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Inland Transport Committee
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Working Party on Lighting and Light-Signalling
Seventy-third session

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Report of the Working Party on Lighting and Light-Signalling on its seventy-third session
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I. Attendance

1. The Working Party on Lighting and Light-Signalling (GRE) held its seventy-third session from 14 to 17 April 2015 in Geneva, under the chairmanship of Mr. M. Loccufier (Belgium). Experts from the following countries participated in the work according to Rule 1 (a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690, Amends. 1 and 2): Austria; Belgium; Canada; China; Czech Republic; Finland; France; Germany; Hungary; India; Italy; Japan; Luxemburg; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; Spain; Sweden and the United Kingdom of Great Britain and Northern Ireland (UK). An expert from the European Commission (EC) participated. Experts from the following non-governmental organizations also took part in the session: European Association of Automotive Suppliers (CLEPA); International Automotive Lighting and Light Signalling Expert Group (GTB); International Electrotechnical Commission (IEC); International Motorcycle Manufacturers Association (IMMA); International Organization of Motor Vehicle Manufacturers (OICA) and Vehicle Lighting Association. Upon invitation of the Chair, the experts from the European Committee of Associations of Manufacturers of Agricultural Machinery (CEMA) participated.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRE/2015/1 and Add.1,
Informal documents GRE-73-01-Rev.1, GRE-73-07 and GRE-73-08

2. GRE considered and adopted the agenda proposed for the seventy-third session (ECE/TRANS/WP.29/GRE/2015/1 and Add.1) as reproduced in GRE-73-01-Rev.1 (including the informal documents distributed during the session). GRE also adopted the running order for the session (GRE-73-07).

3. The list of informal documents is contained in Annex I to the report. The list of GRE informal groups is reproduced in Annex III to the report. GRE noted the official document submission deadline of 24 July 2015 for the October 2015 session of GRE (GRE-73-08).

4. GRE took note of the highlights of the November 2014 and March 2015 sessions of the World Forum for Harmonization of Vehicle Regulations (WP.29) (GRE-73-08). In this context, the expert from EC recalled that, at the March 2015 session of WP.29, the representative of European Union had expressed concerns about the large number of supplements submitted by GRE and that WP.29 had requested GRE to address this issue.

III. 1998 Agreement - Global Technical Regulations: Development (agenda item 2)

Documentation: ECE/TRANS/WP.29/GRE/71, para. 5

5. No proposals were introduced under this agenda item.

IV. 1997 Agreement – Rules: Development (agenda item 3)

6. No new information was reported under this agenda item.

V. Simplification of lighting and light-signalling Regulations (agenda item 4)

Documentation: Informal documents GRE-73-03, GRE-73-04, GRE-73-05-Rev.1, GRE-73-22 and GRE-73-23

7. GRE took note of the progress of the Informal Working Group on "Simplification of the Lighting and Light-Signalling Regulations" (IWG SLR) and three possible timelines for completing its activities (GRE-73-22). On behalf of IWG SLR, the expert from Germany proposed a concept for simplification based on the introduction of a new part B into Regulation No. 48 and using it as a Horizontal Reference Document (HRD) to which the common provisions of the individual device Regulations would be moved (GRE-73-05-Rev.1). The individual device Regulations would only contain references to part B of Regulation No. 48. A revised Regulation No. 48 and an example of a revised device Regulation were also presented (GRE-73-03 and GRE-73-04). IWG SLR requested GRE to provide guidance on the proposed simplification approach.

8. Various experts reiterated their support to the simplification of the lighting and light-signalling Regulations, but pointed out that, before providing guidance to IWG SLR, they would need more time to study the proposed approach and its consequences. In particular, GRE identified the following issues that would need to be addressed:

- (a) The impact of amendments (supplements or new series of amendments) to part A and/or part B of Regulation No. 48 on individual device Regulations and vice versa;
- (b) Some Contracting Parties do not apply Regulation No. 48, but apply specific device Regulations. If the common provisions of these Regulations are included in Regulation No. 48, such Contracting Parties would not be in a position to vote on amendments to these common provisions or object to their adoption;
- (c) The issues under (a) and (b) above could be solved by moving the common provisions of the device Regulations into a special Resolution similar to R.E.3, rather than to Regulation No. 48. Referencing this Resolution in the device Regulations would make its provisions legally binding;
- (d) Use of dynamic or static references to HRD in the device Regulations: dynamic references could provide more benefits in terms of simplifying the text, but some Contracting Parties might prefer static references for legal reasons.

9. GRE noted that some of these issues would require guidance from the United Nations Office for Legal Affairs (OLA) and/or WP.29. GRE invited all experts to transmit to the secretariat their comments and questions on the proposed approach before 24 April 2015. The secretariat was requested to seek advice from OLA on legal issues. GRE agreed that the Chair would report to WP.29, at its June 2015 session, on the progress in the simplification of the lighting and light-signalling Regulations and would ask WP.29 to provide guidance on the approach proposed by IWG SLR and, if required, to extend the mandate of the IWG SLR. Meanwhile, IWG SLR was requested to continue its activities to revise device Regulations with a view to preparing a full package for the next session of GRE, bearing in mind that a final decision with regard to HRD (a new part of Regulation No. 48, a new Resolution, etc.) would be taken at a later stage depending on the guidance provided by WP.29 and OLA.

10. On behalf of IWG SLR, the expert from IEC proposed, for the purposes of simplification, to separate data sheets for various light sources from Annex 1 of Regulations Nos. 37, 99 and 128 and to include them in a repository document (resolution) administered by WP.29 (GRE-73-23). GRE noted that this approach had already been endorsed by WP.29 at its November 2014 session and that official documents with amendment proposals would be submitted to the next session of GRE.

VI. Regulation Nos. 37 (Filament lamps), 99 (Gas discharge light sources) and 128 (Light emitting diodes light sources) (agenda item 5)

Documentation: ECE/TRANS/WP.29/GRE/2015/2,
ECE/TRANS/WP.29/GRE/2015/15

11. The expert from GTB proposed to introduce a new category 'D9S' of light sources with dual-level operation into Regulation No. 99 (ECE/TRANS/WP.29/GRE/2015/2) as well as to amend the testing and approval provisions in Regulation No. 98 to take into account the multi-level aspects of D9S (ECE/TRANS/WP.29/GRE/2015/15).

12. Several experts pointed out that the lower level of operation of D9S provide for the objective luminous flux of 2000 ± 300 lm, thus avoiding the need for headlamps with such light sources to be equipped with cleaning devices and automatic levelling. GRE recalled that, according to paragraph 6.2.9. of Regulation No. 48, these additional requirements only apply to headlamps with lights sources whose objective luminous flux exceeds 2,000 lm without taking into account the tolerances specified on the relevant data sheet. GRE agreed

that, in the future, headlamps with any new light sources could only be exempted from these additional requirements if their objective luminous flux, together with any tolerance, is below 2,000 lm. GTB was requested to prepare a respective proposal for amendments to Regulation No. 48.

13. Upon this understanding, GRE adopted the above proposals and requested the secretariat to submit them to WP.29 and the Administrative Committee of the 1958 Agreement (AC.1) for consideration and vote at their November 2015 sessions as draft Supplement 11 to the original series of Regulation No. 99 and draft Supplement 7 to the 01 series of amendments to Regulation No. 98, respectively.

VII. Regulation No. 48 (Installation of lighting and light-signalling devices) (agenda item 6)

A. Proposals for amendments to the 05 and 06 series of amendments

Documentation: ECE/TRANS/WP.29/GRE/2015/3,
ECE/TRANS/WP.29/GRE/2015/4,
ECE/TRANS/WP.29/GRE/2015/13,
Informal documents GRE-73-11, GRE-73-14 and GRE-73-15

14. The expert from GTB proposed to clarify the application of paragraph 5.7.1.3. on separating the rear direction indicator lamps and stop lamps (ECE/TRANS/WP.29/GRE/2015/3 and GRE-73-15). The experts of France, Germany, Japan and UK did not support this proposal and pointed out that it was not sufficiently clear and allowed different interpretations. GRE invited GTB to revise the proposal based on the comments received.

15. The expert of GTB presented a proposal to introduce optional variable intensity Daytime Running Lamps (DRL) into Regulations No. 48 (ECE/TRANS/WP.29/GRE/2015/4), together with a proposal to introduce these DRL into Regulation No. 87 (ECE/TRANS/WP.29/GRE/2015/13) (agenda item 7 (g)). Compared to the current DRL with one level of performance between 400 and 1,200 cd for all ambient conditions, the variable intensity DRL were proposed to have several levels of performance between 200 and 2,000 cd, depending on ambient light conditions.

16. The experts from France and Italy were not in a position to accept this proposal. The experts from Germany, Finland, Netherlands, Poland and UK supported the basic concept of variable DRL and suggested some modifications. GRE also recalled that WP.29 urged GRE to find, in close cooperation with all stakeholders, a solution for DRL for the purpose of listing Regulation No. 48 in an annex to UN Regulation No. 0 (IVWTA) (ECE/TRANS/WP.29/1112, para. 43). In this context, the expert from Japan informed GRE that his country was not in a position to support the GTB proposal on road safety concerns for motorcycles, because the figure of 2,000 lm was too high. He also stated that Japan did not want to impede IVWTA and had launched a study on DRL whose outcome would be reported to GRE at the next session. GRE invited GTB to take into account the comments received and to prepare, in cooperation with Japan and other stakeholders, a revised proposal for the next session of GRE.

B. Other proposals for amendments to Regulation No. 48

Documentation: ECE/TRANS/WP.29/GRE/2015/5,
ECE/TRANS/WP.29/GRE/2015/6,

ECE/TRANS/WP.29/GRE/2015/21,
Informal documents GRE-73-12, GRE-73-17, GRE-73-18, GRE-73-19, GRE-73-25, GRE-73-27, GRE-73-28

17. The experts from OICA and GTB proposed to introduce new criteria on the automatic levelling of headlamps based on the outcome of the GTB glare and visibility studies (ECE/TRANS/WP.29/GRE/2015/5). The expert from Poland suggested further modifications to this proposal (GRE-73-28). The experts from Germany and Japan proposed to impose automatic levelling in all cases, in order to reduce glare problems for drivers (GRE-73-18). Following an in-depth exchange of views on these three documents, GRE realized that no consensus could be found as long as there was no single proposal.

18. To make progress on this issue and prepare a comprising proposal, GRE decided to establish an Informal Working Group with a draft title "on Visibility, Glare and Levelling" (IWG VGL), for which the experts from Germany and Poland agreed to act as Chair and Secretary, respectively. GRE requested IWG VGL to submit its terms of reference for consideration at the next session of GRE and mandated the Chair to obtain, in June 2015, the consent of WP.29 for the establishment of this IWG.

19. The expert from Poland proposed to introduce optional 'side illuminating lamps' into Regulations Nos. 48 and 119 (agenda item 7 (I)) (ECE/TRANS/WP.29/GRE/2015/6, ECE/TRANS/WP.29/GRE/2015/19, GRE-73-12, GRE-73-13, GRE-73-27) with the aim to increase the visibility of pedestrians, animals, etc. for glared drivers. The expert from India suggested corrections to this proposal (GRE-73-19). GRE was of the view that this proposal would not bring additional benefits for road safety and was not in a position to support it.

20. The expert from France proposed to delete a design restrictive requirement in Regulation No. 48 for an auto-levelling device for low beam produced by any LED light sources, while for other light sources this requirement exists only if their reference luminous flux exceeds 2,000 Lm (ECE/TRANS/WP.29/GRE/2015/21 and GRE-73-25). According to the expert, should LED be treated in the same way as other lights sources, this would lead to more LED headlamps fitted on new vehicles, thus improving road safety and reducing CO₂ emissions. The experts from Belgium, Germany, Japan and UK were of the view that this issue should be first referred to IWG VGL and be considered in one package with other proposals regarding levelling (see paras. 17 and 18 above), upon the understanding that a final solution developed by IWG VGL should be technology neutral. The experts from Italy, Spain, EC, CLEPA and OICA not only supported the French proposal as removing discrimination between various technologies of light sources, but also called for its adoption without delay, irrespective of the IWG activities. GRE agreed that the Chair would submit this issue to the June 2015 session of WP.29 for guidance and to report back to GRE at its next session.

VIII. Other Regulations (agenda item 7)

A. Regulation No. 6 (Direction indicators)

Documentation: ECE/TRANS/WP.29/GRE/2015/7

21. GTB proposed to correct an error in Regulation No. 6 (ECE/TRANS/WP.29/GRE/2015/7). GRE approved this proposal, but agreed to postpone to the next session a decision to submit it to WP.29 and AC.1 for consideration and vote, awaiting other possible proposals for amendments to this Regulation in the course of the simplification process.

22. The expert from EC pointed out the administrative burden and legal uncertainty imposed by numerous supplements to lighting and light-signalling Regulations and requested that such amendments be limited to one per year per Regulation. He also expressed concerns about a large number of official documents with amendments proposals submitted by GTB without their prior consideration as informal documents. The expert from GTB stated that his organization would consider how to improve transparency of its work and submissions to GRE. The secretariat clarified that all submissions received earlier than twelve weeks before the session are submitted as official documents for translation, in line with the Rules of Procedure. The expert from UK, chairing the Working Party on Braking and Running Gear (GRRF), informed GRE about the GRRF experiences in dealing with documentation and limiting the number of amendment proposals transmitted to WP.29. Various experts generally supported the idea to collect proposals for amendments to the same Regulation during several sessions of GRE and then to submit them to WP.29 once a year. At the same time, experts called for flexibility and exceptions to this practice, should this be justified by urgent needs of Contracting Parties and/or industry or by emerging new technologies.

23. The Chair drew the following conclusions:

- (a) Proposals for amendments submitted before the twelve week deadline would continue to be issued as official documents;
- (b) Official documents submitted to this session of GRE (e.g. ECE/TRANS/WP.29/GRE/2015/7) could be adopted in principle, but put on hold until the next session, pending the outcome of the IWG SLR activities;
- (c) GRE would collect adopted proposals for amendments to the same Regulation to submit them all together to WP.29 at a certain stage. This general rule should be without prejudice to submitting adopted proposals without delay, based on the grounds of urgency and innovation;
- (d) The provisional agenda would include a new agenda item for pending amendment proposals.

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

Documentation: ECE/TRANS/WP.29/GRE/2015/8,
ECE/TRANS/WP.29/GRE/2015/10,
ECE/TRANS/WP.29/GRE/2015/11,
ECE/TRANS/WP.29/GRE/2015/12,
ECE/TRANS/WP.29/GRE/2015/14,
ECE/TRANS/WP.29/GRE/2015/18

24. The expert of GTB introduced ECE/TRANS/WP.29/GRE/2015/8 with a proposal to update the provisions relating to failure of light sources when an operating tell-tale is installed. GRE noted that this document was part of collective amendments to various Regulations (ECE/TRANS/WP.29/GRE/2015/10, ECE/TRANS/WP.29/GRE/2015/11, ECE/TRANS/WP.29/GRE/2015/12, ECE/TRANS/WP.29/GRE/2015/14, ECE/TRANS/WP.29/GRE/2015/18). Following comments from the experts of Germany and the Netherlands, GRE requested GTB to revise the proposal and submit a new document to the next session.

C. Regulation No. 10 (Electromagnetic compatibility)

Documentation: ECE/TRANS/WP.29/GRE/2015/9,
ECE/TRANS/WP.29/GRE/2014/41, Informal document GRE-73-20

25. The expert of OICA proposed to allow the designation of manufacturer's laboratories as approved test laboratories for Regulation No. 10 (ECE/TRANS/WP.29/GRE/2015/9). GRE was not in a position to support this proposal.

26. The expert from Belgium referred to their proposal for amendments on the electromagnetic compatibility of trolleybuses (ECE/TRANS/WP.29/GRE/2014/41) and asked GRE to postpone the consideration of this issue to the next session, due to the ongoing consultations with OICA. The expert from the Russian Federation proposed corrections to ECE/TRANS/WP.29/GRE/2014/41 (GRE-73-20). The expert from Canada, who had chaired GRE in 2014, reported on his bilateral consultations with the Chair of the Working Party on General Safety Provisions (GRSG) and their agreement that this issue belongs to the scope of Regulation No. 10 and, thus, should be dealt with by GRE. GRE decided to revert to this matter at the next session and invited the experts from Belgium, the Russian Federation and OICA to submit a joint proposal.

D. Regulation No. 23 (Reversing lamps)

Documentation: ECE/TRANS/WP.29/GRE/2015/10

27. GRE noted that this proposal would be considered at the next session in conjunction with a similar proposal for amendments to Regulation No. 7 (see para. 24 of this report).

E. Regulation No. 38 (Rear fog lamps)

Documentation: ECE/TRANS/WP.29/GRE/2015/11

28. GRE noted that this proposal would be considered at the next session in conjunction with a similar proposal for amendments to Regulation No. 7 (see para. 24 of this report).

F. Regulation No. 77 (Parking lamps)

Documentation: ECE/TRANS/WP.29/GRE/2015/12

29. GRE noted that this proposal would be considered at the next session in conjunction with a similar proposal for amendments to Regulation No. 7 (see para. 24 of this report).

G. Regulation No. 87 (Daytime running lamps)

Documentation: ECE/TRANS/WP.29/GRE/2015/13

30. This issue was considered in conjunction with agenda item 6 (a) (see paras. 15 and 16 above).

H. Regulation No. 91 (Side-marker lamps)

Documentation: ECE/TRANS/WP.29/GRE/2015/14

31. GRE noted that this proposal would be considered at the next session in conjunction with a similar proposal for amendments to Regulation No. 7 (see para. 24 of this report).

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

Documentation: ECE/TRANS/WP.29/GRE/2015/15

32. This issue was considered in conjunction with agenda item 5 (see paras. 11-13 above).

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

Documentation: ECE/TRANS/WP.29/GRE/2015/16,
ECE/TRANS/WP.29/GRE/2015/22,
ECE/TRANS/WP.29/GRE/2015/23,
Informal documents GRE-73-21, GRE-73-26

33. The expert from GTB proposed to correct editorial errors in the approval markings of Annex 2 (ECE/TRANS/WP.29/GRE/2015/16). GRE approved this proposal, but agreed to postpone to the next session a decision to submit it to WP.29 and AC.1 for consideration and vote, awaiting other possible proposals for amendments to this Regulation in the course of the simplification process.

34. The expert from France proposed to delete a design restrictive requirement (ECE/TRANS/WP.29/GRE/2015/22 and GRE-73-26). This proposal received comments from the experts of Germany and the Netherlands. The expert from Poland suggested a different approach on this issue (GRE-73-21). The Chair invited the experts from France, Germany, Netherlands, Poland, CLEPA and IEC to prepare a revised proposal for the next session.

35. The expert from France proposed to correct an inconsistency in Annex 3 (ECE/TRANS/WP.29/GRE/2015/23). GRE approved this proposal, but agreed to postpone to the next session a decision to submit it to WP.29 and AC.1 for consideration and vote, awaiting other possible proposals for amendments to this Regulation in the course of the simplification process.

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

Documentation: ECE/TRANS/WP.29/GRE/2015/17

36. At request of the expert from GTB, GRE decided to postpone consideration of this issue to the next session.

L. Regulation No. 119 (Cornering lamps)

Documentation: ECE/TRANS/WP.29/GRE/2015/18,
ECE/TRANS/WP.29/GRE/2015/19,
Informal documents GRE-73-13, GRE-73-27

37. GRE noted that ECE/TRANS/WP.29/GRE/2015/18 would be considered at the next session in conjunction with a similar proposal for amendments to Regulation No. 7 (see para. 24 of this report).

38. GRE recalled that a proposal by the expert from Poland to introduce ‘side illuminating lamps’ into Regulation No. 119 (ECE/TRANS/WP.29/GRE/2015/19, GRE-73-13, GRE-73-27) was considered in conjunction with agenda item 6 (b) (see para. 19 above).

M. Regulation No. 123 (Adaptive Front-lighting Systems (AFS))

Documentation: ECE/TRANS/WP.29/GRE/2015/20

39. The expert from GTB withdrew ECE/TRANS/WP.29/GRE/2015/20.

IX. Other business (agenda item 8)

A. Amendments to the Convention on Road Traffic (Vienna 1968)

40. The Secretary to the Working Party on Road Traffic Safety (WP.1) informed GRE that WP.1, at its March 2015 session, had continued considering the amendment proposals on Article 32 and Chapter II of Annex 5 of the Vienna 1968 Convention regarding lighting and light-signalling. The secretariat had been requested to prepare, for the next session, a new revision by incorporating amendment proposals submitted by IMMA. GRE recalled that, once finalized and approved by WP.1, these amendment proposals should be officially forwarded to the UN Secretary-General by one of the Contracting Parties to the 1968 Convention. The WP.1 Secretary reiterated his invitation to GRE experts to discuss this issue at the national level, with a view to finding a volunteer country.

B. Decade of action for road safety 2011-2020

41. No new information was reported under this agenda item.

C. Development of an International Whole Vehicle Type Approval (IWVTA)

Documentation: ECE/TRANS/WP.29/2015/68

42. The expert from EC, in his capacity of GRE Ambassador, and the secretariat informed GRE about the progress in preparing Revision 3 of the 1958 Agreement and developing Regulation No. 0 on IWVTA and DETA database. The latest draft of Regulation No. 0 was available in ECE/TRANS/WP.29/2015/68. GRE also noted that IWG IWVTA had proposed to move the installation requirements for DRL from Regulation No. 48 into Regulation No. 87 and that WP.29, at its November 2014 session, urged GRE to find the best solution in close cooperation with the stakeholders. In this respect, GRE discussed whether a new IWG was needed to tackle this issue. Having recalled its earlier considerations (see paras. 15 and 16 above), GRE decided against a new IWG for the time being.

D. Phantom light and colour washout

43. No proposals were submitted under this agenda item.

X. New business and late submissions (agenda item 9)

Documentation: ECE/TRANS/WP.29/2015/36, ECE/TRANS/WP.29/2015/37, Informal documents GRE-73-02, GRE-73-09, GRE-73-10, GRE-73-11, GRE-73-16, WP.29-165-17,

44. The expert from the Netherlands, chairing the informal Group on Agricultural Vehicle Lighting Installation (AVLI), informed GRE about the progress made by AVLI under Phase II of its mandate and introduced a draft proposal for the 01 series of amendments to Regulation No. 86 (GRE-73-02). The experts from Austria, France, Italy and UK commented on this proposal and, in particular, on remaining square brackets in paragraph 6.5.1. and paragraph 3. of Annex 6. GRE invited AVLI to take these comments into account when finalizing the proposal for official submission to the next session of GRE. GRE also noted that Mr. Gerd Kellermann (Germany) would no longer be in a position to co-Chair AVLI and that this position would be taken over by Mr. Timo Kärkkäinen (Finland). GRE thanked that Mr. Kellermann for his contributions and welcomed Mr. Kärkkäinen.

45. GRE took note that WP.29, at its March 2015 session, had approved the new definitions of agricultural trailers and towed machinery proposed by GRE for the inclusion into the Consolidated Resolution (R.E.3) (ECE/TRANS/WP.29/1114, para. 67).

46. At the GRSG request, GRE considered proposals for amendments to Regulations Nos. 97 and 116 stipulating that, to provide information on the status of the vehicle alarm system and/or immobilizer, optical displays outside the passenger compartment can be used and that such displays should fulfil the requirements of Regulation No. 48 (ECE/TRANS/WP.29/2015/36, ECE/TRANS/WP.29/2015/37). Some experts expressed concerns that optical displays are not defined in Regulation No. 48. GRE noted that these provisions were intended to prohibit lights that are not in conformity with Regulation No. 48 and did not see the need to intervene with GRSG on this subject.

47. At the GRRF request, the secretariat presented the idea of introducing a warning lamp into Regulations Nos. 79 and 13 to light up at any brake application and to indicate the proper functioning of the trailer electrical braking system on some trailers (GRE-73-09). GRE agreed that such lamps do not fall under the scope of Regulation No. 48 and, if required, such an exemption could be introduced explicitly into the definitions of Regulation No. 48.

48. GRE took note of the WP.29 request to complement a list of acronyms/abbreviations (WP.29-165-17) with those used in lighting and light-signalling Regulations. The expert from the Netherlands volunteered to assist the secretariat in this regard. GRE also noted that acronym "REESS" and its definition in Regulation No. 10 might need correction.

49. The secretariat proposed to correct an error introduced by Supplement 8 to the 01 series of amendments to Regulation No. 74 (GRE-73-10). GRE adopted the proposed correction as contained in Annex II, requested the secretariat to identify its proper legal form (supplement or corrigendum) and submit it to WP.29 and AC.1 for consideration and vote at their June 2015 session.

50. On behalf of the Task Force on Tell-Tales, the expert from the Netherlands proposed amendments to Regulations Nos. 7, 87 and 48 regarding tell-tales indicating a failure (GRE-73-11). To prepare an official document for the next session, he invited GRE experts to send their comments by email.

51. The expert from IMMA proposed to modify the provisions on the angle of incidence in Annex 5 to Regulation No. 50 (GRE-73-16). GRE noted that this issue should be considered in conjunction with possible changes to Regulation No. 4 and invited CLEPA to

look into this issue. IMMA was requested to submit an official document to the next session.

XI. Direction of future work of GRE (agenda item 10)

A. Work tasks of GRE

Documentation: ECE/TRANS/WP.29/2012/119

52. GRE addressed this item in conjunction with agenda item 4 (paras. 7-10 of this report).

B. Work progress of the International Automotive Lighting and Light Signalling Expert Group (GTB) task forces

Documentation: Informal document GRE-73-24

53. GRE took note of a status report of the GTB Working Group on Light Sources (GRE-73-24), including the outcome of the GTB LED retrofit feasibility study. Some LED retrofit samples were showcased to demonstrate the equivalence criteria.

XII. Provisional agenda for the next session (agenda item 11)

54. GRE decided to keep the same structure of the provisional agenda for the next session, subject to the inclusion of a new item "Pending amendment proposals". For the 1958 Agreement, the expert from Italy requested a sub-item on Regulation Nos. 53 and 74 be included in the agenda.

Annex I

List of informal documents considered during the session

Informal documents GRE-73-...

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1-Rev.1	(Secretariat) Updated provisional agenda for the 73rd session of GRE	b
2	(AVLI) Proposal for draft amendments to Regulation No. 86	c
3	(IWG SLR) - Proposal for draft amendments to Regulation No. 48 based on the concept of using a new Part II as a "Horizontal Reference Document"	c
4	(IWG SLR) - Proposal for draft amendments to Regulation No. 7 based on a "Horizontal Reference Document"	c
5-Rev.1	(IWG SLR) - Analysis and concept for simplification of lighting and light-signalling Regulations	d
6	(GTB and OICA)- Proposal to introduce new criteria on the automatic levelling of headlamps based on the GTB glare and visibility studies	b
7	(Chair) Running order of the provisional agenda of the 73rd session of GRE	a
8	(Secretariat) - General information and WP.29 highlights	f
9	(Secretariat) - Trailer mounted warning lights	f
10	(Secretariat) - Proposal for Supplement 9 to the 01 series of amendments to Regulation No. 74	a
11	(TF-TT) - Proposal to amend the requirements of UN Regulations Nos. 7, 87 and 48 regarding tell-tale indicating a failure	c
12	(Poland) - Revised proposal for a Supplement to Regulation No. 48	f
13	(Poland) - Revised proposal for Supplement 5 to the 01 series of amendments to Regulation No. 119	f
14	(Germany) - Proposal for Supplement 6 to the 06 series of amendments to Regulation No. 48	d
15	(GTB) - Regulation No. 48: Rear direction indicator lamp and stop lamp separation	e
16	(IMMA) - Proposal for a Supplement to Regulation No. 50	c
17	(Germany and Japan) - Proposal for the [07] series of amendments to Regulation No. 48	d
18	(Poland) - Comments on ECE/TRANS/WP.29/GRE/2015/5	d
19	(India) - Comments on ECE/TRANS/WP.29/GRE/2015/6	f
20	(Russian Federation) - Comments on ECE/TRANS/WP.29/GRE/2014/41	d
21	(Poland) - Proposal for a Supplement to the 01 series of amendments to Regulation No. 112	e
22	(IWG SLR) - Timeline	f
23	(IWG SLR) - Simplification of Light Sources Regulations Nos. 37, 99, 128	f
24	(GTB)- Activities of the GTB Working Group on Light Sources	f
25	(France) – Auto-levelling for LED Headlamps in Regulation No. 48	d

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
26	(France) - Conditions on the luminous flux of light sources in Regulations Nos. 112 and 123	e
27	(Poland) - Side illuminating lamp	f
28	(Poland) - Comments on ECE/TRANS/WP.29/GRE/2015/5	d

Notes:

- (a) Endorsed or adopted without amendment;
- (b) Endorsed or adopted with amendments;
- (c) Resume consideration on the basis of a document with an official symbol;
- (d) Kept as reference document/continue consideration;
- (e) Revised proposal for the next session;
- (f) Consideration completed or to be superseded;
- (g) Withdrawn.

Annex II

Adopted amendments to Regulation No. 74

Paragraph 5.13., amend to read (footnote 3 remains unchanged):

"5.13. Colours of the lights³

The colours of the lights referred to in this Regulation shall be as follows:

Driving beam headlamp:	white
Passing beam headlamp:	white
Front position lamp	white
Front retro-reflector, non-triangular:	white
Side retro-reflector, non-triangular:	amber at the front amber or red at the rear
Pedal retro-reflector:	amber
Rear retro-reflector, non-triangular:	red
Direction-indicator lamp:	amber
Stop lamp:	red
Rear position lamp:	red
Rear-registration plate lamp:	white
Vehicle-hazard warning signal:	amber"

Annex III

GRE informal groups

<i>Informal group</i>	<i>Chair(s)</i>	<i>Secretary</i>
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¹ Subject to WP.29 consent