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Working Party on Lighting and Light-Signalling

**REPORT OF THE WORKING PARTY ON LIGHTING AND LIGHT-SIGNALLING
ON ITS FIFTY-EIGHTH SESSION
(Geneva, 1 – 5 October 2007)**

CONTENTS

	<u>Paragraph(s)</u>	<u>Page</u>
I. ATTENDANCE.....	1	5
II. ADOPTION OF THE AGENDA) (Agenda item 1)	2	5
III. DEVELOPMENT OF NEW GLOBAL TECHNICAL REGULATIONS (gtrs)(Agenda item 2)	3-5	5
A. Exchange of views on the possible development of a gtr on installation of lighting and light-signalling (Agenda item 2(a))	3-4	5
B. Development of further gtrs (Agenda item 2(b)).....	5	6
IV. 1958 AGREEMENT: AMENDMENTS TO EXISTING UNECE REGULATIONS	6-51	6
A. <u>Regulation No. 37</u> (Filament lamps) (Agenda item 3).....	6	6
1. Provisions for new filament lamp categories (Agenda item 3(a))	6	6

CONTENTS (continued)

	<u>Paragraph(s)</u>	<u>Page</u>
B. <u>Regulation No. 48</u> (Installation of lighting and light-signalling devices))(Agenda item 4).....	7-22	6
1. Automatic activation of the hazard warning signal (Agenda item 4(a)).....	7-8	6
2. Operating voltage for lighting and light-signalling devices (Agenda item 4(b))	9	7
3. Activation of the stop lamps by endurance brakes (Agenda item 4(c)).....	10-11	7
4. Requirements for light-signalling lamps (Agenda item 4(d))	12-13	7
5. Provisions for the installation of end-outline marker lamps (Agenda item 4(e))	14	8
6. Definitions (Agenda item 4(f)).....	15	8
7. Interpretation of paragraph 5.7. of the Regulation (Agenda item 4(g))	16	8
8. Presence of lamp (Agenda item 4(h)).....	17	8
9. Proposals for the 04 series of amendments (Agenda item 4(i))	18-21	9
10. Requirements for headlamps (Agenda item 4(j)).....	22	9
C. Collective amendments (Agenda item 5).....	23-32	10
1. Simplification of the approval markings (Agenda item 5(a)).....	23	10
2. Collective amendments on colour specifications (Agenda item 5(b))	24-26	10
3. Phantom light and colour washout Phenomena in signalling and marking devices (Agenda item 5(c)).....	27	11
4. Regulations Nos. 69, 70 and 104 (Agenda item 5(d))	28	11
5. Regulations Nos. 19 and 37 (Agenda item 5(e))	29	11
6. Regulations Nos. 4, 6, 7, 19, 23, 38, 50, 77, 87, 91 and 119 (Agenda item 5(f)).....	30-31	12
7. Regulations Nos. 6, 7 and 48 (Agenda item 5(g)).....	32	12
D. Regulation No. 19 (Front fog lamps)(Agenda item 6).....	33-34	12
E. Regulations Nos. 19, 98, 112 and 113 (Agenda item 7).....	35	12
F. Regulations Nos. 48 and 112 (Agenda item 8)	36	13

CONTENTS (continued)

	<u>Paragraph(s)</u>	<u>Page</u>
G. Daytime running lamps (DRL) (Agenda item 9).....	37-40	13
1. Regulation No. 87 (Daytime running lamps) (Agenda item 9(a)).....	37-39	13
2. Regulations Nos. 19, 98, 112 and 123 (Agenda item 9(b)).	40	13
H. Regulation No. 53 (Installation of lighting and light-signalling devices on L ₃ category of vehicles) (Agenda item 10).....	41	14
1. Installation of lighting and light-signalling devices on L ₃ category of vehicles (Agenda item 10(a))	41	14
I. Regulations Nos. 53 and 113 (Agenda item 11).....	42-43	14
J. Regulation No. 98 (Headlamps with gas-discharge light sources) (Agenda item 12)	44	14
K. New agenda items (Agenda item 13).....	45-51	15
1. Regulation No. 65 (Special warning lamps for motor vehicle) (Agenda item 13(a)).....	45	15
2. Regulation No. 6 (Direction indicators) (Agenda item 13(b)).....	46	15
3. Regulation No. 113 (Headlamps emitting a symmetrical passing beam) (Agenda item 13(c)).....	47	15
4. Regulation No. 123 (Adaptive front-lighting systems (AFS)) (Agenda item 13(d)).....	48	15
5. Regulations Nos. 6, 7 and 38 (Agenda item 13(e)).....	49-50	16
6. Regulations Nos. 69 and 70 (Agenda item 13(f)).....	51	16
V. ELECTION OF OFFICERS (Agenda item 14).....	52	16
VI. OTHER BUSINESS (Agenda item 15).....	53-56	16
A. Amendments to the Convention on Road Traffic (Vienna 1968) (Agenda item 15(a)).....	53	16
B. Direction for future GRE work (Agenda item 15(b))	54	17
C. Regulation No. 10 (Electromagnetic compatibility) (Agenda item 15(c)).....	55	17
D. Light emitting diode LED modules for road illumination devices (Regulations Nos. 98 and 112) (Agenda item 15(d)).....	56	17
VII. AGENDA FOR THE NEXT SESSION.....	57	17

Annexes

	<u>Page</u>
I. LIST OF INFORMAL DOCUMENTS DISTRIBUTED DURING THE SESSION (GRE-58-...)	18
II. AMENDMENTS TO REGULATION No. 48	21
III. AMENDMENTS TO REGULATION No. 69	25
IV. AMENDMENTS TO REGULATION No. 70	26
V. AMENDMENTS TO REGULATIONS Nos. 4, 6, 7, 23, 38, 50, 77, 87, 91 and 119	27
VI. AMENDMENTS TO REGULATION No. 65	30
VII. AMENDMENTS TO REGULATION No. 98	31
VIII. AMENDMENTS TO REGULATION No. 112	32

I. ATTENDANCE

1. The Working Party on Lighting and Light-Signalling (GRE) held its fifty-eighth session from 1 to 5 October 2007 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 the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690): Belgium; Canada; China; Czech Republic; Finland; France; Germany; Hungary; India; Italy; Japan; Luxembourg; Netherlands; Norway; Republic of Korea; Republic of South Africa; Russian Federation; Spain; Sweden; United Kingdom; United States of America. An expert from the European Commission (EC) participated. Experts from the following non-governmental organizations also participated: International Organization of Motor Vehicle Manufacturers (OICA); European Association of Automobile Suppliers (CLEPA); Federation of European Motorcyclists' Associations (FEMA); International Electrotechnical Commission (IEC); International Motorcycle Manufacturers Association (IMMA). Upon the special invitation of the Chairman, the experts from the Working Party "Brussels 1952" (GTB) participated.

II. ADOPTION OF THE AGENDA (Agenda item 1)

2. GRE inserted new agenda items 5(g), 13(f), 15(c) and 15(d) and adopted the agenda.

III. DEVELOPMENT OF NEW GLOBAL TECHNICAL REGULATIONS (gtrs) (Agenda item 2)

A. Exchange of views on the possible development of a gtr on installation of lighting and light-signalling devices (Agenda item 2(a))

Documentation: ECE/TRANS/WP.29/GRE/2006/49

3. GRE noted the decision of AC.3 to keep the possible development of that gtr as an exchange of views (ECE/TRANS/WP.29/1062, para. 97.). The expert from the Netherlands acknowledged that a gtr on this subject was premature and renewed his proposal for a Regulation No. 48-H as an intermediate step in order to save work on which consensus had been found. He clarified that the proposal would not amend the current Regulation No. 48, but would be deemed on coexistence basis as an option for manufacturers to build vehicles corresponding to harmonized Regulations. The expert from Italy questioned the need for such proposal and suggested to streamline the GRE efforts on the current Regulation No. 48 in order to achieve its full harmonization and adoption by the Contracting Parties of the 1958 Agreement.

4. Finally GRE agreed to consider at its fifty-ninth session a proposal from the Netherlands for Regulation No. 48-H, whose scope would be limited to vehicles of category M₁ and N₁ having length ≤ 6 m and width ≤ 2 m.

B. Development of further gtrs (Agenda item 2(b))

5. Bearing in mind the aim of improving the work effectiveness under this agenda item, the Chairman asked for sponsors to develop further gtrs. He indicated that the areas of harmonized passing beam pattern for headlamps, front fog lamps, LED headlamps, Adaptive Front-Lighting Systems (AFS) and installation of lighting and light-signalling devices on motorcycles would be the most eligible candidates.

IV. 1958 AGREEMENT: AMENDMENTS TO EXISTING UNECE REGULATIONS

A. Regulation No. 37 (Filament lamp) (Agenda item 3)

1. Provisions for new filament lamp categories (Agenda item 3(a))

Documentation: ECE/TRANS/WP.29/GRE/2007/56

6. GRE adopted ECE/TRANS/WP.29/GRE/2007/56, as amended below, and requested the secretariat to submit the amended proposal to WP.29 and AC.1, for consideration at their March 2008 sessions, as draft Supplement 31 to the 03 series of amendments to Regulation No. 37.

Page 2, sheet H15/1, figure 1, for **Driving beam** read **High wattage** and for **DRL** read **Low wattage**.

Page 3, note 5/, for **DRL** read **low wattage** and for **driving beam** read **high wattage**

Page 4, the drawing, for **DRL beam** read **low wattage** and for **driving beam** read **high wattage**

Page 6, notes 9/ and 11/, for **Driving beam** read **high wattage filament** and for **DRL** read **low wattage**.

B. Regulation No. 48 (Installation of lighting and light-signalling devices) (Agenda item 4)

1. Automatic activation of the hazard warning signal (Agenda item 4(a))

Documentation: ECE/TRANS/WP.29/GRE/2007/60

7. The expert from Japan introduced ECE/TRANS/WP.29/GRE/2007/60 aimed at allowing automatic switching of the rear-end collision alert signal under certain circumstances. The proposal received comments from different delegations regarding some areas of concerns, such as the use of the emergency stop signal (ESS) that could introduce misunderstanding situations for the drivers of the following vehicle. Some experts indicated that the use of the hazard warning should be less confusing. The expert from the Netherlands stated that from a general point of view the issue of the introduction of innovative technology should first be examined by WP.29 or by the informal group on Intelligent Transport System (ITS), in order to

avoid inconsistent parts in Regulations. He also added that a self-certification of the device activation system by the manufacturers could not be acceptable.

8. The expert from Japan volunteered to prepare a revised proposal taking into account the comments received and providing more technical information and rationales for consideration at the next GRE session in April 2008.

2. Operating voltage for lighting and light-signalling devices (Agenda item 4(b))

Documentation: ECE/TRANS/WP.29/GRE/2007/3/Rev.1; Informal document No. GRE-58-05 of Annex I to this report

9. Referring to GRE-58-05, the Chairman of the informal group Mr. K. Manz (Germany), reported about the results of the first meeting of the operating voltage informal group (OVIG). He informed that OICA had been invited to prepare a proposal concerning a set of vehicle parameters representative of normal conditions of vehicle use in order to devise a cost-effective test method for voltage measurement. He concluded that the next meeting of the informal group had been scheduled in Frankfurt on 12 November 2007.

3. Activation of the stop lamps by endurance brakes (Agenda item 4(c))

10. GRE noted the decision of GRRF on this subject during its session in September 2007, namely the request to GRE to have more details concerning the light signal generated respective of the deceleration produced.

11. GRE agreed to resume consideration of this subject at its next session on the basis of a new document jointly prepared by the experts from OICA and CLEPA.

4. Requirements for light-signalling lamps (Agenda item 4(d))

Documentation: ECE/TRANS/WP.29/GRE/2007/21; Informal documents Nos. GRE-58-09 and GRE-58-24 of Annex I to this report

12. GRE reconsidered ECE/TRANS/WP.29/GRE/2007/21 concerning the conspicuity of front direction indicator lamps located close to daytime running lamps (DRL). The expert from OICA introduced GRE-58-24 requesting the deletion of the requirements regarding the distance between DRL and direction indicators, but without the transitional provisions to complement the proposal from GTB. Although the GTB proposal received support from some delegations, the expert from France requested proper transitional provisions and requirements to ensure conspicuity of front direction-indicator lamps when fitted close to DRL (GRE-58-09). The expert from the Netherlands suggested to allow reduction of the luminous intensity of DRL in order to preserve the conspicuity of front direction indicators. Germany supported this position and suggested the same relation of intensity levels as applied for rear position lamps and stop lamps. EC and United Kingdom preferred to keep a distance requirement.

13. After the discussion of ECE/TRANS/WP.29/GRE/2007/21, GRE-58-09 and GRE-58-24 were withdrawn. GRE agreed to resume consideration on this issue on the basis of a new proposal jointly prepared by France, GTB and OICA.

**5. Provisions for the installation of end-outline marker lamps
(Agenda item 4(e))**

14. GRE noted that no new proposals were submitted to replace ECE/TRANS/WP.29/GRE/2007/23, withdrawn by Japan during the previous session. GRE agreed to remove this item from the agenda of the next meeting.

6. Definitions (Agenda item 4(f))

Documentation: Informal document No. GRE-58-19

15. GRE considered GRE-58-19 tabled by Italy concerning the exemption of devices for indirect vision from the determination of the total length of vehicles. GRE adopted the proposal as reproduced in Annex II to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their March 2008 sessions, as draft Supplement 5 to the 03 series of amendments. GRE agreed to remove the item from the agenda of the next session.

7. Interpretation of paragraph 5.7. of the Regulation (Agenda item 4(g))

Documentation: ECE/TRANS/WP.29/GRE/2007/55; Informal documents Nos. GRE-58-10, GRE-58-15, GRE-58-23 and Rev.1 of Annex I to this report

16. GRE considered ECE/TRANS/WP.29/GRE/2007/55, tabled by GTB, regarding electrical connections, colour visibility and photometry for front or rear position lamps if such lamps are reciprocally incorporated with another lamp or function. The expert from France introduced GRE-58-10, amending the GTB proposal. The expert from India introduced some comments (GRE-58-15) while the expert from OICA proposed editorial corrections to ECE/TRANS/WP.29/GRE/2007/55. All the proposals did not receive an agreement and were withdrawn. The expert from Japan requested clarification on the issue of stop lamps and rear direction indicators being reciprocally incorporated. Finally, the experts from France, India, GTB and OICA, introduced a consolidated proposal GRE-58-23 Rev.1. GRE agreed to defer the discussion to the next GRE meeting and requested the secretariat to distribute GRE-58-23 Rev.1 with an official symbol at the next GRE session.

8. Presence of lamp (Agenda item 4(h))

Documentation: ECE/TRANS/WP.29/GRE/2007/4; GRE-58-18 of Annex I to this report

17. Regarding the update of conditions to determine the presence of a lamp due to the new technologies applied to the lamp design and electrical connections, GRE considered GRE-58-18 from Italy complementing ECE/TRANS/WP.29/GRE/2007/4. However, the proposal did not receive the support of GRE. The expert from Italy withdrew both proposals and GRE agreed to remove the item from the agenda of the next session.

9. Proposals for the 04 series of amendments (Agenda item 4(i))

Documentation: ECE/TRANS/WP.29/2007/37; ECE/TRANS/WP.29/2007/20/Rev.1; Informal documents Nos. GRE-58-02, GRE-58-04, GRE-58-08, GRE-58-20, GRE-58-25, GRE-58-27, GRE-58-28 and Rev.1 of Annex I to this report

18. GRE noted that WP.29 would consider the GRE proposal (ECE/TRANS/WP.29/2006/88) at its November 2007 session. GRE also noted that WP.29 would consider separately the GTB proposal concerning the provisions excluding Class A headlamps (ECE/TRANS/WP.29/2007/68). With regard to the deactivation of automatic switching of DRL, the Chairman informed that the adopted proposal from the United Kingdom would be also considered by WP.29 (ECE/TRANS/WP.29/2007/67) as well as the request of Japan of the footnote in paragraph 6.19 (ECE/TRANS/WP.29/2007/15). Regarding the proposal of provisions for the mandatory automatic switching of dipped-beam headlamps in combination with automatic activation of DRL, GRE noted that WP.29 would consider a compromise proposal from EC (ECE/TRANS/WP.29/2007/20/Rev.1).

19. GRE proceeded with the consideration of GRE-58-02, GRE-58-04, GRE-58-08, GRE-58-20 and GRE-58-25, commenting the provisions of ECE/TRANS/WP.29/2007/20/Rev.1. The expert from United Kingdom requested amongst others, that the manual control of the switching of the headlamps would always be ensured and that the automatic switching of the dipped-beam headlamps should not be reactivated if the engine starts and stops automatically. (GRE-58-02).

20. Following the discussion, GRE considered GRE-58-27, GRE-58-28 and Rev.1 from the Chairman as a compromise solution. The experts from France, Italy, Russian Federation, Spain, Czech Republic, republic of Korea and OICA expressed their opposition to mandatory automatic switching of dipped-beam headlamps. In view of the pending European Commission's document ECE/TRANS/WP.29/2007/20/Rev.1, GRE agreed to consider the technical aspects of the proposal in order to make it technically acceptable, if it would be adopted by WP.29. As a result of this consideration, GRE adopted GRE-58-28 Rev.1 as reproduced in Annex II of the report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their November 2007 sessions, as part of draft 04 series of amendments.

21. GRE did not consider ECE/TRANS/WP.29/GRE/2007/37, which was already rejected during the fifty-seventh session of GRE.

10. Requirements for headlamps (Agenda item 4(j))

22. GRE noted that no new proposals were submitted to replace ECE/TRANS/WP.29/GRE/2007/25, which had been withdrawn by Japan during the fifty-seventh session. GRE agreed to remove this item from the agenda of the next meeting.

C. Collective amendments (Agenda item 5)

1. Simplification of the approval markings (Agenda item 5(a))

23. GRE was informed that, at the June 2007 session, WP.29 agreed to establish a new informal group to develop the electronic database for type approval exchange of information (DETA) under the chairmanship of Germany. It was also noted that the first meeting of the informal group would be held during the next WP.29 session, on 16 November 2007. GRE agreed to wait for the informal group conclusion before considering the GTB proposals for simplification.

2. Collective amendments on colour specifications (Agenda item 5(b))

Documentation: ECE/TRANS/WP.29/GRE/2006/25; ECE/TRANS/WP.29/GRE/2007/62; Informal document No. GRE-58-03 of Annex I to this report

24. GRE considered ECE/TRANS/WP.29/GRE/2007/62 from the expert of United Kingdom, superseding ECE/TRANS/WP.29/GRE/2006/25, in order to introduce into the Regulations collective amendments regarding colour specifications for active lighting devices. The expert from OICA opposed the provisions on colour specifications in Regulation No. 48 because such provisions should not be the responsibility of vehicle manufacturers. He suggested their insertion in Special Resolution No.1 (S.R.1) or into the Consolidated Resolution (R.E.3). The expert from IMMA supported in principle the OICA position. The expert from GTB suggested that these specifications should be rather part of the horizontal Regulation, but in order to save time he supported the adoption of the proposal by the United Kingdom.

25. Following the discussion, GRE adopted ECE/TRANS/WP.29/GRE/2007/62, as amended below, and requested the secretariat to submit the proposal to WP.29 and AC.1, for consideration at their March 2008 sessions, as draft Supplements to Regulations Nos. 5, 6, 7, 19, 23, 31, 37, 38, 48, 50, 53, 74, 77, 86, 87, 91, 98, 99, 112, 113, 119 and 123.

Pages 2, 3, 5, 6, 10, 11, 12 and 14, the amended paragraph 2.4., correct to read:

"2.4. Measured and recorded photometric characteristics

The sampled lamp shall be subjected to photometric measurements for the minimum values at the points listed in Annex, and the **required** chromaticity coordinates ~~provided for in the Regulation.~~"

26. GRE also considered GRE-58-03 from the Czech Republic, concerning the colour specifications of passive lighting devices. The proposal received some comments and the expert from the Czech Republic volunteered to prepare a new proposal to the next GRE session.

3. Phantom light and colour washout phenomena in signalling and marking devices (Agenda item 5(c))

27. The expert from Germany informed GRE about the research progress. He reported that tests on the influence of the sunlight had been carried out on lamps of different construction. He added that the final proposal should regard the luminous distribution and the assessment of the contrast difference between the night and the sun load conditions.

4. Regulations Nos. 69, 70 and 104 (Agenda item 5(d))

Documentation: ECE/TRANS/WP.29/GRE/2006/39; ECE/TRANS/WP.29/GRE/2006/40; ECE/TRANS/WP.29/GRE/2007/57; ECE/TRANS/WP.29/GRE/2007/58; ECE/TRANS/WP.29/GRE/2007/59

28. GRE adopted ECE/TRANS/WP.29/GRE/2006/39 and ECE/TRANS/WP.29/GRE/2006/40, as amended respectively by ECE/TRANS/WP.29/GRE/2007/57 and ECE/TRANS/WP.29/GRE/2007/58 (as amended by Annexes III and IV respectively), and ECE/TRANS/WP.29/GRE/2007/59, not amended. The secretariat was requested to submit the proposals to WP.29 and AC.1, for consideration at their March 2008 sessions, as draft supplement 4 to Regulation No. 69, as draft Supplement 3 to Regulation No. 70 and as Corrigendum 1 to Supplement 3 to Regulation No. 104, respectively.

5. Regulations Nos. 19 and 37 (Agenda item 5(e))

Documentation: ECE/TRANS/WP.29/GRE/2007/40

29. GRE considered and adopted ECE/TRANS/WP.29/GRE/2007/40, as amended below, and requested the secretariat to submit the proposal to WP.29 and AC.1, for consideration at their November 2007 sessions, as draft Supplement 30 to the 03 series of amendments to Regulation No. 37.

Page 4, add at the end:

The list of sheets for filament lamps and their sequence, amend to read:

"Sheet number(s)

...

HS5/1 to 4

HS6/1 to 4

P13W/1 to 3

..."

**6. Regulations Nos. 4, 6, 7, 23, 38, 50, 77, 87, 91 and 119
(Agenda item 5(f))**

Documentation: ECE/TRANS/WP.29/GRE/2007/54; Informal documents Nos. GRE-58-07 and GRE-58-17 of Annex I to this report

30. Taking into account GRE-58-17 from India, GRE considered and adopted ECE/TRANS/WP.29/GRE/2007/54, as amended by Annex V to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for their consideration at their March 2008 sessions as draft Supplements to the corresponding ten Regulations.

31. The expert from Germany introduced GRE-58-07 based on ECE/TRANS/WP.29/GRE/2007/54. The secretariat was requested to distribute it with an official symbol for consideration at the next GRE session.

7. Regulations Nos. 6, 7 and 48 (Agenda item 5(g))

Documentation: ECE/TRANS/WP.29/GRE/2007/64; ECE/TRANS/WP.29/GRE/2007/65; ECE/TRANS/WP.29/GRE/2007/66

32. The expert from France introduced ECE/TRANS/WP.29/GRE/2007/64, ECE/TRANS/WP.29/GRE/2007/65 and ECE/TRANS/WP.29/GRE/2007/66 limiting required geometric visibility of light signalling devices under certain circumstances. Due the late availability of the documents and the severity of the subject, GRE agreed to defer the discussion of this subject to its next session.

D. Regulation No. 19 (Front fog lamps) (Agenda item 6)

Documentation: ECE/TRANS/WP.29/GRE/2007/61; ECE/TRANS/WP.29/GRE/2007/63

33. GRE adopted ECE/TRANS/WP.29/GRE/2007/61 not amended. The secretariat was requested to submit it to WP.29 and AC.1, for consideration at their March 2008 session as Corrigendum 1 to the 03 series of amendments to Regulation No. 19.

34. The expert from Germany introduced ECE/TRANS/WP.29/GRE/2007/63 proposing transitional provisions aimed at prohibiting Class B front fog lamps. The expert from OICA questioned the need of prohibiting such lamps while the representative of CLEPA requested provisions to keep indefinitely the existing Class B type approvals. Following the discussion, GRE agreed to resume the discussion at the next session.

E. Regulations Nos. 19, 98, 112 and 113 (Agenda item 7)

Documentation: ECE/TRANS/WP.29/GRE/2007/43; ECE/TRANS/WP.29/GRE/2007/46; ECE/TRANS/WP.29/GRE/2007/48; ECE/TRANS/WP.29/GRE/2007/50

35. GRE adopted ECE/TRANS/WP.29/GRE/2007/43, ECE/TRANS/WP.29/GRE/2007/46, ECE/TRANS/WP.29/GRE/2007/48 and

ECE/TRANS/WP.29/GRE/2007/50, not amended. The secretariat was requested to submit them to WP.29 and AC.1, for consideration at their March 2008 session as a part (see para. 25) of draft Supplement 1 to the 03 series of amendments to Regulation No. 19, draft Supplement 10 to Regulation No. 98, draft Supplement 9 to Regulation No. 112 and as draft Supplement 7 to Regulation No. 113.

F. Regulations Nos. 48 and 112 (Agenda item 8)

Documentation: ECE/TRANS/WP.29/GRE/2006/15; ECE/TRANS/WP.29/GRE/2006/16;
Informal document No. GRE-58-11 of Annex I to this report

36. The expert from France introduced GRE-58-11, amending ECE/TRANS/WP.29/GRE/2006/15. The proposal did not receive the support of GRE. The expert from France withdrew the proposal and GRE agreed to remove the item from the agenda of the next session altogether with ECE/TRANS/WP.29/GRE/2006/15 and ECE/TRANS/WP.29/GRE/2006/16.

G. Daytime running lamps (DRL) (Agenda item 9)

**1. Regulation No. 87 (Daytime running lamps)
(Agenda item 9(a))**

Documentation: ECE/TRANS/WP.29/GRE/2007/10; ECE/TRANS/WP.29/GRE/2007/38;
Informal document No. GRE-58-12

37. GRE did not consider ECE/TRANS/WP.29/GRE/2007/38 which was rejected during last GRE session.

38. The expert from France introduced GRE-58-12 concerning provisions on DRLs with variable intensity. The expert from Italy questioned the need to introduce such complicated DRL devices, since European countries with different light conditions consider sufficient the conspicuity characteristics of present DRL. GRE agreed to resume consideration on this agenda item at its next session and requested the secretariat to distribute GRE-58-12 with an official symbol.

39. Following the request of the expert from Germany, GRE agreed to defer the discussion on ECE/TRANS/WP.29/GRE/2007/10 to its next session.

2. Regulations Nos. 19, 98, 112 and 123 (Agenda item 9(b))

Documentation: ECE/TRANS/WP.29/GRE/2007/45; ECE/TRANS/WP.29/GRE/2007/47;
ECE/TRANS/WP.29/GRE/2007/52; ECE/TRANS/WP.29/GRE/2007/53; Informal document
No. GRE-58-16

40. GRE considered and adopted ECE/TRANS/WP.29/GRE/2007/53, ECE/TRANS/WP.29/GRE/2007/45, ECE/TRANS/WP.29/GRE/2007/47 and ECE/TRANS/WP.29/GRE/2007/52 not amended. The secretariat was requested to submit them

to WP.29 and AC.1, for consideration at their March 2008 session as a part (see para. 33) of draft Corr. 1 to the 03 series of amendment to Regulation No. 19, as draft Corrigendum 1 to Supplement 5 to Regulation No. 98, as Corrigendum 1 to draft Supplement 6 to Regulation No. 112 and as draft Corr.1 to Regulation No. 123, respectively. The expert from India withdrew GRE-58-16 already covered by ECE/TRANS/WP.29/2007/66.

H. Regulation No. 53 (Installation of lighting and light-signalling devices on L₃ category of vehicles) (Agenda item 10)

1. Installation of daytime running lamps (Agenda item 10(a))

Documentation: ECE/TRANS/WP.29/GRE/2007/9

41. The expert from Germany withdrew document ECE/TRANS/WP.29/GRE/2007/9, and stated that although research had been concluded on this issue, further investigation is needed. GRE agreed to keep the item in the agenda of the next session.

I. Regulations Nos. 53 and 113 (Agenda item 11)

Documentation: ECE/TRANS/WP.29/2006/46; ECE/TRANS/WP.29/2006/47; Informal document No. GRE-58-26 and App.1 of Annex I to this report

42. The expert from IMMA gave a presentation of GRE-58-26 and App.1 concerning the introduction of high-intensity discharge passing beam headlamps (HID) on motorcycles, complementing ECE/TRANS/WP.29/GRE/2006/46 and ECE/TRANS/WP.29/GRE/2006/47 proposals. The experts from the Netherlands and United Kingdom were in favor of automatic leveling of HID, as provided for in Regulation No. 48.

43. GRE agreed in principle with the IMMA proposal and stated that the only item HID lamps would require is the leveling system. A differentiation of vertical orientation values according to headlamps height was not considered necessary. With exception of the leveling requirements, IMMA would consider the proposal from the Netherlands before finalizing the documents (ECE/TRANS/WP.29/GRE/2006/46/Rev.1 and ECE/TRANS/WP.29/GRE/2006/47/Rev. 1) for the next session.

J. Regulation No. 98 (Headlamps with gas-discharge light sources) (Agenda item 12)

Documentation: ECE/TRANS/WP.29/GRE/2007/44

44. GRE adopted ECE/TRANS/WP.29/GRE/2007/44, as amended below. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their March 2008 sessions, as part (see paras. 25 and 35) of draft Supplement 10 to Regulation No. 98.

Page 2, paragraph 4.2.3.2., for "4.3.2.1." read "4.2.3.1."

K. New agenda items (Agenda item 13)

**1. Regulation No. 65 (Special warning lamps for motor vehicles)
(Agenda item 13(a))**

Documentation: ECE/TRANS/WP.29/GRE/2007/41; Informal document No. GRE-58-06 of Annex I to this report

45. Taking into account GRE-58-06 tabled by Germany, GRE adopted ECE/TRANS/WP.29/GRE/2007/41, as amended by Annex VI of this report. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their March 2008 sessions, as draft Supplement 6 to Regulation No. 65.

2. Regulation No. 6 (Direction indicators) (Agenda item 13(b))

Documentation: ECE/TRANS/WP.29/GRE/2007/42

46. GRE adopted ECE/TRANS/WP.29/GRE/2007/42, not amended. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their March 2008 sessions, as a part (see paras. 25 and 30) of draft Supplement 17 to 01 series of amendments to Regulation No. 6.

**3. Regulation No. 113 (Headlamps emitting a symmetrical passing beam)
(Agenda item 13(c))**

Documentation: ECE/TRANS/WP.29/GRE/2007/49

47. GRE adopted ECE/TRANS/WP.29/GRE/2007/49, not amended. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their March 2008 sessions, as a part (see paras. 25 and 35) of draft Supplement 7 to Regulation No. 113.

**4. Regulation No. 123 (Adaptive front-lighting systems (AFS))
(Agenda item 13(d))**

Documentation: ECE/TRANS/WP.29/GRE/2007/51

48. GRE considered and adopted ECE/TRANS/WP.29/GRE/2007/51, as amended below. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their March 2008 sessions, as part (see para. 40) of draft Corrigendum 1 to Regulation No. 123.

Paragraph 2.2.3., the amended paragraph, correct to read:

"2.2.3. One set of samples ~~of the type~~ of ~~the~~ system, for which approval....."

5. Regulations Nos. 6, 7 and 38 (Agenda item 13(e))

Documentation: Informal document No. GRE-58-29 of Annex I to this report

49. GRE noted that at their November 2006 sessions, WP.29 and AC.1 approved the amendments to Regulations Nos. 6, 7, 38 and 48, which introduce provisions regarding lamps with variable intensity. The former unique "R" mark for rear position lamp was replaced by "R1" for steady and "R2" for variable lamps. The same situation was for rear-fog lamps and end-outline marker lamps. CLEPA and OICA introduced GRE-58-29 proposing to maintain the possibility of type approvals for vehicles having former marked "R" or "F" devices.

50. GRE adopted GRE-58-29, as reproduced in Annex II. The secretariat was requested to submit the proposal to WP.29 and AC.1, for consideration at their November 2007 sessions, as draft Corrigendum 1 to Supplement 2 to the series 03 of amendments to Regulation No. 48.

6. Regulations Nos. 69 and 70 (Agenda item 13(f))

Documentation: Informal documents Nos. GRE-58-13 and GRE-58-14 of Annex I to this report

51. GRE considered GRE-58-13 and GRE-58-14 from India concerning the deletion of daytime colour requirements from the Regulations. Both documents did not receive the support of GRE. It was agreed to keep the item in the agenda of the next meeting awaiting new proposals from India.

V. ELECTION OF OFFICERS (Agenda item 14)

52. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690), GRE called for the election of officers. The representatives of the Contracting Parties, present and voting, re-elected unanimously Mr. M. Gorzkowski (Canada) as Chairman for the GRE sessions scheduled for the year 2008.

VI. OTHER BUSINESS (Agenda item 15)

A. Amendments to the Convention on Road Traffic (Vienna 1968) (Agenda item 15(a))

53. The expert from IMMA, Dr. Rogers, informed GRE about the work progress of the small internal group of the Working Party on Road Traffic Safety (WP.1) on an updated version of Annex 5 to the Vienna Convention in order to introduce new technologies regarding Lighting and Light-Signalling. GRE agreed that WP.1 should be asked to make every effort to amend Annex 5 to the Vienna Convention quickly, so that newly-introduced, safety-related technology, such as AFS and the emergency stop signal, could be used in vehicles entering International Traffic.

B. Direction for future GRE work (Agenda item 15(b))

54. GRE did not take any decisions on this subject. GRE agreed to keep it on the agenda for the next session to allow future exchange of views.

C. Regulation No. 10 (Electromagnetic compatibility) (Agenda item 15(c))

Documentation: Informal document No. GRE-58-01 of Annex I to this report

55. GRE considered GRE-58-01 from Japan. GRE noted that this subject would be already considered by WP.29 at its November 2007 session. The expert from Japan withdrew the proposal.

D. Light emitting diode LED modules for road illumination devices (Regulations Nos. 98 and 112) (Agenda item 15(d))

Documentation: Informal documents Nos. GRE-58-21 and GRE-58-22 of Annex I to this report

56. GRE considered GRE-58-21 and 22. GRE adopted GRE-58-22 as reproduced in Annex VII and VIII and requested the secretariat to submit the proposals to WP.29 and AC.1, for consideration at their March 2008 sessions, as draft Corrigendum 1 to Supplement 9 to Regulation No. 98 and Corrigendum 1 to Supplement 8 to Regulation No. 112, respectively.

VII. AGENDA FOR THE NEXT SESSION

57. GRE did not consider the provisional agenda for the fifty-ninth session of GRE, scheduled from 31 March to 4 April 2008. Instead, it was agreed that the Chairman, jointly with the secretariat, would propose a draft agenda.

Annex I

LIST OF INFORMAL DOCUMENTS DISTRIBUTED DURING THE SESSION (GRE-58-...)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
1.	Japan	15(c)	E	Comments to the draft 03 series of amendments to Regulation No. 10 (Electromagnetic compatibility)	(c)
2.	United Kingdom	4(i)	E	UK comments on ECE/TRANS/WP.29/2007/20/Rev.1 (Daytime running lights)	(c)
3.	Czech Republic	5(b)	E	Proposal for draft amendments to Regulation No. 27 (Advance warning triangle)	(b)
4.	Japan	4(i)	E	Proposed amendments to paragraph 6.2.7.1. of ECE/TRANS/WP.29/2007/20/Rev.1	(b)
5.	GRE-OVIG	4(b)	E	Draft report OVIG-1	(c)
6.	Germany	13(a)	E	Draft proposal of corrigendum to Regulation No. 65 (Special warning lamps)	(d)
7.	Germany	5(f)	E	Draft proposal of amendments to Doc. ECE/TRANS/WP.29/GRE/2007/54	(b)
8.	Netherlands	4(i)	E	Proposal for improvement of ECE/TRANS/WP.29/2007/20/Rev.1 (Regulation No. 48)	(c)
9.	France	4(d)	E	Regulation No. 48 (Installation of lighting and light-signalling devices) – Requirements for light-signalling devices	(c)
10.	France	4(g)	E	Regulation No. 48 (Installation of lighting and light-signalling devices) – Interpretation of paragraph 5.7. of the Regulation – Draft proposal for amendments to Regulation No. 48	(c)
11.	France	8	E	Regulation No. 48 (Installation of lighting and light-signalling devices) – Proposed amendments to ECE/TRANS/WP.29/GRE/2006/15	(c)
12.	France	9(a)	E	Proposal of amendments to Regulation No. 87 (Daytime running lamps)	(b)
13.	India	13(f)	E	Proposal for draft amendments to Regulation No. 69 (Rear-marking plates for slow-moving vehicles).	(c)
14.	India	13(f)	E	Proposal for draft amendments to Regulation No. 70	(c)
15.	India	4(g)	E	India's comments on the new proposal	(c)

				ECE/TRANS/WP.29/GRE/2007/55 for draft amendments to Regulation No. 48	
16.	India	9(b)	E	India's comments on the new proposal	(c)
				ECE/TRANS/WP.29/GRE/2007/53 for draft amendments to Regulation No. 19	
17.	India	5(f)	E	India's comments on the proposal	(d)
				ECE/TRANS/WP.29/GRE/2007/54 for draft collective amendments	
18.	Italy	4(h)	E	Proposal for draft amendments to Regulation No. 48 (Installation of lighting and light-signalling devices) – Amendment to document ECE/TRANS/WP.29/GRE/2007/4	(c)
19.	Italy	4(f)	E	Proposal for draft amendments to Regulation No. 48 (Installation of lighting and light-signalling devices)	(d)
20.	Italy	4(i)	E	Proposal for draft amendments to Regulation No. 48 (Installation of lighting and light-signalling devices) – Amendments to document	(c)
				ECE/TRANS/WP.29/2007/20/Rev.1	
21.	Belgium	15(d)	E	Belgian comments on	(d)
				ECE/TRANS/WP.29/2007/74 and	
				ECE/TRANS/WP.29/2007/77	
22.	Belgium	15(d)	E	Belgian comments on	(d)
				ECE/TRANS/WP.29/2007/74 and	
				ECE/TRANS/WP.29/2007/77	
23.	France-	4(g)	E	Proposed amendments to	(c)
Rev.1	India-GTB-			ECE/TRANS/WP.29/GRE/2007/55	
	OICA				
24.	OICA	4(d)	E	Proposed amendments to	(c)
				ECE/TRANS/WP.29/GRE/2007/21	
25.	OICA	4(i)	E	Proposed amendment to	(c)
				ECE/TRANS/WP.29/2007/20/Rev.1	
26.	IMMA	11	E	IMMA's proposal for adding HID headlamps to Regulation No.113 and installation requirements to Regulation No. 53	(c)
26.	IMMA	11	E	Measurement of Motorcycle posture change by loads	(c)
App.1					
27.	Chairman			Proposed amendments to	(c)
				ECE/TRANS/WP.29/2007/20/Rev.1	
28.	Chairman	4(i)	E	Proposed amendments to	(d)
Rev.1				ECE/TRANS/WP.29/2007/20/Rev.1	
29.	CLEPA-	13(e)	E	Proposal of corrigendum to Regulation	(d)
	OICA			No. 48	

Reconsideration of informal documents from the previous GRE sessions
(referring to agenda item and follow-up decision of the current session)

No.	Transmitted by	Agenda item	Language	Title	Follow-up
56-22	Japan	4(g)	E	Japanese comments on paragraph 5.7. of Regulation No. 48 - (Reciprocally incorporated lamps of different colours)	(a)
56-07	IMMA	11	E	Proposal for inclusion of high-intensity discharge (HID) headlamps in Regulation No. 113	(a)

Notes:

- (a) Continue consideration at the next GRE session as an informal document
- (b) Continue consideration at the next GRE session as an official document
- (c) Consideration completed or to be superseded
- (d) Adopted and to be submitted to WP.29

Annex II

AMENDMENTS TO REGULATION No. 48

ADOPTED ON THE BASIS OF GRE-58-19

(see para. 15 of the report)

Paragraph 2.15., amend to read:

"2.15. "Overall dimensions" "

Add two new paragraphs 2.15.1 and 2.15.2., to read:

"2.15.1. "Overall width" means the distance between the two vertical planes defined in paragraph 2.14. above;

2.15.2. "Overall length" means the distance between the two vertical planes perpendicular to the median longitudinal plane of the vehicle and touching its front and rear outer edge, disregarding the projection:

- of devices for indirect vision;
- of end-outline marker lamps;
- of coupling devices, in the case of motor vehicles.

For trailers in the "overall length" and in any measurement in length the drawbar shall be included, except when specifically excluded."

Paragraph 6.17.4.3., amend to read:

"6.17.4.3. In length: at least one3 m from the front.

The distance between"

Paragraph 6.18.4.3., amend to read:

"6.18.4.3. In length: at least one.....3 m from the front. The distance between...."

Paragraph 6.18.1., amend to read:

"6.18.1. Presence

Mandatory: On all vehicles the length of which exceeds 6 m, except for chassis-cabs. The SM1 type ...
...."

Paragraph 6.21.1.2.2.1., amend to read:

"6.21.1.2.2.1. partial contour marking on vehicles exceeding 6,000 mm in length of the following categories:
....."

Paragraph 6.1.4.3., amend to read:

"6.1.4.3.to the driver or either directly, or indirectly through the devices for indirect vision and/or other...."

Paragraph 6.2.4.3., amend to read:

"6.2.4.3.to the driver or either directly, or indirectly through the devices for indirect vision and/or other...."

Paragraph 6.3.4.3., amend to read:

"6.3.4.3.to the driver or either directly, or indirectly through the devices for indirect vision and/or other...."

Paragraph 6.19.4.3., amend to read:

"6.19.4.3.to the driver or either directly, or indirectly through the devices for indirect vision and/or other...."

AMENDMENTS ADOPTED TO ECE/TRANS/WP.29/2007/20/Rev.1

BASED ON GRE-58-28-Rev.1

(see para. 20. of the report)

Insert new paragraphs 6.2.7.1. to 6.2.7.1.2.2., the references to footnotes x/ and y/ and footnotes x/ and y/, to read:

"6.2.7.1. Dipped-beam headlamps shall be switched ON **and** OFF automatically. ~~They shall be switched ON when it is required to drive with the dipped beam headlamps switched on due~~ **relative to the** ~~to low ambient lighting conditions (e.g. during nighttime driving conditions, reduced visibility, tunnels, etc..).~~ x/ y/ However, it shall be always possible to manually ~~override~~ **switch** the dipped-beam headlamps **ON and OFF under the following conditions:** ~~After each re-start of the engine, the automatic switching between the daytime running lights and the dipped beam headlamps shall be re-activated. As an alternative to the manual activation and on request of the manufacturer, the sensitivity of the sensor shall be adjustable providing at least two changes to the preset value, one at brighter ambient conditions and one at a lower ambient light level."~~

6.2.7.1.1. When the dipped beam headlamps are manually switched ON, either of the following applies:

6.2.7.1.1.1. the dipped beam headlamps may continue to operate until the device that activates the propulsion system of the vehicle is switched OFF, at which time the automatic switching shall be restored, or

6.2.7.1.1.2. an audible warning shall be given, if the device that activates the propulsion system of the vehicle is switched OFF and the driver's door is opened while the dipped beam headlamps switch is in the ON position.

6.2.7.1.2. When the dipped beam headlamps are manually switched OFF, the dipped beam headlamps or daytime running lamps shall switch ON automatically depending on the ambient lighting conditions.

However, the dipped beam headlamps and the daytime running lamps may remain switched OFF, if the transmission control is in the park or neutral position or the parking brake is applied.

.....

x/ Provision in paragraph 6.2.7.1. shall not apply to vehicles on which daytime running lamps are not present as per footnote "8/" in paragraph 6.19. For these vehicles the dipped beam headlamps may be switched ON and OFF manually or automatically.

y/ The conditions for automatic switching will be developed by GRE within 24 months after the 04 series of amendments enters into force."

Paragraph 12., amend to read:

"12. TRANSITIONAL PROVISIONS

.....

12.13. As from 30 months for vehicles of categories M₁ and N₁ and 48 months for vehicles of other categories after the date of entry into force of the 04 series of amendments, Contracting Parties applying this Regulation shall grant ECE approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 04 series of amendments with the exception of the requirements of paragraph 6.2.7.1. **Fitting automatic switching of dipped beam headlamps is optional.**

....."

ADOPTED ON THE BASIS OF GRE-58-29

(see para. 50. of the report)

Paragraph 6.10.1., amend to read:

"6.10.1. Presence:

Devices of R or R1 or R2 categories: Mandatory"

Paragraph 6.11.1., amend to read:

"6.11.1. Presence:

Devices of F or F1 or F2 categories: Mandatory"

Paragraph 6.13.1., amend to read:

"6.13.1. Presence:

Devices of R or R1 or R2 categories: Mandatory on vehicles"

Annex III

AMENDMENTS TO REGULATION No. 69

AMENDMENTS ADOPTED TO ECE/TRANS/WP.29/GRE/2006/39

(see para. 28 of the report)

Annex 8,

.....

Paragraph 7.2.1., amend to read:

"7.2.1. When subjected to a continuous spraying action for 60 seconds on the test component in its normal mounting conditions, a test sample shall show no damage to the retro-reflective surface or **delamination** from the substrate or separation from the sample mounting surface under the following set-up parameters:

- (a) Water/wash solution pressure 8 ± 0.2 MPa;
- (b) Water/wash solution temperature $60^{\circ} - 5^{\circ}\text{C}$;
- (c) Water/wash solution flow rate 7 ± 1 l/min;
- (d) The tip of the cleaning wand to be positioned at distance of 600 ± 20 mm away from the retro-reflective surface;
- (e) cleaning wand to be held at no greater angle than 45 degrees from perpendicular to the retro-reflective surface;
- (f) 40 degree nozzle creating wide fan pattern."

Annex IV

AMENDMENTS TO REGULATION No. 70

AMENDMENTS ADOPTED TO ECE/TRANS/WP.29/GRE/2006/40
(see para. 28 of the report)

Annex 8.

.....

Paragraph 7.2.1., amend to read:

"7.2.1. When subjected to a continuous spraying action for 60 seconds on the test component in its normal mounting conditions, a test sample shall show no damage to the retro-reflective surface or **delamination** from the substrate or separation from the sample mounting surface under the following set-up parameters:

- (a) Water/wash solution pressure 8 ± 0.2 MPa;
- (b) Water/wash solution temperature $60^\circ - 5^\circ$ °C;
- (c) Water/wash solution flow rate 7 ± 1 l/min;
- (d) The tip of the cleaning wand to be positioned at distance of 600 ± 20 mm away from the retro-reflective surface;
- (e) cleaning wand to be held at no greater angle than 45 degrees from perpendicular to the retro-reflective surface;
- (f) 40 degree nozzle creating wide fan pattern."

Annex V

AMENDMENTS TO REGULATION Nos. 4, 6, 7, 23, 38, 50, 77, 87, 91 and 119

AMENDMENTS ADOPTED TO ECE/TRANS/WP.29/GRE/2007/54

(see para. 30 of the report)

....

Paragraphs 5.5. to 5.5.2., amend to read:

"

5.5.1.

....

- (b) **If there are more than one light source module used in the housing for a device,** light source modules having different characteristics can not be interchanged within the same lamp housing.

...."

A.2. PROPOSAL TO AMEND REGULATION No. 6 – (Direction indicators)

(The following text is based upon Supplement 15 to the 01 series of amendments)

....

Paragraph 5.3. to 5.3.2., amend to read:

"

5.3.1.

....

- (b) **If there are more than one light source module used in the housing for a device,** light source modules having different characteristics can not be interchanged within the same lamp housing.

...."

A.3. PROPOSAL TO AMEND REGULATION No. 7 – (Front and rear position lamps, stop-lamps and end-outline marker lamps). (The following text is based upon Supplement 12 to the 02 series of amendments)

....

Paragraphs 5.6. to 5.6.2., amend to read:

"

5.6.1.

....

- (b) **If there are more than one light source module used in the housing for a device,** light source modules having different characteristics can not be interchanged within the same lamp housing.

...."

A.4. PROPOSAL TO AMEND REGULATION No. 23 – (Reversing lamps)
(The following text is based upon Supplement 13 to the Regulation)

....

Paragraphs 5.3. and 5.3.2., amend to read:

"....

5.3.1.

- (b) **If there are more than one light source module used in the housing for a device,** light source modules having different characteristics can not be interchanged within the same lamp housing.

...."

A.5. PROPOSAL TO AMEND REGULATION No. 38 – (Rear fog lamps) (The following text is based upon Supplement 12 to the Regulation)

....

Paragraphs 5.3. to 5.3.2., amend to read:

"....

5.3.1.

- (b) **If there are more than one light source module used in the housing for a device,** light source modules having different characteristics can not be interchanged within the same lamp housing.

...."

A.6. PROPOSAL TO AMEND ECE REGULATION No. 50 – (Position, stop and direction indicator lamps for mopeds and motorcycles).
(The following text is based upon Supplement 10 to the regulation)

....

Paragraphs 6.3. to 6.3.2., amend to read:

"....

6.3.1.

- (b) **If there are more than one light source module used in the housing for a device,** light source modules having different characteristics can not be interchanged within the same lamp housing.

...."

A.7. PROPOSAL TO AMEND REGULATION No. 77 – (Parking lamps)
(The following text is based upon Supplement 10 to the Regulation)

....

Paragraphs 6.3. to 6.3.2., amend to read:

"....

6.3.1.

- (b) **If there are more than one light source module used in the housing for a device**, light source modules having different characteristics can not be interchanged within the same lamp housing.

...."

- A.8. PROPOSAL TO AMEND REGULATION No. 87 – (Daytime running lamps)
(The following text is based upon Supplement 10 to the Regulation)

....

Paragraphs 6.3. to 6.3.2., amend to read:

"

6.3.1.

....

- (b) **If there are more than one light source module used in the housing for a device**, light source modules having different characteristics can not be interchanged within the same lamp housing.

...."

- A.9. PROPOSAL TO AMEND REGULATION No. 91 – (Side marker lamps)
(The following text is based upon Supplement 9 to the Regulation)

....

Paragraphs 6.3. to 6.3.2., amend to read:

"

6.3.1.

....

- (b) **If there are more than one light source module used in the housing for a device**, light source modules having different characteristics can not be interchanged within the same lamp housing.

...."

- A.10. PROPOSAL TO AMEND REGULATION No. 119 – (Cornering lamps)
(The following text is based upon Supplement 1 to the Regulation)

....

Paragraphs 5.3. to 5.3.2., amend to read:

"

5.3.1.

....

- (b) **If there are more than one light source module used in the housing for a device**, light source modules having different characteristics can not be interchanged within the same lamp housing.

...."

Annex VI

AMENDMENTS TO REGULATION No. 65

AMENDMENTS ADOPTED TO ECE/TRANS/WP.29/GRE/2007/41
(see para. 45 of the report)

Annex 3

Add a new item, to read:

"...

2. Blue

limit towards green	:	$y = 0.065 + 0.805 x$
limit towards white	:	$y = 0.400 - x$
limit towards purple	:	$y = \mathbf{1.667x - 0.222}$

3. Red

limit towards purple	:	$y \geq 0.980-x$
limit towards yellow	:	$y \leq 0.335"$

Annex VII

AMENDMENTS TO REGULATION No. 98

ADOPTED ON THE BASIS OF GRE-58-22

(see para. 56 of the report)

Paragraph 6.2.4.2., amend to read:

"6.2.4.2. One additional light source according to Regulation No. 37, and/or one or more LED module(s) inside the passing beam headlamp, may be used for the purposes of generating infrared radiation. It/they shall only be activated at the same time as the gas-discharge light source. In the event that the gas-discharge light source fails, this additional light source and/or LED module(s) shall be automatically switched off.

The test voltage for the measurement with this additional light source and / or LED module(s) shall be the same as in paragraph 6.2.4.4."

Annex VIII

AMENDMENTS TO REGULATION No. 112

ADOPTED ON THE BASIS OF GRE-58-22

(see para. 56 of the report)

Paragraph 6.2.9.2., amend to read:

"6.2.9.2. one additional light source according to Regulation No. 37 and / or one or more LED module(s), inside the passing beam headlamp, may be used for the purposes of generating infrared radiation. It/they shall only be activated at the same time as the principal light source or LED module(s). In the event that the principal light source or (one of) the principal LED module(s) fails, this additional light source and / or LED module(s) shall be automatically switched off;"
