Proposal for draft amendments to document TRANS/WP.29/GRE/2005/9	(a)
13.	OICA	19.2.	E	Proposal for draft amendments to Regulation No. 48 (AFS)	(a)
14.	Italy	8.	E	Proposal for draft amendments to Regulation No. 70	(b)
15.	Japan	20.1.	E	Comment to TRANS/WP.29/GRE/2005/21 (Draft amendments to Regulation No. 45)	(a)

No.	Transmitted by	Agenda item	Language	Title	Follow- up
16.	European Commission	6.3.	E	Proposal for clarification of the scope of Regulations under the 1958 Agreement covered by GRE	(a)
17.	Secretariat	-	E	Draft provisional annotated agenda for the fifty-fifth session of GRE	(a)

Reconsideration of informal documents from the previous sessions of GRE

(referring to agenda item and follow-up decision of the current session)

52nd GRE session:

INFORMAL DOCUMENTS GRE-52-...

21.	Japan	16.2.	E	Japan's comment to TRANS/WP.29/GRE/2004/6 (Harmonized passing beam headlamp)	(a)
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Notes regarding the follow-up of the informal documents:

- (a) Consideration completed or to be superseded
- (b) Adopted and transmitted to WP.29/AC.1

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