

Improvements to GRE/2023/27-Rev.1

This document is a revised proposal to amend ECE/TRANS/WP.29/GRE/2023/27/Rev.1 which is submitted to the ninetieth session of the Working Party on Lighting and Light-Signalling (GRE). The proposed modifications to the current text are marked in bold for new or strikethrough for deleted characters.

The text includes the latest changes introduced by WP.29 informal document WP.29-192-15e - Proposed amendments to Transitional Provisions Guidelines Document ECE/TRANS/WP29/1044/Rev.3.

I. Proposal

Insert new paragraphs 13.3. to 13.3.7., to read:

- "13.3. Transitional provisions applicable to the 07 series of amendments.
- 13.3.1. As from the official date of entry into force of the 07 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 07 series of amendments.
- 13.3.2. As from 1 September 2029, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to any of the preceding series of amendments, first issued after 1 September 2029.
- 13.3.3. Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the 06 series of amendments to this Regulation first issued before 1 September 2029.
- 13.3.4. Notwithstanding paragraph 13.3.3., Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the 06 series of amendments to this Regulation, for vehicles, vehicle systems, equipment and parts which are not affected by the changes introduced by the 07 series of amendments.
- 13.3.5. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation.
- 13.3.6. Contracting Parties applying this Regulation may grant type approvals according to any of the preceding series of amendments to this Regulation.
- 13.3.7. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any of the preceding series of amendments to this Regulation."

II. Justification

1. During the 43rd meeting of the IWG EMC, the Chair proposed a consolidated version of transitional provisions applying to both vehicles and ESAs – see document IWG-EMC-43-02.
2. OICA made additional minor editorial changes to paragraph 13.3.4. of the Chair's proposal which can be seen in document IWG-EMC-43-07.

3. Following the meeting, Netherlands proposed to align with the new guidelines for transitional provisions where the words ‘any of’ are inserted to clarify the application to all preceding series of amendments to avoid different interpretation.

4. OICA has reviewed the latest guidelines for transitional provisions ECE/TRANS/WP29/1044/ Rev.3. and further developed the transitional provisions as laid out above.

5. The European Commission proposed to delete the following text (taken from the revised guidelines) which OICA had previously included under paragraph 13.3.4. in revision 2. of this document:

"Contracting Parties applying this Regulation shall also continue to accept type approvals issued according to any of the previous series of amendments to this Regulation first issued before Date (b), provided the transitional provisions in these respective previous series of amendments foresee this possibility."

The EC proposal was accepted by all participating contracting parties.

6. In terms of the date proposed, OICA proposes a lead time of 5 years to ensure vehicle components and systems can be successfully approved in the new frequency range from 2 to 6 GHz. There are many test laboratories that do not currently have the capability to carry-out testing in this higher frequency range. New antenna and adequate power amplifiers need to be purchased and integrated into test laboratories. It is also necessary to check field calibration and update the laboratory accreditation to include this equipment.

7. It is foreseen that any shorter lead time would place a significant strain on the test capacity of laboratories and vehicle manufacturers as they prepare to meet the stricter requirements, given the equipment needs to be put into place before testing can even begin.