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World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Lighting and Light-Signalling (GRE)
(Fifty-sixth session, 4-7 April 2006,
agenda item 1.1.)

STATUS OF DRAFT GLOBAL TECHNICAL REGULATION ON
"LIGHTING AND LIGHT-SIGNALLING DEVICES – INSTALLATION"

Transmitted by the expert from the International Organization of Motor Vehicle Manufacturers
(OICA)

Note: The text reproduced below was prepared by the expert from OICA and it reflects the main fields of the draft global technical regulation (gtr) on lighting and light-signalling devices where an agreement was achieved.

Note: This document is distributed to the Experts on Lighting and Light-Signalling only.

Canada offered, at the one-hundred-and-twenty-sixth session of WP.29 (12-15 March 2002), to take the lead in developing a global technical regulation (gtr) on the installation of lighting and light-signalling devices. An informal group depending on GRE was set up and met eight times making tremendous efforts to achieve the difficult goal of a harmonized text, with full involvement of several Governments and industry bodies.

Discussions at the fifty-fifth session of GRE (October 2005) led to the conclusion that the informal group could not arrive to an acceptable compromise text. In view of the danger to see the work already achieved and the establishment of a gtr jeopardized at GRE, OICA committed to produce a fully comprehensive text proposing the position of OICA in all chapters. OICA then undertook to elaborate a text that could be acceptable by the motor vehicle manufacturers worldwide.

Most worldwide motor vehicle manufacturers took part in the five industry meetings that took place up to mid-January 2006. Good results have been achieved thanks to experts' commitment and creative team work. The main paragraphs on which solutions have been achieved are as follows (non exhaustive list):

- 3.2.14. Definition of Heavy Duty Trucks
- 4.21. Table of lighting device colour (deleted)
- 4.22. Table of lighting device presence
- 5.1.6. Driving beam activation
- 5.2.3.2. Height of dipped beam headlamps
- 5.2.7. Tell-tale for dipped beam headlamps
- 5.2.8.3. Initial vertical aim of dipped beam headlamps
- 5.4.4. Geometric visibility of reversing lamps
- 5.5.8. Provisions for rear direction indicators
- 5.7. Provisions for stop lamps.
- 5.8. Rear registration plate illumination device
- 5.9 and 5.10. Provisions for position lamps
- 5.11. Provisions for rear fog lamps
- 5.12. Provisions for parking lamps
- 5.14. Provisions for rear retro-reflectors
- 5.15. Reserved
- 5.16. Provisions for front retro-reflectors
- 5.17. Provisions for side retro-reflectors
- 5.18. Provisions for side-marker lamps
- 5.19. Provisions for daytime running lamps
- 5.20. Provisions for identification lamps
- 5.21. Provisions for cornering lamps.

In spite of this consequent amount of work, not all the issues have been covered to date and OICA must continue its work in order to accomplish its commitment. Additional, OICA meetings are thus already scheduled prior to the fifty-sixth GRE session. However, it can be expected that the finalized OICA proposal will be tabled by OICA as an informal document at the fifty-sixth GRE session.
