UNITED NATIONS **E**

Economic and Social Council

Distr.
GENERAL

TRANS/WP.29/GRE/50
1 July 2003

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

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

Working Party on Lighting and Light-Signalling (GRE)

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

(7 – 11 April 2003)

ATTENDANCE

1. GRE held its fiftieth session from 7 to 11 April (morning only) 2003 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; Italy; Japan; Luxembourg; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; Spain; 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).

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

3. The third informal meeting of the GRE working group on Adaptive Front-lighting Systems (AFS) was held on 7, 8 (morning only) and 11 (morning only) April 2003, under the chairmanship of Mr. M. Lowe (United Kingdom). Experts from the following countries and organizations participated in the work: Canada; Czech Republic; France; Germany; Hungary; Italy; Japan; Netherlands; Norway; Poland; 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. 58 to 60).

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

(a) Definition of a "single lamp"

Documentation: TRANS/WP.29/GRE/2001/39.

4. With regard to the revised definition of a “single lamp” (TRANS/WP.29/GRE/2001/39), the expert from GTB informed GRE that the work on a revised document was intended to be finalized in May 2003 and, consequently, it would be tabled at the next GRE session in September 2003.

(b) Distributed Lighting Systems (DLS)

Documentation: TRANS/WP.29/GRE/2001/31/Rev.1.

5. The expert from GTB recalled the purpose of TRANS/WP.29/GRE/2001/31/Rev.1 and confirmed that the work on Revision 2 was still in progress. The expert from CLEPA informed GRE on the status of Revision 2 as a consolidated document of different subjects and stated that, within the GTB working group, the experts still had concerns on some issues. However, he stated the group's intention to finalize the proposal as a consolidated document or as separate documents for submission and consideration to GRE at its next session.

6. GRE agreed to continue its consideration on this subject at the next GRE session on the basis of a revised proposal by GTB, if available.

7. After the session, the Chairman agreed to a request by GTB to include into Regulation No. 48 the new definitions regarding light sources, subject to confirmation by GRE at its September 2003 session. For that purpose, the secretariat was requested to submit paragraphs 2.7.1. to 2.7.1.3. of TRANS/WP.29/GRE/2001/31/Rev.1 to WP.29 and AC.1, as part of draft Supplement 8 to the 02 series of amendments to Regulation No. 48 (see para. 14), for consideration at their November 2003 sessions.

(c) Installation of retro-reflective markings and materials

Documentation: TRANS/WP.29/GRE/2001/13/Rev.2; TRANS/WP.29/2003/25; informal document No. 12 bis of annex 1 to this report.

8. With regard to the installation requirements for supplementary retro-reflective markings, the Chairman recalled the adoption by GRE, at its forty-ninth session, of document TRANS/WP.29/GRE/2001/13/Rev.2, as amended in annex 2 of TRANS/WP.29/GRE/49 and its decision to have a final review at its fiftieth session (note by the secretariat: this proposal was already consolidated in TRANS/WP.29/2003/25 on the basis of TRANS/WP.29/GRE/2002/25 and TRANS/WP.29/2001/8, both as amended). The experts from Germany and the Netherlands lifted their study reservations.

9. GRE agreed to revise the consolidated document with the following amendments/corrections:

New inserted paragraph 2.7.17., amend to read:

"2.7.17. "Retro-reflective marking" means an additional marking of characteristic shape and/or pattern intended to increase the visibility and easy identification of certain categories of vehicles and their trailers by the reflection of light emanating from a light source not connected to the vehicle, the observer being situated near the source."

New inserted paragraph 5.7.1., should be deleted.

Paragraph 5.15., amend to read (including the inclusion a new footnote **/):

"5.15. .....

retro-reflective marking:	white or yellow to the side; red to the rear. **/

_____

**/ Nothing in this Regulation shall preclude the Contracting Parties applying this Regulation from allowing the use of yellow line or contour markings to the rear in their territories."

New inserted paragraph 5.23., should be deleted (including the renumbering of the former paragraph 5.23.).

New inserted paragraphs 6.21. to 6.21.3.2., amend to read:

"6.21. RETRO-REFLECTIVE MARKING BY MEANS OF SIDE AND REAR RETRO-REFLECTIVE LINES AND CONTOUR MARKINGS (Regulation No. 104)

6.21.1. Presence

Prohibited on vehicles of category M_1.
Optional on vehicles of other categories (M_2, M_3, N_1, N_2, N_3, O_1, O_2, O_3 and O_4).

6.21.2. Arrangement

6.21.2.1. Retro-reflective marking materials ……"

10. The secretariat was requested to transmit to WP.29 and AC.1 the adopted proposal, as amended above, as draft Supplement 7 to the 02 series of amendments to Regulation No. 48, for consideration at their June 2003 sessions (see TRANS/WP.29/2003/25/Rev.1).

11. Following the discussion, the expert from OICA tabled informal document No. 12 bis, concerning the introduction of transitional provisions relating to the replacement of light sources. GRE adopted the proposal as reproduced in annex 2 to this report. The secretariat was requested to transmit the adopted proposal to WP.29 and AC.1 as a part of draft Supplement 7 (see para. 10 above) to the 02 series of amendments to Regulation No. 48, for consideration at their June 2003 sessions, however, to prepare it as a separate document (see TRANS/WP.29/2003/52).

(d) Development of the Regulation

Documentation: TRANS/WP.29/2002/8/Rev.1; TRANS/WP.29/GRE/2003/1; TRANS/WP.29/GRE/2003/11; informal documents Nos. 13, 16, 22, 24 and 25 of annex 1 to this report.

12. The expert from Japan introduced TRANS/WP.29/2002/8/Rev.1 proposing the mandatory presence of S3 stop lamps for vehicles of category N1.

13. GRE adopted the document with the following amendments to paragraph 6.7.1.:

"6.7.1. Presence

Devices of S1 or S2 categories:	mandatory on all categories of vehicles.
Devices of S3 category:	mandatory on M1 and N1 categories of vehicles, except for chassis-cabs and those N1 category vehicles with open cargo space; optional on other categories of vehicles."

14. GRE requested the secretariat to submit the adopted proposal, as amended (see para. 13 above), to WP.29 and AC.1 as a proposal for draft Supplement 8 to the 02 series of amendments to Regulation No. 48, for consideration during their November 2003 sessions.

15. The expert from Finland introduced TRANS/WP.29/GRE/2003/1 proposing new provisions to allow the installation on vehicles of triangular retro-reflectors of Class IIIB (see paras. 24 to 26). Expressing the intention to conduct research work on the shape of such triangular retro-reflector, the expert from the United Kingdom stated that he maintained his study reservation on this subject. The expert from Germany requested to introduce provisions to integrate such devices into the body of the vehicle. The expert from CLEPA confirmed that the installation of the triangular retro-reflectors

was already common practice at the present time and raised the problem of sealing of such devices.

16. Following the discussion, the Chairman requested the experts from Finland, Germany, the United Kingdom and CLEPA to find a solution to the outstanding questions. GRE agreed to resume consideration of this subject at its next session on the basis of a revised document.

17. The expert from France introduced TRANS/WP.29/GRE/2003/11 concerning the visibility of the red light emitted by side-marker lamps to the front of the vehicle. She stated that the proposal was based on the text of the draft proposal for a global technical regulation (gtr) for lighting and light-signalling devices. The experts from Italy and OICA supported the proposal. The expert from the European Commission suggested the introduction of additional provisions in order to limit the light emitted to the front. The expert from the United Kingdom raised a study reservation.

18. Following the discussion, the Chairman requested all experts involved in the discussion to share their concerns with the expert from France. GRE agreed to resume the consideration of this subject at its next session on the basis of a revised proposal.

19. The expert from OICA introduced informal document No. 13 proposing an amendment to the Regulation in order to allow the concealment of rear fog lamps. The experts from the Netherlands and the United Kingdom raised their study reservations. GRE agreed to resume its consideration on this subject at the next GRE session and requested the secretariat to distribute informal document No. 13 with an official symbol (note by the secretariat: see TRANS/WP.29/GRE/2003/18).

20. With regard to informal document No. 16 tabled by Germany and proposing the deletion of manual headlamp-levelling device, the experts from the Netherlands, the United States of America and CLEPA supported the proposal. However, the experts from Belgium, Czech Republic, France, Italy, Russian Federation and OICA raised their study reservations. The Chairman suggested to resume consideration of this subject at the next GRE session. The expert from Germany volunteered to check in the Regulation the references to the concerned paragraph and to complete the proposal. The secretariat was requested to include, if available, the supplemental information from the German expert and to distribute informal document No. 16 with an official symbol (note by the secretariat: see TRANS/WP.29/GRE/2003/19).

21. The expert from Germany introduced informal document No. 22, proposing new provisions in order to clarify the discrepancies between the electrical supply conditions during the type approval test and the electrical supply conditions in the vehicle in service. Supporting the proposal in general, GRE requested to introduce not only a maximum limit of voltage, but a range of voltage (minimum and maximum limits for test voltage) and to introduce tolerances for the definite voltage values stated in the proposal. GRE invited the expert from Germany to revise his proposal. GRE agreed to resume consideration on this subject at the next GRE session and requested the secretariat to distribute the revised informal document No. 22 with an official symbol (note by the secretariat: see document TRANS/WP.29/GRE/2003/20).

22. The expert from France introduced informal document No. 24 concerning the automatic switching of the hazard warning signals in case of an emergency braking. The experts from Germany and the Netherlands requested the introduction of a definition for an "imminent danger".

The Chairman suggested resuming consideration on this subject at the next GRE session. For that purpose the secretariat was requested to distribute informal document No. 24 with an official symbol (note by the secretariat: see TRANS/WP.29/GRE/2003/21).

23. Recalling his proposal tabled during the thirty-second GRE session, the expert from the Czech Republic presented informal document No. 25 proposing new provisions to harmonize the electrical connections between the towing and the towed vehicles. GRE agreed to resume consideration on this subject at its next session and requested the secretariat to distribute informal document No. 25 with an official symbol (note by the secretariat: see TRANS/WP.29/GRE/2003/22).

AMENDMENTS TO ECE REGULATIONS

(a) Regulation No. 3 (Retro-reflecting devices)

Documentation: TRANS/WP.29/GRE/2003/2; TRANS/WP.29/GRE/2003/7.

24. Recalling the discussion on the installation on vehicles of triangular retro-reflectors of Class IIIB (paras. 15 and 16 above), the Chairman suggested to postpone the consideration of the related proposal by Finland (TRANS/WP.29/GRE/2003/2) to the next GRE session.

25. The expert from GTB introduced TRANS/WP.29/GRE/2003/7 concerning a proposal to align the provisions of Regulation No. 3 with those of Regulation No. 48, paragraph 2.9.3., as it was amended by Supplement 3 to the 02 series of amendments.

26. GRE adopted TRANS/WP.29/GRE/2003/7, not amended, and requested the secretariat to submit it to WP.29 and AC.1 as a proposal for draft Supplement 8 of the 02 series of amendments to Regulation No. 3, for consideration during their November 2003 sessions.

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

Documentation: TRANS/WP.29/GRE/2003/8.

27. The expert from GTB introduced TRANS/WP.29/GRE/2003/8 proposing new provisions regarding distributed lighting systems. The expert from Germany requested clarifications with regard to the UV radiation requirements.

28. GRE agreed to resume consideration on this subject at the next GRE session on the basis of a revised proposal by GTB.

(c) Regulation No. 10 (Electromagnetic compatibility)

Documentation: TRANS/WP.29/GRE/2002/4/Rev.1; TRANS/WP.29/GRE/2002/5.

29. Recalling the reason of harmonizing the FM frequency band, the expert from Japan introduced TRANS/WP.29/GRE/2002/4/Rev.1 concerning the extension of the FM band in Europe to include the Japanese band. The experts from the Czech Republic, France, Italy and OICA lifted their study reservations.

30. GRE adopted the document and requested the secretariat to submit it, as a proposal for draft Supplement 2 to 02 series of amendments to Regulation No. 10, to WP.29 and AC.1, for consideration during their November 2003 sessions.

31. The expert from France recalled her proposal TRANS/WP.29/GRE/2002/5 to clarify the requirements of the test procedure for the electromagnetic compatibility of long vehicles. The expert from the European Commission informed GRE on the controversial discussion in Brussels between the European Union Member States and industry. As a special meeting of the concerned ad hoc group was scheduled for end of April 2003, he expected that the amendment to the corresponding EU Directive could probably by adopted by the EU Member States in late summer 2003 and that he would be in a position to give more detailed information during the next GRE session.

32. GRE agreed to keep the document TRANS/WP.29/GRE/2002/5 on the agenda and to resume consideration at its next session.

(d) Regulation No. 37 (Filament lamps)

Documentation: TRANS/WP.29/GRE/2003/4; TRANS/WP.29/GRE/2003/9.

33. The expert from GTB shortly presented documents TRANS/WP.29/GRE/2003/4 and TRANS/WP.29/GRE/2003/9 concerning the introduction of new sheets for filament lamps emitting red light as well as for new double filament lamps. The expert from the United Kingdom expressed his concern with regard to the red signal washout in the bright sunlight. Following the discussion, GRE agreed on both documents, with the following amendments to TRANS/WP.29/GRE/2003/4:

Paragraph 3.6.3., amend to read:

> "..... a point of choice on the Planckian locus (IEC Publication 15.2 Colorimetry, 1986). Filament lamps for use in light signalling devices shall meet the requirements as specified in paragraph 2.4.2 of IEC Publication 60809, Amendment 3 to Edition 2."

Annex 1, list of categories of filament lamps and their sheet numbers, introduce to all filament lamps emitting red light the reference to footnote **/ and insert the footnote **/ to read:

"_____

**/ Not for use in stop-lamps."

34. The secretariat was requested to transmit TRANS/WP.29/GRE/2003/4, as amended, and TRANS/WP.29/GRE/2003/9 to WP.29 and AC.1, as a proposal for draft Supplement 23 to the 03 series of amendments to Regulation No. 37, for consideration during the June 2003 sessions (note by the secretariat: see TRANS/WP.29/2003/48).

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

Documentation: TRANS/WP.29/GRE/2002/3; TRANS/WP.29/GRE/2002/3/Add.1.

35. With regard to TRANS/WP.29/GRE/2002/3 and its Add. 1 proposing provisions to improve the visibility of vehicles using special warning lamps, the expert from the United Kingdom maintained his objection. He confirmed his intention to prepare a new document on this subject in collaboration with the experts from France and Germany for consideration at the next GRE session.

36. GRE agreed to continue consideration of this subject at its September 2003 session based on the new document.

(f) Regulation No. 86 (Installation of lighting and light-signalling devices for tractors)

37. The expert from GTB confirmed that the elaboration of a new proposal on the optional or mandatory presence of rear marking plates on slow moving vehicles was still in progress and that the proposal would probably be available for the next GRE session.

38. GRE agreed to resume its consideration at the GRE session in September 2003 on the basis of the new proposal by GTB.

(g) Regulation No. 98 (Headlamps with gas-discharge light sources)

Documentation: TRANS/WP.29/GRE/2002/11; TRANS/WP.29/GRE/2002/41; TRANS/WP.29/GRE/2003/10; TRANS/WP.29/GRE/2003/16; informal documents Nos. 17 and 20 of annex 1 to this report.

39. Referring to TRANS/WP.29/GRE/2002/11 proposing to incorporate into the Regulation provisions for the harmonized driving beam pattern, the expert from GTB introduced a revised proposal (informal document No. 20). GRE agreed in general on the purpose of the proposal, but requested GTB to review the proposal with regard to the letter "H" used in the new markings in order to avoid confusion with other symbols.

40. GRE agreed to continue its consideration at its next session. For that purpose, the expert from GTB was requested to provide to the secretariat before the end of June 2003 a revised proposal in order for it to be distributed with an official symbol.

41. The expert from GTB recalled the purpose of TRANS/WP.29/GRE/2002/41 concerning new specifications for the definition and sharpness of the "cut-off" line for headlamps. The expert from Italy introduced TRANS/WP.29/GRE/2003/16 proposing an amendment to the provisions relating to

the conformity of production procedure. Confirming his general support to this document, the expert from Germany introduced informal document No. 17 proposing corrections to annex 10.

42. Following the discussion, GRE agreed on the following text:

Annexes 8 and 9, paragraph 1.5., amend to read:

"1.5. If, however, vertical adjustment cannot be performed repeatedly to the required position within the allowed tolerances, the quality of cut-off according to the procedure described in annex 10, paragraphs 2. and 3., shall be tested on one of the sampled headlamps."

43. The experts from the United Kingdom confirmed that he still maintained his study reservation and he suggested to postpone the adoption of the document. He volunteered to share his concerns with the expert from GTB in order to find a solution. GRE agreed to resume consideration of this subject at its next session. For that purpose, the secretariat was requested to prepare a consolidated document on the basis of TRANS/WP.29/GRE/2002/41, TRANS/WP.29/GRE/2003/16, as amended above, and informal document No. 17 (note by the secretariat: see TRANS/WP.29/GRE/2003/23).

44. The expert from GTB introduced TRANS/WP.29/GRE/2003/10 proposing amendments to the provisions regarding distributed lighting systems (DLS). GRE adopted the proposal with the following amendment to paragraph 5.8.2.:

"5.8.2. colour as prescribed in paragraph 3.9. of Regulation No. 99. The colour shall be white;"

45. The secretariat was requested to transmit TRANS/WP.29/GRE/2003/10, as amended above, to WP.29 and AC.1, as a proposal for draft Supplement 4 to Regulation No. 98, for consideration during their November 2003 sessions.

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

46. GRE agreed to remove this subject from the agenda of the next session.

(i) Regulation No. 112 (Headlamps emitting an asymmetrical passing beam)

Documentation: TRANS/WP.29/GRE/1999/18; TRANS/WP.29/GRE/2002/12; TRANS/WP.29/GRE/2002/42; TRANS/WP.29/GRE/2003/17; informal documents Nos. 18 and 21 of annex 1 to this report.

47. The expert from GTB withdrew TRANS/WP.29/GRE/1999/18 and suggested to introduce a new proposal concerning the worldwide-harmonized beam pattern at a later time.

48. Referring to TRANS/WP.29/GRE/2002/12, the expert from GTB introduced informal document No. 21 proposing an amendment to introduce in the Regulation the specifications of the harmonized driving beam pattern. GRE agreed in general on the purpose of the proposal, but requested GTB to review the proposal with regard to the letter "WR" used in the new markings (see para. 39 above).

49. GRE decided to resume consideration of this item at its next session and requested the expert from GTB to provide to the secretariat a revised proposal to be distributed with an official symbol.

50. With regard to TRANS/WP.29/GRE/2002/42 submitted by GTB, the experts from Germany, Italy and the United Kingdom raised the same concerns as for the amendments to Regulation No. 98 (see paras. 41 and 43). Following the discussion on TRANS/WP.29/GRE/2003/17, GRE agreed on the following amendment:

Annex 5, paragraph 1.4. and annex 7, paragraph 1.3., amend to read:

> "If, however, vertical adjustment cannot be performed repeatedly to the required position within the allowed tolerances, the quality of cut-off according to the procedure described in annex 8, paragraphs 2. and 3., shall be tested on one of the sampled headlamps."

51. GRE agreed to resume consideration of this subject at its next session. For that purpose, the secretariat was requested to prepare a consolidated document on the basis of TRANS/WP.29/GRE/2002/42, TRANS/WP.29/GRE/2003/17, as amended above (para. 50), and including the amendments proposed in informal document No. 18 (note by the secretariat: see TRANS/WP.29/GRE/2003/24).

(j) Regulation No. 113 (Headlamps emitting a symmetrical passing beam)

Documentation: TRANS/WP.29/GRE/2002/37.

52. With regard to the introduction into the Regulation of provisions concerning the new worldwide-harmonized passing beam pattern, the Chairman recalled the adoption by GRE of TRANS/WP.29/GRE/2002/37, as amended during its forty-ninth session, and its decision to have a final review at its fiftieth session.

53. The expert from the United Kingdom lifted his study reservation. GRE requested the secretariat to submit TRANS/WP.29/GRE/2002/37 (as amended in TRANS/WP.29/GRE/49, para. 66) to WP.29 and AC.1 as draft Supplement 2 to Regulation No. 113 for consideration during their June 2003 sessions (note by the secretariat: see TRANS/WP.29/2003/34).

(k) Regulations Nos. 50, 53 and 74

Documentation: TRANS/WP.29/GRE/2001/25; TRANS/WP.29/GRE/2001/26; TRANS/WP.29/GRE/2001/27; TRANS/WP.29/GRE/2003/3; TRANS/WP.29/GRE/2003/12; informal document No. 3 of annex 1 to this report.

54. With regard to the introduction into Regulations Nos. 50, 53 and 74 of provisions to allow the use of amber coloured front position lamps for motorcycles, the expert from IMMA recalled the adoption by GRE at its forty-eighth session (TRANS/WP.29/GRE/48, para. 32) of documents TRANS/WP.29/GRE/2001/25, TRANS/WP.29/GRE/2001/26 and TRANS/WP.29/GRE/2001/27 and its agreement to have a final review at its fiftieth session.

55. The expert from the United Kingdom maintained his study reservation on the proposal and mentioned that some research work on this subject was still in progress. GRE agreed to wait for submission of the adopted documents to WP.29 and AC.1 and to resume consideration on this subject at its next session.

56. The expert from Japan presented TRANS/WP.29/GRE/2003/12 and informal document No. 3 concerning the automatic headlamps "ON" switching (AHO). The expert from IMMA introduced the related document TRANS/WP.29/GRE/2003/3, proposing the front position lamp to be optional for motorcycles with AHO switching. The expert from Germany supported the proposal by Japan. The expert from the United Kingdom preferred to have the AHO switching not mandatory and raised a study reservation. The experts from the Czech Republic and from the European Commission questioned, if a switching off of the headlamp was still possible and if the AHO system was switching the passing or driving beam.

57. The expert from Japan offered to clarify these issues during the next GRE session and to prepare, if necessary, a revised document with eventual amendments to the proposal. GRE agreed to resume consideration at its next session of the revised proposal by Japan and to consider document TRANS/WP.29/GRE/2003/3 after concluding the discussion on TRANS/WP.29/GRE/2003/12.

PROPOSALS FOR NEW ECE REGULATIONS (1958 Agreement)

(a) Adaptive Front-lighting System (AFS)

Documentation: TRANS/WP.29/GRE/2002/18; TRANS/WP.29/GRE/2002/18/Add.1; informal documents Nos. 5 and 19 of annex 1 to this report.

58. The expert from GTB reported on the results of the second AFS informal meeting, held in Frankfurt from 28 to 30 January 2003 (informal document No. 5). During the third informal meeting of the GRE working group on Adaptive Front-lighting Systems (AFS), held in Geneva on 7, 8 (morning only) and 11 (morning only) April 2003, the GRE experts resumed their consideration of the above-mentioned working documents and made good progress in their work (for details concerning the minutes of the informal meeting, see Working paper No. 4-2 on the website of WP.29-GRE-Informal Documents-4th AFS Inf meet).

59. Following the discussion, the experts agreed to finalize the outstanding issues at the fourth informal meeting of the GRE-AFS working group, scheduled to be held in Frankfurt (Germany) from 15 to 17 July 2003.

(b) Amendments concerning the AFS

Documentation: TRANS/WP.29/GRE/2002/20; informal documents Nos. 6 and 7 of annex 1 to this report.

60. The expert from GTB informed GRE of the status of the group's work on document TRANS/WP.29/GRE/2002/20. He pointed out the intention of the informal group to finalize a

Revision 1 of the document during the fourth informal meeting of the GRE-AFS working group in Frankfurt, in parallel to the work proceedings for the revised proposal TRANS/WP.29/GRE/2002/18 (paras. 58 and 59 above). GRE agreed with the Chairman's suggestion to await the results of the work of the informal group on AFS with regard to AFS performance provisions before continuing with discussions on amendments to Regulation No. 48.

(c) Amendments to the measurement coordinate system

Documentation: TRANS/WP.29/GRE/2002/45; informal documents Nos. 8, 9, 10 and 11 of annex 1 to this report.

61. Recalling his proposal TRANS/WP.29/GRE/2002/45, the expert from Poland introduced informal documents Nos. 8 and 10 concerning amendments to the measurement coordinate system, and gave a presentation relating to the cut-off line in the draft Regulation on AFS as well as to an alternative coordinate system (informal documents Nos. 9 and 11).

62. The expert from GTB questioned the double "cut-off" line and stated that this phenomenon would depend on the quality of the optic of the lighting unit and the related requirements in the Regulation. He volunteered to present at the next session an informal document relating to this subject. Following the discussion, the GRE Chairman expressed his thanks for the excellent presentation by Poland and the fruitful discussion. GRE agreed to resume its consideration at its next session.

PROPOSALS FOR GLOBAL TECHNICAL REGULATIONS (gtr)

Installation requirements for lighting and light-signalling devices

Documentation: TRANS/WP.29/GRE/2001/6/Rev.1; informal document No. 23 of annex 1 to this report.

63. The expert from the United States of America introduced informal document No. 23, which consisted of a table highlighting the remaining issues with certain provisions in the draft gtr and United States' regulation as well as some proposed solutions. He outlined the corresponding conflicting provisions and proposed solutions for resolving the issues. He indicated that his administration would like to use this table as the basis of discussion at the next meeting. He stated that, in some situations, data might need to be acquired while, in other situations, some of the proposals attempted to find practical solutions to situations where the data does not support a particular approach. He also stated that there were other provisions that might require further justification and data analysis. The Chairman welcomed the US proposal and indicated that further discussion would be conducted at the next GRE session, after having the opportunity to thoroughly review the document.

64. The expert from Canada volunteered to assist the expert from the United States in working out a common proposal using the suggested solutions outlined in informal document No. 23 in order to align, step by step, the requirements of the gtr as closely as possible with those of Northern America and ECE Regulation No. 48.

65. With regard to TRANS/WP.29/GRE/2001/6/Rev.1, proposing a gtr concerning the installation of lighting and light signalling devices on vehicles, the expert from Canada stated that the work on a revised document was still in progress and confirmed his intention to submit it for consideration at the next GRE session. GRE agreed to resume consideration on the basis of a revised proposal by Canada. The draft proposal for the gtr would eventually be reconciled with final solutions agreed by the group upon concluding discussion of informal document No. 23 and the format of the document will be modified to make the gtr user-friendly and as clear as practicable.

NEW INVENTIONS

Guidelines for the submission and evaluation of petitions concerning international automotive lighting regulations

Documentation: TRANS/WP.29/GRE/2000/25.

66. Recalling the adoption of TRANS/WP.29/GRE/2000/25 by GRE at its forty-ninth session, the secretariat confirmed that the document has already been transmitted to WP.29 and AC.1, as a draft proposal for a new annex 17 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), for consideration during their June 2003 sessions. The expert from Germany raised his strong concerns on the interpretation of para. 3 of the document relating to the procedures for submission of petitions and requested the document not to be submitted to WP.29. The Chairman recalled the purpose of the proposal as a harmonized tool in order to help a Contracting Party or non-governmental organization represented in WP.29 to evaluate and to submit a petition to WP.29 and its subsidiary bodies, and he confirmed that not all inventions have to be tabled, subject to the decision of the Contracting Party or non-governmental organization.

OTHER BUSINESS

(a) Glare of headlamps

Documentation: Informal document No. 2 of annex 1 to this report.

67. The expert from the United States of America informed GRE about the official request for comments related to glare from headlamps and other front-mounted lamps such as AFS (informal document No. 2). He added that he would keep GRE informed on the results of the evaluation of the questionnaire. The Chairman of the GRE-AFS working group suggested placing this subject on the agenda of the fourth AFS informal meeting in Frankfurt.

(b) Conditions for the illumination of stop lamps

Documentation: TRANS/WP.29/GRE/2002/28.

68. Recalling the purpose of TRANS/WP.29/GRE/2002/28, the expert from the European Commission informed GRE on the progress made by GRRF at its fifty-third session regarding the requirements in Regulations Nos. 13 and 48, on the generation of a signal by the braking system,

which would activate the stop lamps. He confirmed the group's decision not to advise GRE on a deceleration value. He mentioned that the GRRF experts had not made progress in the discussion on the illumination of the emergency braking light signalling.

69. Referring to paragraph 12 of the GRRF report TRANS/WP.29/GRRF/53 of its fifty-third session, the Secretary of GRRF confirmed that an agreement on the illumination of the stop lamps by the operation of the endurance brake could not yet be reached in GRRF and stated the group's intention to come to an agreement at its next session in October 2003.

70. The expert from the United States informed GRE that, in his country, the activation of the brake lamps in the case of use of the endurance brake (retarder) was allowed. He stated that his Government reached the decision to require stop lamp activation when the brakes were activated by the adaptive cruise control (ACC). He also confirmed that a study was still in progress on the question of activating stop lamps in case of activation of the vehicle stability control. GRE agreed to resume consideration at its next session.

(c) Emergency brake light display

Documentation: TRANS/WP.29/GRE/2002/21/Rev.1; TRANS/WP.29/GRE/2002/22/Rev.1; TRANS/WP.29/GRE/2002/43; TRANS/WP.29/GRE/2002/47.

71. Referring to the above-mentioned documents, the Chairman recalled the information (see para. 68) that, during the last GRRF session, the experts had not yet discussed in detail this subject and decided not to specify deceleration values. He requested the GRE experts to discuss in their countries the issue of emergency braking with their GRRF colleagues and human factors experts. GRE agreed that, before making its decision on this subject, there should be a clear understanding of what would constitute "emergency braking" and what would be the best way to communicate such event to other road users.

72. The Chairman drew attention to a recent publication by a vehicle manufacturer, where an emergency braking display system has been said to be present in the new vehicle models currently available on the market. The experts of United Kingdom and Italy regretted this situation and noted that such system should have been discussed and approved before going into production.

73. GRE agreed that if "emergency braking" has to be signalled, there has to be only one well-defined system identifying emergency braking and one unique emergency brake light display. The presence of several different systems and light displays would create confusion on the road.

74. The expert from the United States of America reported that his Government had received numerous petitions regarding emergency braking warning. He noted that, according to research, emergency braking signals are not very useful and that more rear-end collisions could be avoided by better identification of an already stopped vehicle. The expert from the United Kingdom reported that, in his country, some research work had been initiated on this subject and would probably be finalized at the end of 2004. The expert from the Netherlands also confirmed that his country was carrying out studies on the use of the rear fog lamps in such cases. The experts volunteered to keep

GRE informed on the interim results of those research studies. GRE agreed to resume consideration at its next session.

75. The Chairman announced his intention to report to WP.29 and to the Chairman of GRRF on the urgency of that problem and the outcome of the discussion in GRE. GRE agreed to resume consideration of this subject at its next session on the basis of the advice from GRRF and WP.29.

76. GRE noted that in paragraphs 93, 94 and 96 of the report TRANS/WP.29/GRE/49 of the forty-ninth session, the text "the expert from OICA" has to be corrected to read "the expert from Germany".

(d) Proposals for amendments to the Convention on Road Traffic (Vienna 1968)

Documentation: TRANS/WP.29/GRE/2002/29; TRANS/WP.29/GRE/2002/39.

77. With regard to alignment of the 1968 Vienna Convention on Road Traffic with the provisions in the UNECE lighting and light-signalling Regulations, GRE noted that WP.1 had recently finalized a proposal for consolidated amendments to the Convention and the 1971 European Agreement, supplementing it. The expert from GTB recalled the purpose of TRANS/WP.29/GRE/2002/29 and TRANS/WP.29/GRE/2002/39. He stated that the work on a revised and consolidated proposal was still in progress within GTB. GRE agreed to resume its consideration at its future sessions.

(e) Technical requirements regarding the use of head lighting during daytime

Documentation: TRANS/WP.1/2002/12; informal documents Nos. 1 and 14 of annex 1 to this report.

78. GRE took note of the informal document No. 1, summarizing the discussion concerning daytime running lights in Germany.

79. Recalling the purpose of TRANS/WP.1/2002/12, the expert from Italy introduced informal document No. 14 concerning the present legislation in his country on the use of lights during daytime. He stated that the Italian Road Code requires the use of dipped beam by four wheeled vehicles running, during day time, on motorways and main roads outside built-up areas while for two wheeled vehicles the above obligation is extended to all types of roads. Concluding his presentation, he said that a possible extension of the mandatory use of dipped beams or, if available, daytime running lamps (DRL) was being considered in his country. He added that, in this case, Italy would support the introduction in Regulation No. 48 of the mandatory installation on vehicles of DRL, provided that this amendment would be compatible with the legislation on use of lights already in force in the Contracting Parties to Regulation No. 48. Note by the secretariat: the results of the above mentioned TRANS/WP.1/2002/12 have been included in TRANS/WP.1/80/Rev.1 (and its Corr.1) and can be downloaded from the Road Traffic Safety website: http://www.unece.org/trans/main/welcwp1.html.

80. With regard to the higher fuel consumption and the blacking effect of the bulb in case of low light intensities, the expert from Canada raised the advantages of DRL, such as daytime collision

avoidance by about 10 per cent, pedestrian safety and mentioned that more studies should be done. The expert from the United States of America informed GRE that further study results on the use of DRL would be available at the end of this year. He volunteered to keep GRE informed on the results.

81. The expert from GTB reported that, within his organization, a task force had been initiated to optimize the photometric requirements for DRLs and to develop an appropriate light source with low consumption as well as good visibility. Following the discussion, GRE agreed to resume consideration of this subject at its next session.

(f) 42 Volt electric systems for motor vehicles

82. The expert from GTB reported on the present situation of the introduction of the 42 Volt electric systems. He stated that the need for the introduction of such systems has significantly been reduced and pointed out that vehicle manufacturers seemed no longer to assign a high priority to this item due to high cost and low market response. GRE agreed to take this subject off the agenda and to reintroduce it at a later stage, if necessary.

(g) Collective corrigenda to Regulations Nos. 3, 6, 50, 65 and 91

Documentation: TRANS/WP.29/GRE/2003/6.

83. With regard to the collective corrigenda of TRANS/WP.29/GRE/2003/6, tabled by the United Kingdom, GRE adopted the proposal and requested the secretariat to submit it to WP.29 and AC.1 for consideration during their November 2003 sessions, as corrigendum 1 to Supplement 6 to the 02 series of amendments to Regulation No. 3, as corrigendum 1 to Supplement 10 to the 01 series of amendments to Regulation No. 6, as corrigendum 1 to Supplement 5 to Regulation No. 50, as corrigendum 1 to Supplement 3 to Regulation No. 65 and as corrigendum 1 to Supplement 4 to Regulation No. 91.

84. GRE also agreed with the proposal by the United Kingdom to replace in the UNECE Regulations dealing with the limits of the trichromatic coordinates all smaller and greater equal signs in those limits by an equal sign only, and to indicate eventually the corner points. The expert from the United Kingdom volunteered to submit a proposal to GRE for consideration at its next session.

(h) Moisture test for the light signalling devices

Documentation: Informal document No. 4 of annex 1 to this report.

85. The Chairman introduced informal document No. 4 concerning a request by the Road Safety and Transport Agency of Denmark to introduce into Regulation No. 7 a realistic humidity test. The experts from Germany stated that such a test was not necessary, as the lighting device manufacturers have to fulfil the severe specifications given by the vehicles' manufacturers. The expert from CLEPA supported the position of Germany.

86. The expert from the United States of America confirmed that some performance requirements for such devices already existed in the legislations of Northern America and suggested to continue consideration within GRE. The Chairman informed GRE that those requirements were similar to those mentioned in the national regulations of the United States and Canada (section S8.7 in the Federal Motor Vehicle Safety Standard) and North American industry standards SAE J2139, SAE J575 and SAE J1383. He suggested the introduction of such requirements into the new draft gtr on lighting and light-signalling devices.

87. GRE agreed to leave this subject on its agenda and to resume consideration at its next session.

(i) Collective amendments to Regulations Nos. 4, 6, 7, 23, 38, 50, 77, 87, 91 and to draft Regulation on "Cornering lamps"

Documentation: TRANS/WP.29/GRE/2003/13; informal document No. 15 of annex 1 to this report.

88. The expert from Italy introduced TRANS/WP.29/GRE/2003/13 and the related corrections of informal document No. 15, proposing to extend the provisions regarding "light source modules" in Regulation No. 7 to other Regulations dealing with lighting and light-signalling devices.

89. GRE realized that, except for Regulation No. 4, the proposal modified the Supplements to the Regulations concerned, adopted during the previous session (TRANS/WP.29/GRE/49, paras. 116 and 117). As a consequence, GRE authorized its Chairman to withdraw all concerned proposals from consideration during the June 2003 session of WP.29. It adopted TRANS/WP.29/GRE/2003/13, as amended in annex 3 to this report. The secretariat was requested to transmit the adopted proposal for collective amendments to Regulations Nos. 4, 6, 7, 23, 38, 50, 77, 87 and 91 for consideration to WP.29 and AC.1 at their November 2003 sessions, as supplements to the concerned Regulations together with the modified and corrected collective amendments withdrawn from consideration by WP.29 in June 2003 (Note by the secretariat: Following the decision of WP.29/AC.2 in its eighty-second session, the above mentioned documents were not withdrawn from the agenda of the WP.29 agenda of its June 2003 session and the collective corrigenda and the collective amendments were submitted to WP.29 and AC.1, for consideration at their November 2003 sessions).

90. GRE also agreed to submit the amendment to the Regulation on "Cornering lamps" for consideration to WP.29 and AC.1., after the new Regulation was adopted by AC.1.

(j) Regulation No. 6 (Direction indicator)

Documentation: TRANS/WP.29/GRE/2003/14.

91. After consideration of TRANS/WP.29/GRE/2003/14, tabled by Italy, GRE adopted the proposal and requested the secretariat to submit the document, not amended, to WP.29 and AC.1, as a part of draft Supplement 11 to Regulation No. 6, for consideration at their November 2003 sessions.

(k) Regulation No. 87 (Daytime running lamp)

Documentation: TRANS/WP.29/GRE/2003/15.

92. The expert from Italy introduced TRANS/WP.29/GRE/2003/15, proposing to amend in the Regulation the provisions of the illuminating surface. The experts from Germany, the Netherlands, Sweden and the United Kingdom raised their study reservations concerning the reduction of the illuminating surface. GRE agreed to resume consideration at its next session.

(l) 1997 Agreement (Proposal for draft Rule No. 2)

Documentation: TRANS/WP.29/2003/16.

93. Referring to the decision of WP.29 and AC.4 of their March 2003 sessions (see report TRANS/WP.29/909, paras. 95 and 98), the Secretary informed GRE about the purpose of document TRANS/WP.29/2003/16, proposing a draft Rule No. 2 concerning uniform provisions for the periodical technical inspections of wheeled vehicles with regard to their roadworthiness. The experts' attention was also drawn to the European Union Directive 96/96/EC. The Chairman invited all experts to review the parts of the TRANS/WP.29/2003/16 related to the lighting and light signalling equipment. GRE agreed to consider the proposal at its September 2003 session.

(m) General comments on the work of GRE

94. Concluding the fiftieth session of GRE, the Chairman expressed the need to review the work protocol of GRE. He stated that, at the present time, GRE was responsible for thirty-eight ECE Regulations and the number was growing. He said that there were several Regulations on their way to being attended to by the 1958 Agreement (Cornering Lamps, AFS, New Front Fog Lamp, Distributive Lighting etc). He added that in a few years, there would be a multitude of gtrs created under the 1998 Agreement and that in the near future there would be, in addition, a need to regulate the lighting end of new Regulations on Intelligent Transport Systems (ITS). GRE would have to examine the practicability of consolidating lighting Regulations.

95. Recalling the discussion during the fiftieth session, the Chairman stated that GRE would have to pay closer attention to the regulatory text to be submitted to WP.29. The proposed provisions must be expressed in clear, unambiguous language and they must be enforceable. He mentioned that the proposals must be scrutinized for their compatibility with the remaining text of the Regulation as well as with other Regulations before their submission to WP.29.

96. The Chairman invited GRE experts to consider the ways that the work of GRE could be improved and stated his intention to consult this issue with AC.2. GRE agreed to resume consideration of this subject during the forthcoming sessions.

(n) Tribute to Mr. J. Jerie

97. GRE noted that Mr. Jan Jerie was departing the UNECE Secretariat at his own request for an early retirement at the end of May 2003. The Chairman thanked Mr. Jerie for his outstanding commitment as Secretary of GRE and WP.29 during the past thirteen years and wished him all the

best for a long and happy retirement. GRE expressed deep appreciation to Mr. Jerie with long applause.

AGENDA FOR THE NEXT SESSION

98. For the fifty-first session, scheduled to be held in Geneva, Palais des Nations, from 15 (14.30 h) to 19 (until 12.30 h) September 2003, the Chairman suggested the following agenda:

A. 1958 AGREEMENT

1. AMENDMENTS TO ANNEXED REGULATIONS
1.1. GENERAL REGULATIONS
1.1.1. Regulation No. 10 (Electromagnetic compatibility)
1.1.2. Regulation No. 48 – Development (Installation of lighting and light-signalling devices)
1.1.2.1. Definition of a "single lamp"
1.1.2.2. Distributed Lighting Systems (DLS)
1.1.2.3. Visibility of red light to the front
1.1.2.4. Retro-reflectors on trailers
1.1.2.5. Elimination of manual headlamp-levelling devices
1.1.2.6. Test voltage for signalling devices
1.1.2.7. Concealment of rear fog lamps
1.1.2.8. Conditions for the illumination of stop lamps
1.1.2.9. Emergency brake light display
1.1.2.10. Electrical connections
1.1.2.11. Technical requirements regarding the use of head lighting during daytime

1.1.3. Regulation No. 86 (Installation of lighting and light-signalling devices for tractors)

1.2. SIGNALLING AND MARKING DEVICE REGULATIONS
1.2.1. Regulation No. 3 (Retro-reflecting devices)
1.2.2. Regulation No. 7 (Position, stop and end-outline marker lamps)
1.2.3. Regulations No. 65 (Special warning lamps)
1.2.4. Regulation No. 87 (Daytime running lamp)
1.2.5. Moisture test for the light signalling devices

1.3. ROAD ILLUMINATION DEVICE REGULATIONS
1.3.1. Regulation No. 98 (Headlamps with gas-discharge light sources)
1.3.2. Regulation No. 112 (Headlamps emitting an asymmetrical passing beam)
1.3.3. Glare of headlamps

1.4. MOTORCYCLE LIGHTING AND LIGHT SIGNALLING REGULATIONS
1.4.1. Regulations Nos. 50, 53 and 74
1.4.2. Regulation No. 113 (Headlamps emitting a symmetrical passing beam)

2. PROPOSALS FOR NEW REGULATIONS TO BE ANNEXED TO 1958 AGREEMENT
2.1. Adaptive Front-lighting System (AFS)
2.2. Amendments concerning the AFS system
2.3. Amendments to the measurement coordinate system

B. 1997 AGREEMENT

3. Draft Rule No. 2: Uniform provisions for periodical technical inspections of wheeled vehicles with regard to their roadworthiness

C. 1998 AGREEMENT

4. PROPOSALS FOR NEW REGULATIONS UNDER THE 1998 AGREEMENT
4.1. Installation requirements for lighting and light-signalling devices

D. NEW INVENTIONS

5. Guidelines for the submission and evaluation of petitions concerning international automotive lighting regulations

E. ELECTION OF OFFICERS

F. OTHER BUSINESS

6.1. Proposal for amendments to the Convention on Road Traffic (Vienna 1968)

1/ 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 UNECE WP.29 web-site, will not be available in the conference room for distribution to session participants. Delegates are kindly requested to bring their copies of documents to the meeting.
(The WP.29 website address is: http://www.unece.org/trans/main/welcwp29.htm
select GRE and find "working documents" as well as "informal documents").

Annex 1

LIST OF INFORMAL DOCUMENTS DISTRIBUTED WITHOUT A SYMBOL
DURING THE SESSION

No.	Transmitted by	Agenda item	Language	Title
1.	Germany	6.5.	E	Summary of the discussion concerning Daytime Running Lights in Germany
2.	United States of America	6.1.	E	Glare from headlamps and other front-mounted lamps: Adaptive Front-lighting System (AFS)
3.	Japan	2.11.	E	Safety effects of "Automatic Headlamps On" on two-wheeled vehicles in Japan
4.	Secretariat	6.8.	E	Moisture test for the light-signalling devices
5.	AFS/GTB	3.1.	E	Report on the second session of the GRE informal group on Adaptive Front-lighting Systems (AFS)
6.	AFS/GTB	3.2.	E	Proposal for draft amendments to Regulation No. 48
7.	AFS/GTB	3.2.	E	Proposal for draft amendments to Regulation No. 45
8.	Poland	3.2.	E	Proposal for draft amendments to draft Regulation on Adaptive Front-lighting System "AFS"
9.	Poland	3.2.	E	"Cut-off" line in AFS draft Regulation
10.	Poland	3.3.	E	Proposal for draft amendments to draft Regulation on Adaptive Front-lighting System (AFS)
11.	Poland	3.3.	E	Alternative co-ordinates system for AFS draft Regulation
12. bis	OICA	1.3.	E	OICA proposal for an amendment to document TRANS/WP.29/2003/25 (proposal for draft Supplement 7)
13.	OICA	1.4.	E	OICA proposal to amend UN/ECE Regulation No. 48/02 to allow the concealment of rear fog lamps
14.	Italy	6.5.	E	Use of lights during daytime in Italy
15.	Italy	6.9.	E	Corrections to document TRANS/WP.29/GRE/2003/13
16.	Germany	1.4.	E	Proposal for draft amendments to Regulation No. 48
17.	Germany	2.7.	E	Proposal for draft amendments to Regulation No. 98

No.	Transmitted by	Agenda item	Language	Title
18.	Germany	2.9.	E	Proposal for draft amendments to Regulation No. 112
19.	Germany	3.1.	E	Proposal for draft amendments to draft Regulation on AFS
20.	GTB	2.7.	E	Proposal for draft amendments to Regulation No. 98
21.	GTB	2.9.	E	Proposal for draft amendments to Regulation No. 112
22.	Germany	1.4.	E	Proposal for draft amendments to Regulation No. 48
23.	USA	4.1.	E	US proposal for gtr 48; unresolved issues for gtr on lighting and light-signalling devices
24.	France	1.4.	E/F	Proposal for amendments to Regulation No. 48
25.	Czech/Germany	1.4.	E	Proposal for draft amendments to Regulation No. 48

Annex 2

AMENDMENTS TO REGULATION NO. 48 BASED ON INFORMAL DOCUMENT No. 12 bis ADOPTED BY GRE AT ITS FIFTIETH SESSION (see para. 11 of this report)

Inserted a new paragraph 5.23., amend to read:

"5.23. Lamps shall be fitted in a vehicle in such a way that the light source can be correctly replaced according to the instructions of the vehicle manufacturer without the use of special tools, other than those provided with the vehicle by the manufacturer. This requirement is not applicable to:

(a) devices approved with a non-replaceable light source;

(b) devices approved with light sources according to Regulation No. 99."

Paragraph 5.23. (former), renumber as paragraph 5.24.

Paragraph 12.11., should be deleted.

Paragraph 12.12. (former), renumber as paragraph 12.11.

Insert new paragraphs 12.12. to 12.15., to read:

"12.12. As from the date of entry into force of Supplement 7 to the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approvals under this Regulation as amended by Supplement 7 to the 02 series of amendments.

12.13. As from 30 months after the date of entry into force of Supplement 7 to the 02 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 Supplement 7 to the 02 series of amendments.

12.14. Contracting Parties applying this Regulation shall not refuse to grant extensions of approvals to the preceding series of amendments to this Regulation, including Supplement 6 to the 02 series of amendments.

12.15. ECE approvals granted under this Regulation before the date mentioned in paragraph 12.13. above, including extensions of such approvals, shall remain valid indefinitely."

Annex 3

AMENDMENTS TO DOCUMENT TRANS/WP.29/GRE/2003/13 ADOPTED BY GRE AT ITS FIFTIETH SESSION BASED ON INFORMAL DOCUMENT No. 15 (see para. 89 of this report):

ECE REGULATION No. 4 - Rear registration plate lamp

Paragraphs 2.(b). and 3.5.3., delete the square brackets (leave the text in the square brackets).

New added paragraphs 5.4. to 5.4.2., amend to read:

"5.4. Light source module

5.4.1. The design of the light source module(s) shall be such that even in darkness the light source module(s) can be fitted in no other position, but the correct one.

5.4.2. The light source module(s) shall be tamperproof."

* * *

ECE REGULATION No. 6 - Direction indicator lamps

Paragraph 1.3., last sentence, amend to read:

"…
A change of the colour of the filament lamp or the colour of any filter does not constitute a change of type"

Paragraphs 2.2.2. and 3.5.3., delete the square brackets (leave the text in the square brackets).

New added paragraphs 5.3. to 5.3.2., amend to read:

"5.3. Light source module

5.3.1. The design of the light source module(s) shall be such that even in darkness the light source module(s) can be fitted in no other position, but the correct one.

5.3.2. The light source module(s) shall be tamperproof."

* * *

ECE REGULATION No. 7 - Front and rear position lamps, stop lamps and end-outline marker lamps

Paragraph 1.6., last sentence, amend to read:

"…
A change of the colour of the filament lamp or the colour of any filter does not constitute a change of type"

Paragraphs 2.2.2. and 3.6.3., delete the square brackets (leave the text in the square brackets).

New added paragraphs 5.6. to 5.6.2., amend to read:

"5.6. Light source module

5.6.1. The design of the light source module(s) shall be such that even in darkness the light source module(s) can be fitted in no other position, but the correct one.

5.6.2. The light source module(s) shall be tamperproof."

* * *

ECE REGULATION No. 23 - Reversing lamp

Paragraph 1.3., delete the sentence in square brackets and the last sentence, amend to read:

"… light source module, etc.
A change of the colour of the filament lamp or the colour of any filter does not constitute a change of type"

Paragraphs 2.2.2. and 3.6.3., delete the square brackets (leave the text in the square brackets).

New added paragraphs 5.3. to 5.3.2., amend to read:

"5.3. Light source module

5.3.1. The design of the light source module(s) shall be such that even in darkness the light source module(s) can be fitted in no other position, but the correct one.

5.3.2. The light source module(s) shall be tamperproof."

* * *

ECE REGULATION No. 38 - Rear fog lamp

Paragraph 1.3., last sentence, amend to read:

"…
A change of the colour of the filament lamp or the colour of any filter does not constitute a change of type"

Paragraphs 2.2.2. and 3.5.3., delete the square brackets (leave the text in the square brackets).

New added paragraphs 5.3. to 5.3.2., amend to read:

"5.3. Light source module

5.3.1. The design of the light source module(s) shall be such that even in darkness the light source module(s) can be fitted in no other position, but the correct one.

5.3.2. The light source module(s) shall be tamperproof."

* * *

ECE REGULATION No. 50 - Front and rear position lamp, stop lamps, direction indicator lamps and rear registration plate lamps for mopeds, motorcycles and vehicles treated as such

Paragraph 2.2., last sentence, amend to read:

"…
A change of the colour of the filament lamp or the colour of any filter does not constitute a change of type"

Paragraphs 3.2.2. and 4.4.3., delete the square brackets (leave the text in the square brackets).

New added paragraphs 6.3. to 6.3.2., amend to read:

"6.3. Light source module

6.3.1. The design of the light source module(s) shall be such that even in darkness the light source module(s) can be fitted in no other position, but the correct one.

6.3.2. The light source module(s) shall be tamperproof."

* * *

ECE REGULATION No. 77 - Parking lamps

Paragraph 2.3., last sentence, amend to read:

"…
A change of the colour of the filament lamp or the colour of any filter does not constitute a change of type"

Paragraphs 3.2.1. and 4.3.3., delete the square brackets (leave the text in the square brackets).

New added paragraphs 6.3. to 6.3.2., amend to read:

"6.3. Light source module

6.3.1. The design of the light source module(s) shall be such that even in darkness the light source module(s) can be fitted in no other position, but the correct one.

6.3.2. The light source module(s) shall be tamperproof."

* * *

ECE REGULATION No. 87 - Daytime running lamps

Paragraph 2.5., last sentence, amend to read:

"…
A change of the colour of the filament lamp or the colour of any filter does not constitute a change of type"

Paragraphs 3.2.2. and 4.5.3., delete the square brackets (leave the text in the square brackets).

New added paragraphs 6.3. to 6.3.2., amend to read:

"6.3. Light source module

6.3.1. The design of the light source module(s) shall be such that even in darkness the light source module(s) can be fitted in no other position, but the correct one.

6.3.2. The light source module(s) shall be tamperproof."

* * *

ECE REGULATION No. 91 - Side marker lamps

Paragraph 2.3., last sentence, amend to read:

"2.3. "Side-marker lamps of different types" means lamps which differ in such essential respects as:

- the trade name or mark;
- the characteristics of the optical system (level of intensity, light distribution angles, category of filament lamp, light source module, etc.).

A change of the colour of the filament lamp or the colour of any filter does not constitute a change of type"

Paragraphs 3.2.2. and 4.6.3., delete the square brackets (leave the text in the square brackets).

New added paragraphs 6.3. to 6.3.2., amend to read:

"6.3. Light source module

6.3.1. The design of the light source module(s) shall be such that even in darkness the light source module(s) can be fitted in no other position, but the correct one.

6.3.2. The light source module(s) shall be tamperproof."

* * *

DRAFT ECE REGULATION No. xxx - Cornering lamps

Paragraph 1.2., amend to read:

"1.2. "Cornering lamps of different types" means lamps which differ in such essential respects as:

- the trade name or mark;
- the characteristics of the optical system (level of intensity, light distribution angles, category of filament lamp, light source module, etc.);

A change of the colour of the filament lamp or the colour of any filter does not constitute a change of type"

Paragraphs 2.2.2. and 3.5.3., delete the square brackets (leave the text in the square brackets).

New added paragraphs 5.3. to 5.3.2., amend to read:

"5.3. Light source module

5.3.1. The design of the light source module(s) shall be such that even in darkness the light source module(s) can be fitted in no other position, but the correct one.

5.3.2. The light source module(s) shall be tamperproof."