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**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 FIFTY-THIRD SESSION**

(4 – 8 October 2004)

ATTENDANCE

1. GRE held its fifty-third session from 4 (afternoon) to 8 October (morning only) 2004 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; Poland; Republic of Korea; Russian Federation; Spain; Sweden; Turkey; United Kingdom; United States of America. A representative of the European Commission (EC) participated. Experts from the following non-governmental organizations also participated: International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA); International Motorcycle Manufacturers Association (IMMA); European Association of Automobile Suppliers (CLEPA); Working Party "Brussels 1952" (GTB); International Electrotechnical Commission (IEC).
2. The documents without a symbol distributed during the session are listed in the annex to this report.

## **1958 AGREEMENT**

### GENERAL REGULATIONS

1. REGULATION No. 10 (Electromagnetic compatibility)

Documentation: TRANS/WP.29/GRE/2002/5.

3. The expert from France recalled the purpose of TRANS/WP.29/GRE/2002/5. As the amendment to the corresponding European Union (EU) Directive has not yet come into force, GRE agreed to resume consideration of this subject at its fifty-fourth session.

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

2.1. Distributed Lighting Systems (DLS)

Documentation: TRANS/WP.29/GRE/2001/31/Rev.2.

4. Regarding the inclusion of fail-safe provisions for DLS, the expert from GTB announced that the work on Revision 3 to the above mentioned document was still in progress within GTB. GRE agreed to resume consideration of this subject at its next session in April 2005 on the basis of the revised document by GTB.

5. As a reference to Annex 10 of TRANS/WP.29/GRE/2001/31/Rev.2 had already been inserted into the Regulation, GRE requested the secretariat to submit to WP.29 and AC.1 Annex 10 of TRANS/WP.29/GRE/2001/31/Rev.2, as Corrigendum 1 to Supplement 8 to the 02 series of amendments to Regulation No. 48, for consideration during their March 2005 sessions.

2.2. Visibility of white light towards the rear, white retro-reflective material in rear lamps

Documentation: TRANS/WP.29/GRE/2004/23.

6. The expert from Canada requested GRE experts to send him comments on document TRANS/WP.29/GRE/2004/23. GRE agreed to resume consideration at its next session on the basis of revised proposals.

2.3. Elimination of manual headlamp-levelling devices

Documentation: TRANS/WP.29/GRE/2003/19.

7. In the absence of a proof of safety benefits and in the view of financial burden on manufacturers (subsequently also on consumers), GRE agreed to cease its discussion on TRANS/WP.29/GRE/2003/19.

8. Referring to a study carried out in his country, the expert from the United Kingdom suggested automatic levelling devices to be mandatory only for heavy-duty vehicles, as those vehicles have a large and frequent variation between unladen and fully laden situation. The expert from the

Netherlands supported this approach. GRE agreed to continue discussion on this subject at the next GRE session based on a new document from the United Kingdom or Netherlands, if available.

#### 2.4. Operating voltage for lighting and light-signalling devices

Documentation: TRANS/WP.29/GRE/2003/20/Rev.1; informal document No. GRE-53-6 of the annex to this report.

9. The expert from Germany introduced informal document No. GRE-53-6 concerning new provisions to clarify the discrepancies between the electrical supply conditions, during the type approval test and during the operation of the vehicle and superseding TRANS/WP.29/GRE/2003/20/Rev.1. He cautioned that the Annex "Voltage", which was based on standard ISO 3559, did not reflect current technology and should be revised. GRE agreed on the principle of voltage measurement. The GRE experts were requested to send their comments on that informal document to the German expert. GRE also agreed to resume consideration of this subject at its next session. The secretariat was requested to distribute informal document No. GRE-53-6 with an official symbol, unless the expert from Germany would send, in due time, a revised proposal.

#### 2.5. Definition of stop lamp and conditions for its illumination

Documentation: TRANS/WP.29/GRE/2002/28; TRANS/WP.29/2004/38; TRANS/WP.29/2004/40.

10. With regard to the operation of the stop lamp by automatic commanded braking systems (see documents TRANS/WP.29/2004/38 and TRANS/WP.29/2004/40), GRE considered in detail TRANS/WP.29/GRE/2002/28 and adopted it as reproduced in TRANS/WP.29/GRE/2002/28/Rev.1.

11. The secretariat was requested to submit TRANS/WP.29/GRE/2002/28/Rev.1 to GRRF for consideration and confirmation at its February 2005 session and, if affirmative, to transmit the document, as Supplement 12 to the 02 series of amendments to Regulation No. 48 to WP.29 and AC.1 for consideration at their June 2005 sessions.

#### 2.6. Emergency brake light display (EBLD)

Documentation: TRANS/WP.29/GRE/2004/21; TRANS/WP.29/GRE/2004/46; TRANS/WP.29/GRRF/2004/16; informal documents Nos. GRE-52-35-Corr, GRE-53-2, GRE-53-10 and GRE-53-11 of the annex to this report.

12. The expert from the Netherlands introduced informal documents Nos. GRE-53-2 and GRE-53-11 regarding the results of an evaluation study on emergency brake light display (EBLD). The expert from the Russian Federation recalled her presentation given during the previous GRE session on an informative brake signalling system and introduced informal document No. GRE-52-35-Corr. Referring to the justification of document TRANS/WP.29/GRE/2004/46, the Chairman recalled the purpose of TRANS/WP.29/GRE/2004/21 regarding the automatic switching of the hazard warning signals and automatic signalling of emergency braking. The expert from the EC introduced informal document No. GRE-53-10 proposing new provisions for an EBLD. The expert from France expressed her concern that such events of emergency braking were very rare and

preferred to have a simpler and less expensive solution, such as the automatic activation of hazard warning lamps only. The expert from the Republic of Korea supported that view.

13. GRE agreed in principle on amended informal document No. GRE-53-10 as reproduced in TRANS/WP.29/GRE/2005/2 and decided to transmit the document to GRRF for consideration at its February 2005 session. The expert from the EC noted the document as information of the direction GRE took regarding EBLD. GRE agreed to resume consideration on this subject at its next session in April 2005, on the basis of the outcome of the GRRF discussion.

#### 2.7. Electrical connections

Documentation: TRANS/WP.29/GRE/2003/22/Rev.1.

14. The expert from the Czech Republic introduced TRANS/WP.29/GRE/2003/22/Rev.1 to insert into the Regulation uniform prescriptions for the electrical connections between the towing vehicle and the trailer. GRE agreed that the difficulty caused by the different types of electrical connectors was a regional problem and not an international one. The Chairman suggested that the problem should be addressed, in a first step, by the regional legislator (e.g. by the EC in the case of EU Member States).

#### 2.8. Technical requirements regarding the use of head lighting during daytime

15. GRE agreed to consider this item together with agenda item 7 (see paras. 36-41).

#### 2.9. Conditions for the installation of lighting and light-signalling devices

Documentation: TRANS/WP.29/GRE/2003/36.

16. The expert from Germany recalled the purpose of TRANS/WP.29/GRE/2003/36 to limit allowance of installation of lighting and light-signalling devices to only such devices, which were type approved according to UNECE Regulations. As the majority of the delegations did not support the proposal, GRE agreed to take the document off the agenda. The expert from Germany raised his reservation on that decision and stated his intention to submit a new proposal for consideration at the next GRE session.

#### 2.10. Additional light source operating automatically in conjunction with the direction indicator

Documentation: TRANS/WP.29/GRE/2004/9.

17. GRE noted that TRANS/WP.29/GRE/2004/9 has been withdrawn by Japan.

## 2.11. Contour marking

Documentation: TRANS/WP.29/GRE/2004/18.

18. With regard to TRANS/WP.29/GRE/2004/18, the expert from Germany recalled the outcome of discussion during the previous GRE session and its decision to await the EC study results. He added the following amendments to the text of his proposal:

Paragraph 6.21.1., amend to read:

"6.21.1. ....  
Mandatory on vehicles of the categories M<sub>3</sub>, N<sub>3</sub>, O<sub>3</sub> and O<sub>4</sub>  
Optional on vehicles of other categories (M<sub>2</sub>, N<sub>1</sub>, N<sub>2</sub>, O<sub>1</sub> and O<sub>2</sub>)."

19. The expert from the EC raised his concerns that the mandatory use of retro-reflecting material on certain categories of vehicles might cause troubles in the different EU Member States, as some of them have restrictions for the use of such materials. He informed GRE that the study results were in a final review and would be published in the near future. He reported on the positive results of the cost benefit analyses. GRE agreed that an informal working group should deal with this subject.

20. The Chairman suggested that the group should meet on 25 November 2004 in Bonn (Germany), starting at 13.00h, following the informal GRE-gtr working group (see para. 76). He invited all interested GRE experts to take part in that meeting. He stated that he would seek the consent of WP.29 at its November 2004 session for the establishment of the above-mentioned informal working group. GRE agreed to resume consideration on this subject at its next session. (Note by the secretariat: in the afternoon and evening on Wednesday, 24 November 2004, a presentation by CLEPA is planned for the application of contour marking and its effectiveness.)

## 2.12. Activation of tell-tale for direction indicators with multiple light sources

21. The expert from GTB informed GRE that the work on this issue was still in progress within the GTB working group. GRE agreed on the urgency of this subject and invited GTB to present a proposal for consideration at the fifty-fourth GRE session.

## 2.13. Installation of additional lamps on movable vehicle components

Documentation: TRANS/WP.29/GRE/2004/38.

22. The expert from GTB introduced TRANS/WP.29/GRE/2004/38 proposing the installation of additional lamps to "replace" the function of position lamps and/or direction indicator lamps and/or retro reflectors in the cases where these functions were fitted on or were hidden by a movable component. GRE adopted the document with the following amendments:

Paragraph 5.18.1., correct to read:

"5.18.1. - **if** at all fixed positions of the movable components ..."

Paragraph 5.18.2., correct to read:

"5.18.2. - where additional .... open position, provided that **these additional lamps** satisfy ..."

Insert a new paragraph 5.21.3., to read:

**"5.21.3. Paragraph 5.21.2. does not apply to retro-reflectors."**

23. GRE requested the secretariat to submit the document to WP.29 and AC.1, as draft Supplement 11 to the 02 series of amendments to Regulation No. 48, for consideration during their March 2005 sessions.

#### 2.14. Electrical connections for front position lamps (longer service life)

Documentation: TRANS/WP.29/GRE/2004/39.

24. The expert from GTB presented TRANS/WP.29/GRE/2004/39 to allow the arrangement of electrical connections on a vehicle resulting in a longer service life for front position lamps. As the majority of the experts were concerned about the reduced geometric visibility, they did not support the proposal. GRE agreed to take this item off the agenda.

#### 2.15. Rear registration plate illumination

Documentation: TRANS/WP.29/GRE/2004/48; informal document No. GRE-53-12 of the annex to this report.

25. The expert from Germany introduced TRANS/WP.29/GRE/2004/48 proposing installation provisions for the possible use of a rear registration plate, which emit the light itself. GRE agreed that such a rear registration plate was not a lamp, and out of the scope of Regulation No. 48.

26. GRE adopted the document as reproduced in informal document No. GRE-53-12. The secretariat was requested to submit the adopted text to WP.29 and AC.1, as a part of draft Supplement 11 (see para. 23) to the 02 series of amendments to Regulation No. 48, for consideration during their March 2005 sessions.

#### 2.16. Lighting of vehicles at slow moving manoeuvres

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

27. The expert from Germany presented a proposal (TRANS/WP.29/GRE/2004/49) to improve road safety during slow moving manoeuvres of vehicles with a length exceeding 6,000 mm, except vehicles of category M1, by the use of the two optional reversing lamps mounted on the side of the vehicle. Several delegations could support the proposal, although, the experts from the Russian Federation and the United Kingdom raised their study reservations. GRE agreed to resume consideration on this subject at its next session.

2.17. Installation of special warning lamps

Documentation: TRANS/WP.29/GRE/2004/51.

28. The expert from Germany introduced TRANS/WP.29/GRE/2004/51 to insert into the Regulation requirements for the installation of special warning lamps on the basis of Regulation No. 65. As the majority of the delegations expressed their preference to regulate this subject at national level, the expert from Germany withdrew his document.

3. COLLECTIVE AMENDMENTS to Regulations Nos. 5,7,19,31,37,48,50,53,74,86 and 99

29. GRE agreed to consider this item together with agenda item 8 (see paras. 42-44).

4. NEW GENERAL ITEMS

4.1. Simplification of the requirements for approval marking

Documentation: TRANS/WP.29/GRE/2004/24.

30. The expert from GTB informed GRE about the need to simplify the requirements for approval markings of lighting and light-signalling devices (TRANS/WP.29/GRE/2004/24). He reported on the status of work on the elaboration of possible solutions (e.g. the installation of an electronic database for type approvals). The experts from the Netherlands and from the United Kingdom raised concerns as, in their view, the present approval marking scheme was very useful not only for type approval purposes but also for investigation and enforcement activities by the police, the periodical technical inspection services, etc. The expert from OICA supported that proposal in general and added that the responsibilities of such a database would have to be clarified. GRE agreed to resume consideration of this subject at its next session on the basis of a common proposal by GTB, OICA, the Netherlands and the United Kingdom.

4.2. REGULATION No. 86 (Installation of lighting and light-signalling devices for tractors)

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

31. The expert from GTB introduced TRANS/WP.29/GRE/2004/41 proposing the mandatory installation of rear marking plates on slow moving vehicles in order to enhance road safety. The expert from the EC stated that the corresponding EU Directive was in a review process and raised a study reservation in order to verify the coherence of the proposed text with the EU Directive. GRE agreed to resume consideration of this subject at its April 2005 session.

4.3. REGULATION No. 37 (Filament lamps)

Documentation: TRANS/WP.29/GRE/2004/47; informal document No. GRE-53-9 of the annex to this report.

32. Due to lack of time, GRE agreed to resume consideration of the subject at its next session. The secretariat was requested to distribute informal document No. GRE-53-9 with an official symbol (note by the secretariat: see TRANS/WP.29/GRE/2005/3).

SIGNALLING AND MARKING DEVICE REGULATIONS

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

5.1. Distributive lighting

Documentation: TRANS/WP.29/GRE/2003/8/Rev.1.

33. Recalling the purpose of TRANS/WP.29/GRE/2003/8/Rev.1 proposing new provisions regarding distributed lighting systems, the expert from GTB informed GRE that the work on Revision 2 to the document was still in process. GRE agreed to resume consideration on this subject at the fifty-fourth GRE session on the basis of a revised proposal by GTB.

5.2. Additional light source for night vision systems

Documentation: TRANS/WP.29/GRE/2004/7/Rev.2; TRANS/WP.29/GRE/2004/31; informal document No. GRE-53-13 of the annex to this report.

34. The expert from Japan presented proposals (TRANS/WP.29/GRE/2004/7/Rev.2 and TRANS/WP.29/GRE/2004/31) to insert into Regulations Nos. 7 and 48 requirements for the installation of additional light source for infrared radiation systems on front position lamps. GRE adopted both documents as amended in informal document No. GRE-53-13 and requested the secretariat to submit them, as draft Supplement 9 to the 02 series of amendments to Regulation No. 7 and as a part of draft Supplement 11 (see paras. 22 and 25) to the 02 series of amendments to Regulation No. 48, to WP.29 and AC.1 for consideration during their March 2005 sessions.

6. REGULATION No. 70 (Rear marking plates)

Documentation: TRANS/WP.29/GRE/2004/20.

35. At the request of the expert from Poland, GRE agreed to resume consideration of TRANS/WP.29/GRE/2004/20 at its fifty-fourth session.



7. REGULATION No. 87 (Daytime running lamp)

Documentation: TRANS/WP.29/GRE/2004/5/Rev.1; TRANS/WP.29/GRE/2004/40; TRANS/WP.29/GRE/2004/42; TRANS/WP.29/GRE/2004/50; informal documents Nos. GRE-53-7 and GRE-53-8 of the annex to this report.

36. Referring to para. 35 of TRANS/WP.29/GRE/52 (report of the previous session), the Secretary stated that in, the words "switching of DRL's" should read "switching of passing beam headlamps".

37. The expert from OICA introduced informal document No. GRE-53-7 proposing amendments to Regulations Nos. 48 and 87 regarding the colour of daytime running lamps (DRLs). As this proposal only addressed a harmonization purpose, a large number of delegations preferred not to amend the Regulations annexed to the 1958 Agreement, but preferred to have this item reflected in the global technical regulation (gtr) under the 1998 Agreement. GRE agreed to resume consideration of this subject at its next session on the basis of a revised proposal by OICA.

38. The expert from GTB recalled the initial consideration of TRANS/WP.29/GRE/2004/5/Rev.1 proposing to update the photometric requirements and to promote the installation of dedicated DRLs by vehicle manufacturers. Following the discussion, GRE agreed that this proposal could only be supported in combination with an automatic DRL switching. GRE agreed to resume consideration of this subject at its next session, taking into account the outcome of the discussion on the installation of the automatic switching of passing beam.

39. The expert from GTB introduced TRANS/WP.29/GRE/2004/42 regarding the test procedure for the DRL being reciprocally incorporated with another function and having an electronic light source control gear. Following the discussion, GRE recognized that this proposal should be considered together with a proposal for amendments to Regulation No. 48 regarding operating voltage, and agreed to resume consideration of this subject at its next session on the basis of a concrete proposal.

40. GRE followed with interest a presentation by the expert from Japan regarding the results of a study on the effects of DRLs of four-wheeled vehicles on their discernibility and on the impairment of the conspicuity of motorcycles (informal document No. GRE-53-8). GRE agreed on the need that DRLs could be governed by an automatic switching system depending on the ambient illuminance and the backdrop conditions.

41. With regard to TRANS/WP.29/GRE/2004/40 and TRANS/WP.29/GRE/2004/50, GRE agreed to resume consideration of these documents at the next GRE session.

8. COLLECTIVE AMENDMENTS REGARDING COLOUR SPECIFICATIONS

Documentation: TRANS/WP.29/GRE/2004/25; TRANS/WP.29/GRE/2004/36; TRANS/WP.29/GRE/2004/52 and Corr.1; informal document No. GRE-53-5 of the annex to this report.

42. The expert from Germany introduced TRANS/WP.29/GRE/2004/52 to delete in the relevant Regulations the references to the colour "selective yellow", as there was no longer any reason and support in GRE for the application of this colour in road traffic lighting. The expert from Japan

preferred to keep the status quo. He presented a proposal (TRANS/WP.29/GRE/2004/36) aiming to align the provisions of Regulation No. 19 with the Vienna Convention with regard to the definitions of the colour "selective yellow". The expert from OICA supported that Japanese position. The expert from GTB introduced informal document No. GRE-53-5 describing the consequences of the proposal by Germany for Regulations Nos. 37 and 99.

43. As several delegations raised study reservations on these documents, GRE agreed to resume consideration at its next GRE session and requested the secretariat to distribute informal document No. GRE-53-5 with an official symbol (note by the secretariat: see TRANS/WP.29/GRE/2005/4).

44. The expert from the United Kingdom introduced TRANS/WP.29/GRE/2004/25 proposing simplification of colour specifications. GRE agreed on the need for such an amendment to all UNECE Regulations concerned. The expert from the United Kingdom volunteered to elaborate in collaboration with the experts from France, GTB and IEC a new proposal for a collective amendment to be considered at the next GRE session.

## 9. NEW ITEMS REGARDING SIGNALLING AND MARKING DEVICES

### 9.1. Phantom light and colour washout phenomena

45. With regard to the phenomena of the phantom light as well as the washout of the colour and light signal in light signalling devices with transparent (coloured and colourless) lenses, the expert from GTB reported on the progress of work within the GTB working group. GRE agreed to resume consideration of this subject at one of its future sessions on the basis of a concrete proposal by GTB.

### 9.2. Front direction indicator visibility

Documentation: Informal document No. GRE-52-12 of the annex to this report.

46. The expert from the United Kingdom recalled the purpose of informal document No. GRE-52-12 concerning the visibility of front direction indicators with regard to their installation relative to the headlamp. The expert from GTB confirmed that the work on this item was still in progress within GTB. GRE agreed to resume consideration of this subject at its next session awaiting the outcome of the discussion by GTB.

### 9.3. REGULATION No. 6 (Direction indicators)

Documentation: TRANS/WP.29/GRE/2004/43.

47. The expert from GTB introduced TRANS/WP.29/GRE/2004/43 to clarify and correct the text of the Regulation with regard to devices having multiple light sources. GRE adopted the document with the following amendments:

Paragraph 6.1., the table, columns 3, 4 and 5 (entitled "Maximum values in cd when used as"), add the reference to footnote 3/ (**3 times**) to the values in the lines for direction indicator of category "2a", "3 towards the rear", "4 towards the rear", "5" and "6".

In footnote 3/, second paragraph, delete the first **brackets** and the text in **brackets**.

48. The secretariat was requested to submit TRANS/WP.29/GRE/2004/43, as amended in paragraph 47 above, to WP.29 and AC.1, as a Corrigendum 1 to Supplement 9 to the 01 series of amendments to Regulation No. 6, for consideration during their March 2005 sessions.

9.4. Collective amendments to Regulations Nos. 6, 7, 23 and 38 (marking of lamps)

Documentation: TRANS/WP.29/GRE/2004/53.

49. The expert from GTB introduced TRANS/WP.29/GRE/2004/53 to clarify the provision in the Regulation regarding the marking of independent lamps. GRE adopted the document, not amended, and requested the secretariat to submit it, as draft Supplement 12 to the 01 series of amendments to Regulation No. 6, as a part (see para. 34) of draft Supplement 9 to the 02 series of amendments to Regulation No. 7, as draft Supplement 11 to Regulation No. 23 respective as draft Supplement 10 to Regulation No. 38, to WP.29 and AC.1 for consideration during their March 2005 sessions.

9.5. Rulemaking on geometric visibility provisions in the United States of America (USA)

Documentation: Informal document No. GRE-53-3 of the annex to this report.

50. The expert from the United States of America informed GRE on the publication of amendments to the Federal Motor Vehicle Safety Standards in order to align the requirements for indicator lamps, stop lamps, tail lamp and parking lamps with those of the UNECE Regulations (see informal document No. GRE-53-3).

## ROAD ILLUMINATION DEVICE REGULATIONS

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

10.1. Harmonized driving beam pattern and determination of the cut-off line

Documentation: TRANS/WP.29/GRE/2003/23 and Add.1; TRANS/WP.29/GRE/2003/34.

51. Recalling GRE's decision to prepare a consolidated proposal of all above-mentioned documents, including an upper limit for the sharpness of the cut-off line, the expert from GTB informed GRE that this work was still in progress within GTB. GRE agreed to postpone to its next session the consideration of this subject on the basis of the consolidated document by GTB.

10.2. Additional light source for night vision systems

Documentation: TRANS/WP.29/GRE/2004/11/Rev.2; TRANS/WP.29/GRE/2004/32.

52. The expert from Japan introduced the above-mentioned documents proposing new requirements for the installation of additional light sources for infrared radiation on dipped beam headlamps. As the majority of delegates did not support these proposals, GRE agreed to remove this item from the agenda.

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

11.1. Determination of the cut-off line

Documentation: TRANS/WP.29/GRE/2003/24 and Add.1.

53. GRE agreed to postpone the consideration of TRANS/WP.29/GRE/2003/24 and Add.1 to its fifty-fourth session for the same reasons as mentioned in paragraph 51 above.

11.2. Harmonized driving beam pattern

Documentation: TRANS/WP.29/GRE/2004/6; TRANS/WP.29/GRE/2004/37; informal document No. GRE-52-21 of the annex to this report.

54. With regard to TRANS/WP.29/GRE/2004/6, GRE agreed to postpone its consideration to the fifty-fourth session for the same reasons as mentioned in paragraph 51 above.

55. The expert from GTB introduced a proposal to align the provisions on light sources for the driving beam in Regulation No. 112 to those in Regulation No. 98 (TRANS/WP.29/GRE/2004/37). The expert from the EC raised concerns about the present wording of the proposed paragraph 6.3.2. and emphasized the need to consider in parallel an amendment to Regulation No. 48. The experts from Germany and the United Kingdom supported that position. GRE agreed to resume its consideration at the next session on the basis of a new proposal by GTB addressing all headlamp Regulations with regard to the number of light sources contributing to the driving beam function.

11.3. Removal of marking requirements for unique or non-replaceable lenses

Documentation: TRANS/WP.29/GRE/2004/13/Rev.1.

56. Referring to the decision taken under agenda item 17.1. (see para. 71), GRE agreed to resume consideration of this subject at its next session on the basis of a revised proposal by Japan.

11.4. Additional light source for night vision systems

Documentation: TRANS/WP.29/GRE/2004/14/Rev.2.

57. Recalling the decision taken under agenda item 10.2. (see para. 52), GRE agreed to remove this item from the agenda.

12. GLARE OF HEADLAMPS

58. The Chairman informed GRE about a complaint from the Federation of European Pedestrians Association against the worsening glare by motor vehicle headlamps, in particular by sport utility vehicles (SUV). GRE agreed that the safety of road-users, especially pedestrians, was a sensible balance of the pedestrians' visibility by the driver (by a good illumination of the road in front of a moving vehicle) and the risk of pedestrians' glare from the vehicle headlamps. GRE affirmed that this subject was under consideration in conjunction with the driver's glare by vehicles of the forthcoming opposite traffic.

13. REGULATION No. 19 (Front fog lamps)

13.1. Marking requirements for unique or non-replaceable lenses

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

59. Due to lack of time, GRE agreed to resume consideration of the subject at its next session (note by the secretariat: a similar document was considered under agenda item 17.1. – see para. 71)

13.2. Sealed beam front fog lamps

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

60. Due to lack of time, GRE agreed to resume consideration of the subject at its next session.

14. ADAPTIVE FRONT-LIGHTING SYSTEM (AFS)

14.1. Regulation regarding AFS

Documentation: TRANS/WP.29/GRE/2004/27; TRANS/WP.29/GRE/2004/35;  
TRANS/WP.29/GRE/2004/44.

61. On behalf of the GRE-AFS informal working group, the expert from GTB informed GRE about the present status of the elaboration of the new Regulation on AFS aiming to increase road safety by a better visibility and by reducing the risk of glare (TRANS/WP.29/GRE/2004/27). The expert from the United Kingdom introduced TRANS/WP.29/GRE/2004/44 proposing amendments to the passing beam photometric requirements in the new draft Regulation. The expert from Japan presented a proposal to amend the technical requirements of failure tell-tale and failure provisions.

62. Following the discussion, GRE adopted TRANS/WP.29/GRE/2004/27 with editorial and technical amendments, subject to a final review by GRE at its session in March 2005. For that purpose, the secretariat was requested to prepare Revision 1 to the document (note by the secretariat: see TRANS/WP.29/GRE/2004/27/Rev.1).

14.2. Amendments concerning AFS

Documentation: TRANS/WP.29/GRE/2004/28; TRANS/WP.29/GRE/2004/29;  
TRANS/WP.29/GRE/2004/33; TRANS/WP.29/GRE/2004/34.

63. The expert from GTB reported on the GRE-AFS informal working group's work regarding the necessary amendments regarding AFS to Regulations Nos. 48 (TRANS/WP.29/GRE/2004/28) and 45 (TRANS/WP.29/GRE/2004/29). The expert from Japan introduced draft amendments to both afore-mentioned proposals (TRANS/WP.29/GRE/2004/33 and TRANS/WP.29/GRE/2004/34).

64. Following the discussion, GRE adopted TRANS/WP.29/GRE/2004/28 and TRANS/WP.29/GRE/2004/29 with editorial and technical amendments. For that purpose, the

secretariat was requested to prepare Revision 1 to both documents (note by the secretariat: see TRANS/WP.29/GRE/2004/28/Rev.1 and TRANS/WP.29/GRE/2004/29/Rev.1).

65. GRE agreed with the Chairman's proposal to have, at its session in April 2005, a final review of all AFS related documents (under agenda item 14.1. and 14.2.) and to submit them as new draft Regulation on AFS, draft Supplement 5 to the 01 series of amendments to Regulation No. 45 and a part (see para. 11) of draft Supplement 12 to the 02 series of amendments to Regulation No. 48, to WP.29 and AC.1 for consideration during their June 2005 sessions.

#### 15. NEW ITEMS REGARDING ROAD ILLUMINATION DEVICES

Documentation: Informal document No. GRE-53-4 of the annex to this report.

66. The expert from Turkey gave a presentation on headlamps with a continuous long-distance illumination without glaring effects. He introduced informal document No. GRE-53-4 proposing amendments to Regulations Nos. 48, 98 and 112. As the proposed amendments were in particular modifying the requirements of the cut-off line and the measuring screen, GRE referred informal document No. GRE-53-4 to the GTB working group in order to study in detail the impact of the proposed modifications. GRE agreed to resume consideration of this subject at a future session on the basis of the study results and a new proposal by Turkey or GTB.

#### MOTORCYCLE LIGHTING AND LIGHT-SIGNALLING REGULATIONS

##### 16. REGULATIONS Nos. 50, 53 and 74

###### 16.1. Amber front position lamps

Documentation: TRANS/WP.29/GRE/2001/25; TRANS/WP.29/GRE/2001/26; TRANS/WP.29/GRE/2001/27; TRANS/WP.29/GRE/2004/30.

67. Recalling the purpose of TRANS/WP.29/GRE/2001/25, TRANS/WP.29/GRE/2001/26 and TRANS/WP.29/GRE/2001/27, the expert from IMMA announced the submission of new proposals in the near future. Thus, GRE agreed to take the above-mentioned documents off the agenda awaiting new proposals by IMMA.

68. GRE adopted TRANS/WP.29/GRE/2004/30 correcting an editorial error in definition of red colour and requested the secretariat to submit it, not amended, as Corrigendum 1 to Revision 1 to Regulation No. 50, to WP.29 and AC.1 for consideration during their March 2005 sessions.

###### 16.2. Position lamps optional on motorcycles with automatic headlamp "ON"

Documentation: TRANS/WP.29/GRE/2003/3.

69. For the same reasons as mentioned in paragraph 67., GRE agreed to take these documents off the agenda awaiting a new proposal by IMMA.

###### 16.3. Maximum intensities and the zones of the front direction indicator lamps

Documentation: TRANS/WP.29/GRE/2004/26.

70. The expert from IMMA introduced TRANS/WP.29/GRE/2004/26 proposing the alignment in Regulation No. 50 of the prescriptions for the maximum intensities and their zones of the front direction indicator lamps to the provisions of Regulation No. 6. GRE adopted the document and requested the secretariat to submit it, not amended, as draft Supplement 8 to Regulation No. 50, to WP.29 and AC.1 for consideration during their March 2005 sessions.

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

17.1. Indication of the approval mark

Documentation: TRANS/WP.29/GRE/2004/15/Rev.1.

71. The expert from Japan presented TRANS/WP.29/GRE/2004/15/Rev.1 regarding a simplification of the approval marking on lighting devices. Referring to para. 3.4. of Regulation No. 98, the expert from the United Kingdom preferred to have a similar wording. The expert from Japan volunteered to prepare a revised proposal for consideration at its next GRE session.

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

72. The expert from GTB reported that the work on a concrete proposal was still in progress. GRE agreed to resume consideration on this subject at its next session if a document is available.

18. NEW ITEMS REGARDING MOTORCYCLE LIGHTING DEVICES

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

NEW INVENTIONS

Documentation: TRANS/WP.29/2003/35.

74. With regard to the submission of new inventions, the Chairman urged GRE experts to take into account TRANS/WP.29/2003/35 before preparing a submission on a new invention, and he suggested taking this item off the agenda.

1998 AGREEMENT

20.1. Global technical regulation (gtr) on installation requirements for lighting and light-signalling devices

Documentation: TRANS/WP.29/GRE/2001/6/Rev.3; TRANS/WP.29/GRE/2004/45; informal document No. GRE-53-1 of the annex to this report.

75. The expert from Canada, Mr. Gorzkowski, chairing the informal working group, introduced informal document No. GRE-53-1 superseding TRANS/WP.29/GRE/2001/6/Rev.3. He reported on the present status of the informal group's work on the elaboration of a draft gtr on lighting and light-signalling. The discussion focused on the need to include colour specifications in the gtr. The experts from Germany and the United States of America considered such requirements to be a matter for national regulations. Experts from Italy, the Netherlands and Japan preferred incorporation of colour requirements in the draft gtr.

76. All GRE experts were invited to participate in the next informal meeting of the gtr group, scheduled to be held in Bonn (Germany), from Monday, 22 November 2004, to Thursday, 25 November 2004. GRE agreed to consider in detail the final proposal for the draft gtr during its next session in April 2005.

77. The expert from the United States of America emphasized the importance of attending the next informal meeting. He was especially interested in manufacturers' participation, because of his perception that the North American industry was not present during most meetings on the gtr. Because of his knowledge that the North American market manufacturers were not completely satisfied, he asked OICA if the industry was satisfied with the gtr as it stands at the present time. In response, the OICA representatives stated that they represented the industry's view and that the industry would not object to the new gtr on lighting and light-signalling being enacted in the form agreed during the gtr informal group's discussions.

78. With regard to TRANS/WP.29/GRE/2004/45, Mr. Gorzkowski announced his intention to inform WP.29 and the Executive Committee AC.3 at their November 2004 sessions about the progress made by the group and to present the preliminary report, as modified, to WP.29/AC.3 during their March 2005 sessions. GRE endorsed that suggestion.

20.2. Development of further gtrs

79. With regard to the question as to whether the AFS could be put on the list of possible gtrs, GRE has been informed that AC.3 agreed during its June 2004 session to consider this issue under the condition that a Contracting Party to the Agreement volunteered to take over the technical sponsorship (TRANS/WP.29/1016, para. 111). The Chairman asked representatives of the Contracting Parties to the 1998 Agreement to consider sponsorship of gtr on AFS as well as other subjects regarding lighting and light signalling.



## OTHER BUSINESS

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

80. The expert from GTB reported that the work on the alignment of the in use specifications of the 1968 Vienna Convention on Road Traffic with the construction provisions in the UNECE lighting and light-signalling Regulations was still in progress. GRE agreed to resume consideration of this subject at a later time, on the basis of the proposal by GTB.

### 22. Road map for GRE work

81. Recalling the secretariat's request during the previous session to circulate new proposals for amendments first to the main players in GRE before their submission, the WP.29 Secretary congratulated GRE that, in comparison with the previous sessions, only one third of the normal number of informal documents had been produced for this session.

82. Regarding the work protocol of GRE, the Chairman announced to review the structure of the provisional annotated agenda for the next session and to make available a running order, as an informal document on the WP.29/GRE website at least one week before the next session. GRE welcomed this suggestion.

### 23. Election of officers

83. Following the announcement by the secretariat on Monday afternoon, 4 October 2004, and in compliance with Rule 37 of the Rules of Procedure of WP.29 (TRANS/WP.29/690), GRE called the election of officers on Thursday afternoon. Mr. Marcin Gorzkowski (Canada) was re-elected Chairman for the sessions scheduled for the year 2005, and he thanked the group for its confidence.

### 24. 1997 Agreement – Adhoc group of experts on periodical inspection draft Rule No. 2

Documentation: TRANS/WP.29/2003/16; TRANS/WP.29/2004/24; TRANS/WP.29/2004/44; TRANS/WP.29/2004/47; informal document No. WP.29-133-5 of Annex 1 to this report.

84. GRE was informed that Administrative Committee AC.4 agreed, during its June 2004 session, to establish an informal group with the mandate to prepare a consolidated document of the above-mentioned documents (TRANS/WP.29/1016, para. 117). GRE experts were invited to participate in this informal group by contacting its secretariat (cita.vehicleinspection@skynet.be).

### 25. Tribute to Mr. Richard Van Iderstine (United States of America)

85. Learning that Mr. R. Van Iderstine, representing the United States of America, would no longer attend the GRE sessions, the Chairman acknowledged his fruitful contributions during all the years of his activities in GRE and wished him all the best for his future activities. GRE expressed its appreciation to Mr. R. Van Iderstine with a long applause.

AGENDA FOR THE NEXT SESSION

86. For the fifty-fourth session, scheduled to be held in Geneva, Palais des Nations, from Tuesday 5 (14.30 h) April 2005 to Friday 8 (until 12.30 h) April 2005, the secretariat refers to the draft agenda, which is available as informal document No. GRE-53-14 of the fifty-third GRE session on the UNECE WP.29 website:

<http://www.unece.org/trans/main/welcwp29.htm>  
(select GRE and find "Informal Documents").

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

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Annex

LIST OF INFORMAL DOCUMENTS **GRE-53-...** DISTRIBUTED WITHOUT A SYMBOL  
DURING THE FIFTY-THIRD SESSION OF GRE

No.	Transmitted by	Agenda item	Language	Title	Follow-up
1.	Canada	20.1.	E	Draft proposal: Global technical regulation on lighting and light-signalling devices for road vehicles installation provisions for vehicles other than motorcycles	(a)
2.	Netherlands	2.6.	E	Evaluation of emergency brake light display (EBLD) systems	(a)
3.	United States of America	15.	E	Federal Motor Vehicle Safety Standards on lamps, reflective devices and associated equipment (Docket No. NHTSA-2004-18794)	(a)
4.	Turkey	15.	E	Proposed amendments to ECE Regulations Nos. 112, 48 and 98	(f)
5.	GTB	3. & 8.	E	Collective amendments to several Regulations regarding the colour "selective yellow"	(b)
6.	Germany	2.4.	E	Draft proposal for draft amendments to Regulation No. 48	(b)
7.	OICA	2.8. & 7.	E	Proposal for draft amendments to Regulations Nos. 48 and 87	(a)
8.	Japan	7.	E	Study on the effect of the daytime running lights of four-wheeled vehicles on their discernibility – Report No. 2	(a)
9.	France	4.3.	E	Proposal for draft amendments to Regulation No. 37	(b)
10.	European Commission	2.6.	E	Proposal for draft amendments to Regulation No. 48	(b,d)
11.	Netherlands	2.6.	E	Emergency brake light display (EBLD)	(a)
12.	Secretariat	2.15.	E	Proposal for draft amendments to Regulation No. 48	(d)
13.	Secretariat	5.2.	E	Proposal for draft amendments to Regulations Nos. 7 and 48	(d)
14.	Secretariat	--	E	Draft provisional agenda for the fifty-fourth session of GRE	(a)

No.	Transmitted by	Agenda item	Language	Title	Follow- up
<u>Reconsideration of informal documents from the previous sessions of GRE</u> (referring to agenda item and follow-up decision of the current session)					
52nd GRE session:			<b>INFORMAL DOCUMENTS GRE-52-...</b>		
12.	United Kingdom	9.2.	E	Front direction indicator visibility	(a)
21.	Japan	11.2.	E	Japan's comment to TRANS/WP.29/GRE/2004/6 (Harmonized passing beam headlamp)	(a)
35.	Russian Federation	2.6.	E	Study of perspective aspects of equipping vehicles with an informative brake signalling system (IBSS)	(a)

Notes regarding the follow-up of the informal documents:

- (a) Consideration completed or to be superseded
  - (b) Continue consideration at the next session with an official symbol
  - (c) Continue consideration at the next session as an informal document
  - (d) Adopted and transmitted to WP.29/AC.1
  - (e) To be transmitted to GRE-gtr informal working group
  - (f) To be transmitted to GTB working group
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