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Working Party on Lighting and Light-Signalling

Sixty-third session
Geneva, 29–31 March 2010

Report of the Working Party on Lighting and Light-Signalling on its sixty-third session

Contents

I. Attendance

1. The Working Party on Lighting and Light-Signalling (GRE) held its sixty-third session from 29 to 31 March 2010 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 the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690 and Amend. 1): Austria; Canada; China; Czech Republic; Finland; France; Germany; Hungary; India; Italy; Japan; Luxembourg; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; Spain; Sweden and United Kingdom of Great Britain and Northern Ireland. An expert from the European Commission (EC) participated. Experts from the following non-governmental organizations also took part in the session: International Electrotechnical Commission (IEC); International Motorcycle Manufacturers Association (IMMA); International Association of the Body and Trailer Building Industry (CLCCR); European Association of Automobile Suppliers (CLEPA); International Organization of Motor Vehicle Manufacturers (OICA). Upon the special invitation of the Chair, the experts from the Working Party "Brussels 1952 (GTB)" participated.

2. The informal documents distributed during the session are listed in Annex I to this report.

II. Adoption of the agenda (agenda item 1)

A. Reference to draft Supplement 5 to the 04 series of amendments to Regulation No. 48 adopted at the sixty-second session of GRE (agenda item 1(a))

3. GRE noted that WP.29 and the Administrative committee of the 1958 Agreement, at their November 2009 sessions, had agreed with the request of GRE Chair that part of draft Supplement 5 to the 04 series of amendments to Regulation No. 48 (adopted by GRE at its sixty-second session) were updated via e-mail consultation with the GRE experts. Following such consultation, the proposal under the official symbol ECE/TRANS/WP.29/2010/50, was then adopted by the World Forum for Harmonization of Vehicle Regulations (WP.29) at its March 2010 session (see ECE/TRANS/WP.29/1083, para. 83).

B. Priority of work of the sixty-third session of GRE according to the outcome of the November 2009 and March 2010 sessions of WP.29 (agenda item 1(b))

Documentation: ECE/TRANS/WP.29/GRE/2010/1 and ECE/TRANS/WP.29/GRE/2010/1/Add.1, Informal document No. GRE-63-19

4. GRE noted GRE-63-19 regarding the inclusion of all informal documents and new items in the provisional agenda. GRE agreed to insert new agenda items 1(a), 1(b), 4(e), 4(f), 4(g), 4(h), (17(c), 17(d), 17(e), 17(f), 17(g), 17(h) and 17(i) and adopted the agenda proposed for the sixty-third session (ECE/TRANS/WP.29/GRE/2010/1 amended by ECE/TRANS/WP.29/GRE/2010/1/Add.1, and GRE-63-19). According to the outcome of

the November 2009 and March 2010 sessions of WP.29, GRE agreed to give priority to the consideration of agenda items 4(e), 4(g), 17(a), 17(c), 17(e) and 17(i).

III. Development of new global technical regulations (gtrs) (agenda item 2)

5. GRE noted no new outcome on the feasibility of developing a gtr on dipped beam lamps as a result of discussions during the November 2009 and March 2010 sessions of WP.29. GRE agreed to defer the discussion on this agenda item to its October 2010 session, awaiting new proposals and sponsors to develop a gtr on possible eligible items such as LED headlamps.

IV. Regulation No. 37 (Filament lamps) (agenda item 3)

Documentation: ECE/TRANS/WP.29/GRE/2009/32,
ECE/TRANS/WP.29/GRE/2010/11,
Informal documents Nos. GRE-63-02, GRE-63-03, GRE-63-05 and GRE-63-06

6. GRE considered and adopted ECE/TRANS/WP.29/GRE/2010/11 (amended by GRE–63–06), GRE-63-02, GRE-63-03 and GRE-63-05, as reproduced in Annex II to this report. The secretariat was requested to submit to WP.29 and the Administrative Committee of the 1958 Agreement (AC.1) GRE-63-05, as draft Corrigendum 1 to Supplement 34 to the 03 series of amendments to Regulation No. 37 for consideration at their June 2010 sessions and ECE/TRANS/WP.29/GRE/2010/11 (amended by GRE-63-06), as draft Supplement 36 to the 03 series of amendments to Regulation No. 37, GRE-63-02 as draft Corrigendum 2 to Supplement 32 to the 03 series of amendments to Regulation No. 37, and GRE-63-03 as draft Corrigendum 1 to Supplement 35 to Regulation No. 37 for consideration at their November sessions. GRE also noted document ECE/TRANS/WP.29/GRE/2009/32, which is a description of the internal process of GTB regarding introduction and evaluation of new light source categories into Regulation No. 37. GRE agreed to evaluate the possibility of creating on the UNECE website a depository for any document of this kind for future reference.

V. Regulation No. 48 (Installation of lighting and light-signalling devices) (agenda item 4)

A. Clarifications on installation requirements (agenda item 4(a))

Documentation: ECE/TRANS/WP.29/GRE/2010/2

7. GRE considered ECE/TRANS/WP.29/GRE/2010/2. The proposal did not receive the support of GRE.

B. Proposal for Corrigendum 2 to Supplement 2 to the 04 series of amendments (agenda item 4(b))

Documentation: ECE/TRANS/WP.29/2010/16, Informal documents Nos. GRE-63-01 and GRE-63-17

8. The expert of OICA introduced ECE/TRANS/WP.29/2010/16 through a presentation (GRE-63-01), regarding the installation of exterior courtesy lamps for slow manoeuvres. The proposal received some comments (GRE-63-17 amongst others). GRE agreed to resume discussion at its October 2010 session, on the basis of a revised proposal prepared by a Task Force, organized by the expert from OICA.

C. Proposal for Corrigendum 2 to Supplement 3 to the 04 series of amendments (agenda item 4(c))

Documentation: ECE/TRANS/WP.29/GRE/2010/17, Informal document No. GRE-63-08

9. GRE adopted ECE/TRANS/WP.29/GRE/2010/17 (amended by GRE–63–08), as reproduced in Annex III to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their November 2010 sessions as draft Corrigendum 2 to Supplement 3 to the 04 series of amendments to Regulation No. 48.

D. Proposal for Corrigendum 3 to Revision 5 (agenda item 4(d))

Documentation: ECE/TRANS/WP.29/GRE/2010/6, Informal document No. GRE-63-09

10. GRE adopted ECE/TRANS/WP.29/GRE/2010/6, not amended. The secretariat was requested to submit it to WP.29 and AC.1 for consideration at their November 2010 sessions as draft Corrigendum 3 to Revision 5 to Regulation No. 48.

11. GRE also considered GRE-63-09. The secretariat was requested to distribute it with an official symbol at the October 2010 session of GRE.

E. Proposal for Supplement 6 to the 04 series of amendments (agenda item 4(e))

Documentation: ECE/TRANS/WP.29/2010/23 and ECE/TRANS/WP.29/2010/23/Corr.1, Informal documents Nos. WP.29–150–02 and GRE-63-11

12. GRE noted that WP.29 agreed at its March 2010 session to refer documents ECE/TRANS/WP.29/2010/23 and ECE/TRANS/WP.29/2010/23/Corr.1 and WP.29-150-02 back to GRE for further consideration (ECE/TRANS/WP.29/1083, para. 12(d)). GRE agreed to separate the proposal under two agenda items respectively dealing with rear-end collision alert signal (amongst others) and the automatic headlamps switching requirements. With regard to the first subject, GRE adopted ECE/TRANS/WP.29/2010/23, amended by GRE-63-11 (superseding ECE/TRANS/WP.29/2010/23/Corr.1 and WP.29-150-02), as reproduced in Annex III of this report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their June 2010 sessions as draft Supplement 6 to the 04 series of amendments to Regulation No. 48.

F. Proposal for Corrigendum 2 to Supplement 4 to the 03 series of amendments (agenda item 4(f))

Documentation: Informal document No. GRE-63-07

13. GRE adopted GRE-63-07, as reproduced in Annex III of this report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their November 2010 sessions as draft Corrigendum 2 to Supplement 4 to the 03 series of amendments to Regulation No. 48.

G. Proposal for the 05 series of amendments (agenda item 4(g))

Documentation: ECE/TRANS/WP.29/2010/23 and
ECE/TRANS/WP.29/2010/23/Corr.1,
Informal documents Nos. WP.29-150-02, GRE-63-12
and GRE-63-12/Rev.1

14. With regard to the automatic headlamp switching (see paragraph 12 above), GRE considered and adopted ECE/TRANS/WP.29/2010/23 amended by GRE-63-12/Rev.1 (superseding ECE/TRANS/WP.29/2010/23/Corr.1 and WP.29-150-02), as reproduced in Annex III to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their June 2010 sessions as draft 05 series of amendments to Regulation No. 48.

H. Proposal for Corrigendum 1 to Supplement 4 to the 04 series of amendments (agenda item 4(h))

Documentation: Informal document No. GRE-63-29

15. GRE considered and adopted GRE-63-29, as reproduced in Annex III to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their November 2010 sessions as draft Corrigendum 1 to Supplement 4 to the 04 series of amendments to Regulation No. 48.

VI. Collective amendments (agenda item 5)

A. Simplification of the approval markings (agenda item 5(a))

Documentation: Informal document No. GRE-63-28

16. The expert from GTB introduced GRE-63-28 regarding the work progress of the informal group on electronic database for the exchange of type approval documentation (DETA). He recalled that his organization was requested by the informal group to provide an opinion concerning the numbering system to be used to replace existing approval markings. GRE agreed to keep this agenda item on its agenda. GRE noted that the report of the seventh session of DETA was available at:

http://www-dev.unece.org/trans/main/wp29/wp29wgs/wp29gen/gendeta08.html

B. Phantom light and colour washout phenomena in signalling and marking devices (agenda item 5(b))

17. GRE noted that no new outcome of research on this subject was available. GRE agreed to defer discussion on this agenda item at its October 2010 session awaiting a concrete proposal on this subject, if available.

C. Regulations Nos. 3, 4, 6, 7, 19, 23, 27, 31, 38, 45, 50, 65, 69, 70, 77, 87, 88, 91, 98, 104, 112, 113, 119 and 123 (agenda item 5(c))

Documentation: ECE/TRANS/WP.29/GRE/2010/3

18. GRE noted ECE/TRANS/WP.29/GRE/2010/3 tabled by the expert from GTB. The proposal raised some concerns regarding the definitions of "same" and "different manufacturers". The expert from GTB withdrew ECE/TRANS/WP.29/GRE/2010/3 and GRE agreed to resume consideration on this subject on the basis of a revised proposal.

D. Regulations Nos. 48 and 123 (agenda item 5(d))

Documentation: Informal documents Nos. GRE-63-20 and GRE-63-21

19. The expert from GTB made a presentation (GRE-63-21) providing an overview of the proposed introduction of the automatic adaptation of the main beam. He also introduced GRE-63-20 dealing with the progress of work of GTB and the Automatic Driving Beam (ADB) Task Force on this subject as well as on a first draft of requirements to be introduced into Regulations Nos. 48 and 123.

20. GRE also welcomed a demonstration organized in Beignins (Switzerland) by the experts from GTB, OICA and CLEPA, aimed at showing the safety improvements introduced by these devices.

21. According to the demonstration, GRE provided some comments and suggestions to the expert from GTB to improve the proposal contained in GRE-63-20 and agreed to keep it on the agenda of the next session for reference only. Finally, GRE agreed to resume discussion on this subject at its October 2010 session on the basis of new proposals, if available.

E. Regulations Nos. 3 and 48 (agenda item 5(e))

Documentation: ECE/TRANS/WP.29/GRE/2010/18,
Informal document No. GRE-63-15

22. GRE considered and adopted ECE/TRANS/WP.29/GRE/2010/18 (amended by GRE-63-15), as reproduced in Annex IV to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their November 2010 sessions as draft Supplement 12 to the 02 series of amendments to Regulation No. 3.

F. Regulations Nos. 6, 7, 50, 77 and 91 (agenda item 5(f))

Documentation: ECE/TRANS/WP.29/GRE/2010/12 and
ECE/TRANS/WP.29/GRE/2010/12/Corr.1,
ECE/TRANS/WP.29/GRE/2010/13,
ECE/TRANS/WP.29/GRE/2010/14,
ECE/TRANS/WP.29/GRE/2010/15,
Informal documents Nos. GRE-63-23, GRE-63-24 and GRE-63-25

23. GRE adopted ECE/TRANS/WP.29/GRE/2010/13, not amended, ECE/TRANS/WP.29/GRE/2010/14 (amended by GRE-63-24), as reproduced in Annex V to this report, ECE/TRANS/WP.29/GRE/2010/12 and ECE/TRANS/WP.29/GRE/2010/12/Corr.1 (amended by GRE-63-23), as reproduced in Annex V to this report and ECE/TRANS/WP.29/GRE/2010/15 (amended by GRE-63-25), as reproduced in Annex V to this report. The secretariat was requested to submit to WP.29 and AC.1 for consideration at their November 2010 sessions ECE/TRANS/WP.29/GRE/2010/13, as draft Supplement 21 to the 01 series of amendments to Regulation No. 6 and as draft Supplement 18 to Regulation No. 7, ECE/TRANS/WP.29/GRE/2010/14 (as reproduced in Annex V) as draft Supplement 14 to Regulation No. 50, ECE/TRANS/WP.29/GRE/2010/12 and ECE/TRANS/WP.29/GRE/2010/12/Corr. 1 (as reproduced in Annex V) as draft Supplement 14 to Regulation No. 77 and ECE/TRANS/WP.29/GRE/2010/15 (as reproduced in Annex V) as draft Supplement 13 to Regulation No. 91.

VII. New draft Regulation for light-signalling devices (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRE/2008/32, Informal document No. GRE-63-27

24. The Chairman of GRE gave a presentation GRE-63-27 describing the reasons and benefits of adopting the proposed draft of the new Horizontal Regulation (Reference document ECE/TRANS/WP.29/GRE/2008/32) incorporating the common requirements of several Regulations for light-signalling devices. GRE agreed to set up an informal group to further develop the proposal, subject to the consent of WP.29 at its June 2010 session.

VIII. Regulation No. 19 (Front fog lamps) (agenda item 7)

Documentation: ECE/TRANS/WP.29/GRE/2010/4 and
ECE/TRANS/WP.29/GRE/2010/4/Corr.1

25. The expert from GTB withdrew ECE/TRANS/WP.29/GRE/2010/4 and ECE/TRANS/WP.29/GRE/2010/4/Corr.1 due to the need for further study.

IX. Regulation No. 23 (Reversing lamps) (agenda item 8)

Documentation: ECE/TRANS/WP.29/GRE/2009/42

26. GRE adopted ECE/TRANS/WP.29/GRE/2009/42 not amended. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their November 2010 sessions, as draft Supplement 17 to Regulation No. 23.

X. Regulation No. 38 (Rear fog lamps) (agenda item 9)

Documentation: ECE/TRANS/WP.29/GRE/2010/5

27. The expert from GTB introduced ECE/TRANS/WP.29/GRE/2010/5 on improving the clarity of the heat test requirements. The proposal received some comments and requests of clarifications. GRE agreed to resume consideration on this subject on the basis of a revised proposal voluntarily prepared by the expert from GTB.

XI. Regulation No. 50 (Position, stop, direction indicator lamps for mopeds and motorcycles) (agenda item 10)

Documentation: ECE/TRANS/WP.29/GRE/2010/20

28. GRE adopted ECE/TRANS/WP.29/GRE/2010/20 not amended. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their November 2010 sessions, as part of (see para. 23) draft Supplement 14 to Regulation No. 50.

XII. Regulation No. 65 (Special warning lamps) (agenda item 11)

Documentation: ECE/TRANS/WP.29/GRE/2010/7, Informal document No. GRE-63-22

29. GRE considered and adopted ECE/TRANS/WP.29/GRE/2010/7 (amended by GRE-63-22) as reproduced in Annex VI to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their November 2010 sessions, as draft Supplement 7 to Regulation No. 65.

XIII. Regulation No. 87 (Daytime running lamps) (agenda item 12)

Documentation: ECE/TRANS/WP.29/GRE/2010/8

30. GRE agreed to defer discussion on this agenda item to its October 2010 session (see also para. 27 above, on the same subject).

XIV. Regulation No. 99 (Gas-discharge light sources) (agenda item 13)

Documentation: ECE/TRANS/WP.29/GRE/2010/9

31. GRE considered ECE/TRANS/WP.29/GRE/2010/9. The proposal did not receive the support of GRE and it was agreed to remove the item from the agenda of the next session.

XV. Regulation No. 119 (Cornering lamps) (agenda item 14)

Documentation: ECE/TRANS/WP.29/GRE/2010/10, Informal document No. GRE-63-10

32. GRE adopted ECE/TRANS/WP.29/GRE/2010/10 (amended by GRE-63-10), as reproduced in Annex VII to this report. The secretariat was requested to submit the

proposal to WP.29 and AC.1 for consideration at their November 2010 sessions, as draft 01 series of amendments to Regulation No. 119.

XVI. Conspicuity of motorcycles (agenda item 15)

Documentation: ECE/TRANS/WP.29/GRE/2009/67,
ECE/TRANS/WP.29/GRE/2009/68

33. GRE considered ECE/TRANS/WP.29/GRE/2009/67 and ECE/TRANS/WP.29/GRE/2009/68 on the introduction of the colour amber to front positions lamps. The expert from the Netherlands recalled that the proposal raised safety concerns during the October 2009 session of GRE on the possible reduction of conspicuity of direction indicators. GRE agreed to resume discussion on this subject awaiting further research studies.

XVII. Regulation No. 53 (Installation of lighting and light-signalling devices for L_3 category of vehicles) (agenda item 16)

Documentation: ECE/TRANS/WP.29/GRE/2010/19,
ECE/TRANS/WP.29/GRE/2010/21,
ECE/TRANS/WP.29/GRE/2010/22,
Informal document No. GRE-63-14

34. GRE adopted ECE/TRANS/WP.29/GRE/2010/19, not amended, ECE/TRANS/WP.29/GRE/2010/21 as reproduced in Annex VIII to this report, and ECE/TRANS/WP.29/GRE/2010/22 not amended. The secretariat was requested to submit the proposals to WP.29 and AC.1 for consideration at their November 2010 sessions, as draft Supplement 12 to the 01 series of amendments to Regulation No. 53.

35. GRE considered also GRE-63-14 tabled by the expert from India. The secretariat was requested to distribute GRE-63-14 with an official symbol at the October 2010 session of GRE.

XVIII. Other business (agenda item 17)

A. Amendments of the Convention on Road Traffic (Vienna 1968) (agenda item 17(a))

36. GRE was informed by its Chair about the request of the Working Party on Road Traffic Safety (ECE/TRANS/WP.29/1083, para. 76) to WP.29 to examine and cooperate on the technical inconsistencies between the Convention on Road Traffic (Vienna 1968) and the UN Regulations. GRE agreed to set up an informal group to identify conflicting provisions between UNECE Regulations under the 1958 and 1998 Agreements. Subject to the consent of WP.29 at its June 2010 session, the group would focus on recent amendments introducing new innovative safety related technologies and the Vienna 1968 Convention, specifically article 32 and Annex 5.

B. Direction for future GRE work (agenda item 17(b))

37. The Chair of GRE suggested that a permanent informal group under the responsibility of GTB, should be established in order to further streamline the decision

making of GRE. The expert from GTB underlined that no commitment from his organization could be undertaken on this subject for the time being. GRE agreed to resume discussion on this subject at its October 2010 session on the basis of a draft of terms of reference regarding the above proposed informal group.

C. 1997 Agreement (inspections) - Development of draft rule No. 2 (agenda item 17(c))

Documentation: ECE/TRANS/WP.29/2009/135

38. GRE was informed about the outcome of the November 2009 session of WP.29 on this subject (ECE/TRANS/WP.29/1079, para. 72) and noted that WP.29 requested GRE examine in details ECE/TRANS/WP.29/2009/135. GRE agreed to resume consideration on this subject and provide comments by its October 2010 session.

D. Proposal for Corrigendum 1 to draft Regulation on Light Emitting Diode Light sources (agenda item 17(d))

Documentation: Informal document No. GRE-63-04

39. GRE adopted GRE-63-04 as reproduced in Annex IX to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their November 2010 sessions, as draft Corrigendum 1 to draft Regulation on Light Emitting Diode Light sources.

E. Regulation No. 7 (Front and rear position (side) lamps, stop lamps and end-outline marker lamps) (agenda item 17(e))

Documentation: Informal documents Nos. GRE-63-18 and GRE-63-26

40. GRE did not support GRE-63-18 tabled by the expert from OICA.

41. GRE did not consider further justification (GRE-63-26) regarding ECE/TRANS/WP.29/2010/9 and ECE/TRANS/WP.29/2010/9/Corr.1 because these proposals were already adopted by GRE at its October 2009 session.

F. Regulation No. 10 (Electromagnetic compatibility) (agenda item 17(f))

42. GRE noted that no new proposal was available and agreed to remove this item from the agenda of its October 2010 session.

G. Proposal for Corrigendum 1 to the 01 series of amendments to Regulation No. 123 (Adaptive front lighting systems (AFS)) (agenda item 17(g))

Documentation: Informal document No. GRE-63-13

43. GRE adopted GRE-63-13 as reproduced in Annex X to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their November 2010 sessions, as draft Corrigendum 1 to the 01 series of amendments to Regulation No. 123.

H. Proposal for Supplement 1 to the 01 series of amendments to Regulation No. 112 (Headlamps emitting an asymmetrical passing beam) (agenda item 17(h))

Documentation: Informal document No. GRE-63-16

44. GRE considered GRE-63-16 tabled by the expert from France. The secretariat was requested to distribute GRE-63-16 with an official symbol at the October 2010 session of GRE.

I. Revision of the Consolidated Resolution on the Construction of Vehicles (R.E.3.) (agenda item 17(i))

Documentation: ECE/TRANS/WP.29/2009/123,
ECE/TRANS/WP.29/2009/123/Corr.1,
ECE/TRANS/WP.29/2009/123/Corr.2,
ECE/TRANS/WP.29/2009/123/Corr.3 and
ECE/TRANS/WP.29/2009/123/Corr.4

45. GRE noted that as an outcome of the March 2010 session, (ECE/TRANS/WP.29/1083, para. 75) WP.29 requested the Chairs of its subsidiary bodies to report on the considerations of their groups on this proposal by the March 2011 session of the World Forum. GRE agreed to resume consideration on this subject and provide comments by its October 2010 session.

XIX. Provisional agenda for the next session (agenda item 18)

46. GRE did not consider the provisional agenda for the sixty-fourth session of GRE, scheduled to be held from 4 to 7 October 2010. Instead it was agreed that the Chair, jointly with the secretariat, would propose a draft agenda. GRE noted that the deadline for submission of official documents to the UNECE secretariat was 9 July 2010, twelve weeks prior to the session.

Annexes

Annex I

List of informal documents (GRE-63-…) distributed without an official symbol during the session

No.	*Transmitted by*	*Agenda item*	*Language*	*Title*	*Follow-up*
01	OICA	4(b)	E	Justification to ECE/TRANS/WP.29/GRE/2010/16 (Installation of lighting and light signalling devices)	(a)
02	IEC	3	E	Proposal for draft Corrigendum 2 to Supplement 32 to the 03 series of amendments to Regulation No. 37 (Filament lamps)	(d)
03	IEC	3	E	Proposal for draft Corrigendum 1 to Supplement 35 to the 03 series of amendments to Regulation No. 37 (Filament lamps)	(d)
04	IEC	17(d)	E	Proposal for Corrigendum 1 to the draft new Regulation on Light Emitting Diode (LED) Light sources	(d)
05	IEC	3	E	Proposal for Corrigendum 1 to Supplement 34 to the 03 series of amendments to Regulation No. 37 (Filament lamps)	(d)
06	IEC	3	E	Proposal for corrigendum to ECE/TRANS/WP.29/GRE/2010/11	(d)
07	France	4(f)	E	Proposal for Corrigendum 2 to Supplement 4 to the 03 series of amendments to Regulation No. 48 (Installation of lighting and light-signalling devices)	(d)
08	France	4(c)	E	Proposal for Corrigendum 2 to Supplement 3 to the 04 series of amendments to Regulation No. 48 (Installation of lighting and light signalling devices)	(d)
09	France	4(d)	E	Proposal for Corrigendum 3 to Revision 5 to Regulation No. 48 (Installation of lighting and light signalling devices)	(d)
10	Japan	14	E	Proposal for amendments to ECE/TRANS/WP.29/GRE/2010/10	(d)

No.	*Transmitted by*	*Agenda item*	*Language*	*Title*	*Follow-up*
11	Japan	4(e)	E	Proposal for Supplement 6 to the 04 series of amendments to Regulation No. 48 (Installation of lighting and light signalling devices)	(d)
12/ Rev.1	Japan	4(g)	E	Proposal for the 05 series of amendments to Regulation No. 48 (Installation of lighting and light signalling devices)	(d)
13	GTB	17(g)	E	Proposal for Corrigendum 1 to the 01 series of amendments to Regulation No. 123 (Adaptive front-lighting devices (AFS))	(d)
14	India	16	E	Regulation No. 53 (Installation of lighting and light-signalling devices for L_3 category of vehicles)	(b)
15	Japan	5(e)	E	Proposal for amendments to ECE/TRANS/WP.29/GRE/2010/18	(d)
16	France	17(h)	E	Proposal for Supplement 1 to the 01 series of amendments to Regulation No. 112 (Headlamps emitting an asymmetrical passing beam)	(b)
17	The Netherlands & United Kingdom	4(b)	E	Comments to OICA proposal in document ECE/TRANS/WP.29/GRE/2010/16	(a)
18	OICA	17(e)	E	Regulation No. 7 (Front and rear position (side) lamps, stop lamps and end-outline marker lamps)	(c)
19	Secretariat	1	E	Modified provisional agenda of GRE sixty-third session	(c)
20	GTB	5(d)	E	Adaptive driving beam -Status of work following 8th meeting held jointly with GRE experts on 25 February 2010	(d)
21	GTB	5(d)	E	Automatic adaptation of the main beam - Status report	(c)
22	Austria	11	E	Proposal to amend ECE/TRANS/WP.29/GRE/2010/7	(d)
23	Austria	5(f)	E	Proposal to amend ECE/TRANS/WP.29/GRE/2010/12	(d)
24	Austria	5(f)	E	Proposal to amend ECE/TRANS/WP.29/GRE/2010/14	(d)
25	Austria	5(f)	E	Proposal to amend ECE/TRANS/WP.29/GRE/2010/15	(d)
26	France	17(e)	E	Additional justification for document	(c)

No.	*Transmitted by*	*Agenda item*	*Language*	*Title*	*Follow -up*
				ECE/TRANS/WP.29/2010/9	
27	Chair of GRE	6	E	Horizontal reference Regulation	(c)
28	GTB	5(a)	E	GTB Report of the Status of work in the WP.29 Informal Group “DETA” Relating to Lighting and Light Signalling	(c)
29	GTB	4(h)	E	Proposal for Corrigendum 1 to Supplement 4 to the 04 series of amendments	(d)
	Consideration of informal documents from the previous GRE sessions (referring to the agenda item of the current GRE session)				
61–32	Japan	15	E	Proposal for draft amendments to Regulation No. 53 (Installation of lights on motorcycles)	(d)
61–35	India	15	E	India’s comments on new proposal for Regulation No. 53 vide ECE/TRANS/WP.29/GRE/2009/5	(d)
62–04	Japan	10	E	Proposal for Supplement 13 to Regulation No. 50	(c)
62–05	Japan	5(d)	E	Proposal for amendment to ECE/TRANS.WP.29/GRE/2009/56	(c)
62–13	The Netherlands	5(d)	E	Proposal for amendments to ECE/TRANS/WP.29/GRE/2009/59	(c)
62–14	United Kingdom	5(d)	E	Proposal for amendments to ECE/TRANS/WP.29/GRE/2009/56	(c)
62–16	Germany	5(d)	E	Proposal for amendments to ECE/TRANS/WP.29/GRE/2009/59	(c)
62–17	Germany	5(d)	E	Proposal for amendments to ECE/TRANS/WP.29/GRE/2009/57	(c)
62–18	GTB	5(d)	E	Proposal for amendments to ECE/TRANS/WP.29/GRE/2009/59 (Consolidated proposal)	(c)
62–19	GTB	5(d)	E	Proposal for amendments to ECE/TRANS/WP.29/GRE/2009/56	(c)
62–20	GTB	5(d)	E	Proposal for amendments to ECE/TRANS/WP.29/GRE/2009/56 (Consolidated proposal)	(c)
62–21	GTB	5(d)	E	Proposal for amendments to ECE/TRANS/WP.29/GRE/2009/57 (Consolidated proposal)	(c)

Notes:

(a) Continue consideration at the next GRE session as an informal document

(b) Continue consideration at the next GRE session as an official document

(c) Consideration completed or to be superseded

(d) Adopted and to be submitted to WP.29

Annex II

Amendments to Regulation No. 37

Adopted on the basis of GRE–63–02 (see para. 6 of the report)

Annex 1,

Sheet PC16W/2, the table, correct to read:

"…

PC16W PCY16W PCR16W	Cap PU20d-1 Cap PU20d-2 Cap PU20d-7	in accordance with IEC Publication 60061 (sheet 7004-15**8**-1)

…"

Adopted on the basis of GRE–63–03 (see para. 6 of the report)

Annex 1,

Sheet P13W/2, the table, amend to read:

"…

P13W	Cap PG18.5d-1	in accordance with IEC Publication 60061 (sheet 7004-147-1)
PW13W	Cap WP3.3x14.5-7	in accordance with IEC Publication 60061 (sheet 7004-**164-1**)

…"

Sheet PC16W/2, the table, amend to read:

"…

PW16W PWY16W PWR16W	Cap WP3.3x14.5-8 Cap WP3.3x14.5-9 Cap WP3.3x14.5-10	in accordance with IEC Publication 60061 (sheet 7004-**164-1**)

…"

Sheet P19W/2, the table, amend to read:

"…

PW19W PWY19W PWR19W	Cap WP3.3x14.5-1 Cap WP3.3x14.5-2 Cap WP3.3x14.5-5	in accordance with IEC Publication 60061 (sheet 7004-**164-1**)

…"

Sheet P24W/2, the table, amend to read:

"…

PW24W PWY24W PWR24W	Cap WP3.3x14.5-3 Cap WP3.3x14.5-4 Cap WP3.3x14.5-6	in accordance with IEC Publication 60061 (sheet 7004-**164-1**)

…"

Adopted on the basis of GRE–63–05 (see para. 6 of the report)

Annex 1, Sheet H16/1, footnote 5/, correct to read:

"5/ Notes concerning the filament diameter.

(a) No actual diameter restrictions apply but the objective for future developments is to have d max. = **1.1** mm.

(b) For the same manufacturer, the design diameter of standard (étalon) filament lamp and filament lamp of normal production shall be the same."

Sheet H16/3, the table, correct to read:

"…

Test voltage	Volts	13.2	13.2
Objective values	Watts	**26** max.	**26** max.
	Luminous flux	500+10% / -15 %	

…"

Amendments adopted to ECE/TRANS/WP.29/GRE/2010/11 (see para. 6 of the report)

Annex 1, Sheet H16/1, footnote 5/, correct to read:

"5/ Notes concerning the filament diameter.

(a) No actual diameter restrictions apply but the objective for future developments is to have d max. = **1.1** mm.

(b) For the same manufacturer, the design diameter of standard (étalon) filament lamp and filament lamp of normal production shall be the same."

Sheet H16/3, the table, correct to read:

"…

Test voltage	Volts	13.2	13.2
Objective values	Watts	**26** max.	**26** max.
	Luminous flux	500+10% / -15 %	

…"

Annex III

Amendments to Regulation No. 48

Amendments adopted to ECE/TRANS/WP.29/GRE/2010/17 (see para. 9 of the report)

Paragraph 3.2.7., **amend to read:**

"3.2.7. **for vehicles of M and N categories** a description of ….control gear, or variable intensity control."

Paragraph 5.27., **amend to read:**

"5.27. **For vehicles of M and N categories** the applicant shall …as specified by the applicant, with the following provisions:"

Paragraphs 12.19., **amend to read:**

"12.19. As from 36 months from the entry into force of Supplement 3 to the 04 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of **the paragraphs 3.2.7. and 5.27. of** this Regulation as amended by Supplement 3 to the 04 series of amendments."

Annex 1, paragraph 10.6., **amend to read:**

"10.6. **For vehicles of M and N categories** comments regarding the electrical supply conditions (according to paragraphs 3.2.7. and 5.27. of the **Regulation**)."

Amendments adopted to ECE/TRANS/WP.29/2010/23 as draft Supplement 6 to the 04 series of amendments (see para. 12 of the report)

Paragraph 2.7.17., amend to read:

"2.7.17. "*Conspicuity marking*" means a device intended to increase the conspicuity of a vehicle, when viewed from the side or rear (or in the case of trailers, additionally from the front), by the reflection of light emanating from a light source not connected to the vehicle, the observer being situated near the source;"

Insert a new paragraph 2.33., to read:

"2.33. "*Rear-end collision alert signal (RECAS)*" means an automatic signal given by the leading vehicle to the following vehicle. It warns that the following vehicle needs to take emergency action to avoid a collision."

Paragraphs 5.11. to 5.11.2., amend to read

"5.11. The electrical connections shall be such that the front and rear position lamps, the end-outline marker lamps, if they exist, the side-marker lamps, if they exist, and the rear registration plate lamp can only be switched ON and OFF simultaneously.

5.11.1. This condition does not apply:

5.11.1.1. when front and rear position lamps are switched ON, as well as side-marker lamps when combined or reciprocally incorporated with said lamps, as parking lamps; or

5.11.1.2. when side-marker lamps flash in conjunction with direction indicators or"

Paragraph 5.11.3. and 5.11.4.(former), renumber as paragraphs 5.11.2. and 5.11.3.

Paragraph 5.15., amend to read:

"5.15. The colours of the light emitted by the lamps are the following:

….

emergency stop signal:	amber or red
rear-end collision alert signal:	amber
rear registration plate lamp:	white

….

conspicuity marking:	white to the front;
	white or yellow to the side;
	red or yellow to the rear 9/

…"

Paragraph 6.1.9.1., amend to read:

"6.1.9.1. The aggregate maximum intensity of the main-beam headlamps which can be switched on simultaneously shall not exceed 430,000 cd, which corresponds to a reference value of 100."

Paragraph 6.3.6.1.2.2., amend to read:

"6.3.6.1.2.2. depending on the mounting height …… shall have the following value(s):

$h \leq 0.8$

Limits:	between -1.0 per cent and -3.0 per cent
Initial aiming:	between -1.5 per cent and -2.0 per cent

$h > 0.8$

Limits:	between -1.5 per cent and -3.5 per cent
Initial aiming:	between -2.0 per cent and -2.5 per cent."

Paragraph 6.13.1., amend to read:

"6.13.1. *Presence*

Devices of A or AM categories (visible from the front), and devices of R, R1, R2, RM1 or RM2 Categories (visible from the rear):

Mandatory on vehicles exceeding 2.10 m in width. Optional on vehicles between 1.80 and 2.10 m in width. On chassis-cabs the rear end-outline marker lamps are optional."

Paragraph 6.19.7.1., amend to read:

"6.19.7.1. The daytime running lamps shall be switched ON automatically when the device which starts and/or stops the engine (propulsion system) is set in a

position which makes it possible for the engine (propulsion system) to operate. However, the daytime running lamps may remain OFF while the following conditions exist:

6.19.7.1.1. the automatic transmission control is in the park position; or

6.19.7.1.2. the parking brake is in the applied position; or

6.19.7.1.3. prior to the vehicle being set in motion for the first time after each manual activation of the propulsion system.

6.19.7.2. The daytime running lamps may be switched OFF manually when the vehicle speed does not exceed 10 km/h provided they switch ON automatically when the vehicle speed exceeds 10 km/h or when the vehicle has travelled more than 100 m and they remain ON until deliberately switched off again.

6.19.7.3. The daytime running lamp shall switch OFF automatically when the device which starts and/or stops the engine (propulsion system) is set in a position which makes it impossible for the engine (propulsion system) to operate or the front fog lamps or headlamps are switched ON, except when the latter are used to give intermittent luminous warnings at short intervals. 15/

6.19.7.4. The lamps referred to in paragraph 5.11. are not switched ON when the daytime running lamps are switched ON."

Paragraphs 6.19.7.2. and 6.19.7.3. (former), renumber as paragraphs 6.19.7.5. and

6.19.7.6.

Paragraph 6.21.1.3. to 6.21.1.3.2., amend to read:

"6.21.1.3. Optional:

6.21.1.3.1. to the rear and to the side:

on all other categories of vehicles, not otherwise specified in paragraphs 6.21.1.1. and 6.21.1.2. above, including the cab of tractor units for semi-trailers and the cab of chassis-cabs.

partial or full contour marking may be applied instead of mandatory line markings, and full contour marking may be applied instead of mandatory partial contour marking.

6.21.1.3.2. to the front:

line marking on vehicles of categories O_2 , O_3 and O_4.

partial or full contour marking may not be applied to the front."

Paragraphs 6.21.5.1., amend to read:

"6.21.5.1. for rear and front conspicuity markings (see Annex 11, Figures 1a and 1b) the observation plane is perpendicular to the longitudinal axis of the vehicle situated 25 m from the extreme end of the vehicle and bounded by:"

Paragraph 6.21.6.2., amend to read:

"6.21.6.2. To the rear and to the front:

….."

***Paragraph 6.22.9.3.*, amend to read:**

"**6.22.9.3. The aggregate maximum intensity of the lighting units that can be energized simultaneously to provide the main-beam lighting or its**

modes, if any, shall not exceed 430,000 cd, which corresponds to a reference value of 100.

This maximum intensity shall be obtained by adding together the individual reference marks indicated on the several installation units that are simultaneously used to provide the main-beam."

Insert new paragraphs 6.25. to 6.25.8., to read:

"6.25. REAR-END COLLISION ALERT SIGNAL

6.25.1. Presence

Optional

The rear-end collision alert signal shall be given by the simultaneous operation of all the direction indicator lamps fitted as described in paragraph 6.25.7.

6.25.2. Number

As specified in paragraph 6.5.2.

6.25.3. Arrangement

As specified in paragraph 6.5.3.

6.25.4. Position

As specified in paragraph 6.5.4.

6.25.5. Geometric visibility

As specified in paragraph 6.5.5.

6.25.6. Orientation

As specified in paragraph 6.5.6.

6.25.7. Electrical connections. Compliance with these requirements shall be demonstrated by the applicant, by simulation or other means of verification accepted by the Technical Service responsible for type approval.

6.25.7.1. All the lamps of the rear-end collision alert signal shall flash in phase at a frequency of 4.0 +/- 1.0 Hz.

6.25.7.1.1. However, if any of the lamps of the rear end collision alert signal to the rear of the vehicle use filament light sources the frequency shall be 4.0 +0.0/-1.0 Hz.

6.25.7.2. The rear-end collision alert signal shall operate independently of other lamps.

6.25.7.3. The rear-end collision alert signal shall be activated and deactivated automatically.

6.25.7.4. The rear-end collision alert signal shall not be activated if the direction indicator lamps, the hazard warning signal or the emergency stop signal is activated.

6.25.7.5. The rear-end collision alert signal may only be activated under the following conditions:

Vr	*activation*
Vr > 30 km/h	TTC ≤ 1.4
Vr ≤ 30 km/h	TTC ≤ 1.4 / 30 ×Vr

"Vr (Relative Speed)": means the difference in speed between a vehicle with rear-end collision alert signal and a following vehicle in the same lane.

"TTC (Time to collision)": means the estimated time for a vehicle with rear-end collision alert signal and a following vehicle to collide assuming the relative speed at the time of estimation remains constant.

6.25.7.6. The activation period of the rear-end collision alert signal shall be not more than 3 seconds.

6.25.8. Tell-tale

Optional"

Annex 9, paragraphs 1.3. to 1.3.2., amend to read:

"1.3. Alignment of dipped-beam headlamps and class "F3" front fog lamps towards the front

1.3.1. Initial downward inclination

The initial downward inclination of the cut-off of the dipped beam and the class "F3" front fog lamps shall be set to the plated figure as required and shown in Annex 7.

Alternatively …… paragraph 4.1.

1.3.2. Variation of inclination with load

The variation of the dipped beam downward inclination as a function of the loading conditions specified within this section shall remain within the range:

0.2 per cent to 2.8 per cent for headlamp mounting height h < 0.8;

0.2 per cent to 2.8 per cent for headlamp mounting height 0.8 ≤ h ≤ 1.0; or

0.7 per cent to 3.3 per cent (according to the aiming range chosen by the manufacturer at the approval);

0.7 per cent to 3.3 per cent for headlamp mounting height 1.0 < h ≤ 1.2 m;

1.2 per cent to 3.8 per cent for headlamp mounting height h > 1.2 m.

In the case of a class "F3" front fog lamp with (a) light source(s) having a total objective luminous flux which exceeds 2,000 lumen, the variation of the downward inclination as a function of the loading conditions specified within this section shall remain within the range:

0.7 per cent to 3.3 per cent for front fog lamp mounting height h ≤ 0.8 ;

1.2 per cent to 3.8 per cent for front fog lamp mounting height h > 0.8 m.

The states of loading to be used shall be as follows, as indicated in Annex 5 of this Regulation, for every system adjusted accordingly."

Annex 11, amend the figures to read:

"Figure 1a: Rear

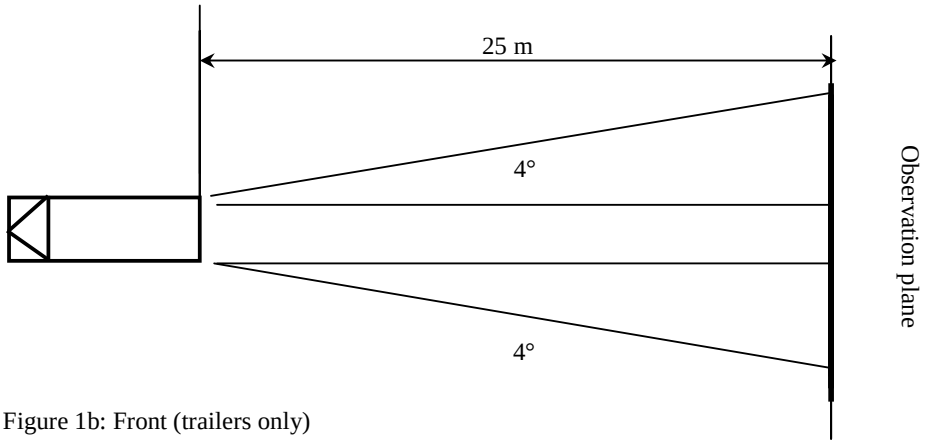


Figure 1b: Front (trailers only)

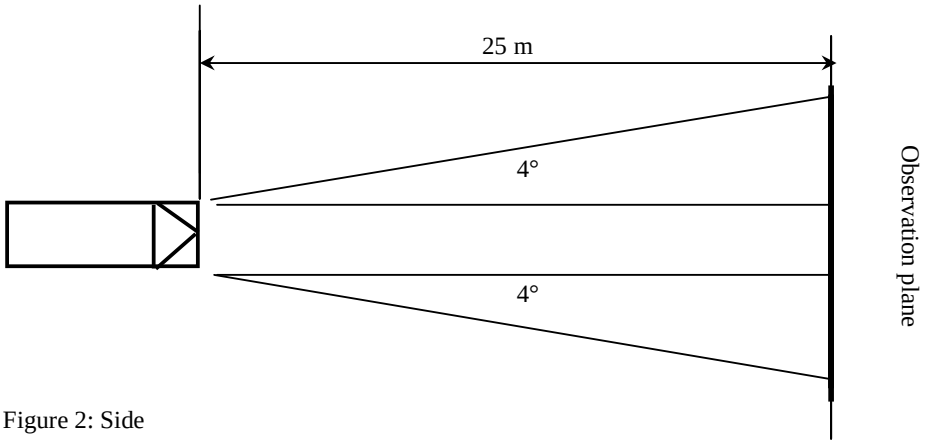
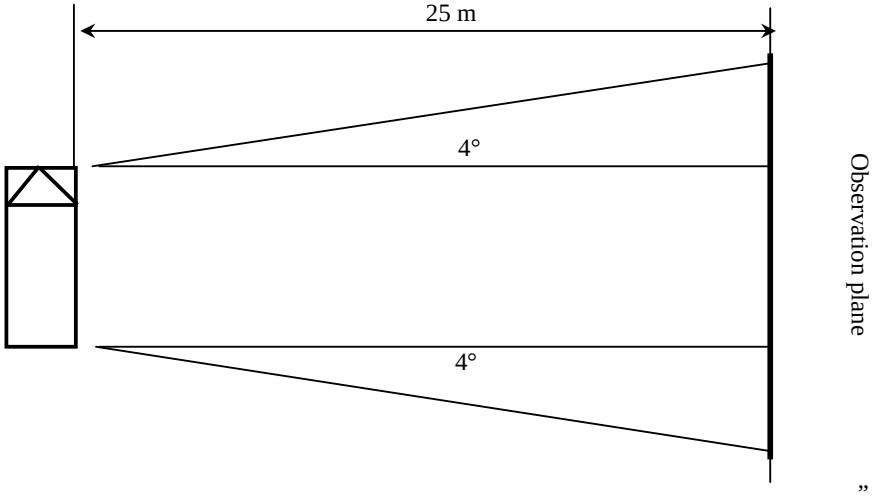


Figure 2: Side



"

Adopted on the basis of GRE-63-07 (see para. 13 of the report)

Paragraphs 6.3.5, 6.3.6.1.1. and 6.5.8., footnote 13/, amend to read:

"13/ **New** vehicle types which do not comply with this provision may continue to be approved until 18 months after the entry into force of Supplement 4 to the 03 series of amendments."

Paragraph 6.19.7.1., footnote 15/, amend to read

"15/ **New** vehicle types which do not comply with this provision may continue to be approved until 18 months after the entry into force of Supplement 4 to the 03 series of amendments."

Amendments adopted to ECE/TRANS/WP.29/2010/23 as draft 05 series of amendments (see para. 14 of the report)

Paragraph 4.2., amend to read:

"4.2. An approval number shall be assigned to each type approved. Its first two digits (at present **05**, corresponding to the **05** series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign this number to another vehicle type or to the same vehicle type submitted with equipment not specified in the list referred to in paragraph 3.2.2. above, subject to the provisions of paragraph 7. of this Regulation."

Insert a new paragraph 5.11.1.3., to read:

"5.11.1.3. when light signalling system operates according to 6.2.7.6.2."

Insert a new paragraph 6.1.7.1., to read:

"6.1.7.1. Except when they are used to give intermittent luminous warnings at short intervals the main-beam headlamps may be switched ON, , only when the master light switch is in headlamps ON position or in "AUTO" (automatic) position and the conditions for automatic activation of dipped beam exist. In the latter case, the main beam headlamps shall be switched off automatically when the conditions for automatic activation of dipped beam ceased to exist."

Paragraphs 6.1.7.1. to 6.1.7.3. (former), renumber as paragraphs 6.1.7.2 to 6.1.7.4.

Paragraph 6.2.7., amend to read:

"6.2.7. Electrical connections

6.2.7.1. The control for changing over to the dipped-beam shall switch off all main-beam headlamps simultaneously.

6.2.7.2. The dipped beam may remain switched on at the same time as the main beams.

6.2.7.3. In the case of dipped-beam headlamps according to Regulation No. 98, the gas-discharge light sources shall remain switched on during the main-beam operation.

6.2.7.4. One additional light source or one or more LED module(s), located inside the dipped-beam headlamps or in a lamp (except the main-beam headlamp) grouped or reciprocally incorporated with the respective dipped-beam headlamps, may be activated to produce bend lighting, provided that the horizontal radius of curvature of the trajectory of the centre of gravity of the

vehicle is 500 m or less. This may be demonstrated by the manufacturer by calculation or by other means accepted by the authority responsible for type approval.

6.2.7.5. Dipped-beam headlamps may be switched ON or OFF automatically. However, it shall be always possible to switch these dipped-beam headlamps ON and OFF manually."

Insert new paragraphs 6.2.7.6. to 6.2.7.7., to read:

"6.2.7.6. If daytime running lamps are present and operate according to paragraph 6.19., either

6.2.7.6.1. the dipped-beam headlamps shall be switched ON and OFF automatically relative to the ambient light conditions (e.g. switch ON during nighttime driving conditions, tunnels, etc.) according to the requirements of Annex 12; or

6.2.7.6.2. daytime running lamps operate in conjunction with the lamps listed in paragraph 5.11. where, as a minimum requirement, at least the rear position lamps shall be activated; or

6.2.7.6.3. distinctive means are provided to inform the driver that the headlamps, position lamps and if so equipped end outline marker lamps and side marker lamps are not illuminated. Such means are:

6.2.7.6.3.1. two distinctly different levels of instrument panel illumination intensity are provided during night and day, indicating to the driver that the dipped beam headlamps shall be switched ON; or

6.2.7.6.3.2. non-illuminated indicators and identification of hand controls that are required by Regulation No. 121 to be illuminated when the headlamps are activated; or

6.2.7.6.3.3. a tell-tale visual, auditory or both, shall be activated only in reduced ambient lighting conditions as defined in Annex 12 to inform the driver that the dipped beam headlamps should be switched ON. Once the tell-tale is activated, it shall only be extinguished when the dipped beam headlamps have been switched on or the device which starts and/or stops the engine (propulsion system) is set in a position which makes it impossible for the engine (propulsion system) to operate.

6.2.7.7. Without prejudice to paragraph 6.2.7.6.1., the dipped-beam headlamps may switch ON and OFF automatically relative to other factors such as time or ambient conditions (e.g. time of the day, vehicle location, rain, fog, etc.)."

Paragraph 6.19.7.4., amend to read:

"6.19.7.4. The lamps referred to in paragraph 5.11. are not switched ON when the daytime running lamps are switched ON, except if daytime running lamps are operating according to paragraph 6.2.7.6.2."

Insert a new paragraphs 12.21. to 12.27., to read:

"**12.21.** **As from the official date of entry into force of the 05 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by the 05 series of amendments.**

12.22. **As from 48 months from the official date of entry into force of the 05 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 05 series of amendments.**

12.23. **Contracting Parties applying this Regulation shall continue to grant approvals to those types of vehicles which comply with the requirements of this Regulation as amended by the preceding series of amendments during the 48 months' period which follows the date of entry into force of the 05 series of amendments.**

12.24. **No Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the 05 series of amendments to this Regulation.**

12.25. **Until 48 months after the date of entry into force of the 05 series of amendments to this Regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the preceding series of amendments to this Regulation.**

12.26. **Existing approvals under this Regulation before the date of entry into force of 05 series of amendment to this Regulation shall remain valid indefinitely.**

12.27. **As from 66 months for new vehicles type of categories M1 and N1 and 84 months for new vehicles type of other categories after the official date of entry into force of the 05 series of amendments to this Regulation, Contracting Parties applying this Regulation shall grant approvals only if the new vehicle type to be approved meets the requirements of this Regulation as amended by the 05 series of amendments excluding paragraphs 6.2.7.6.2. and 6.2.7.6.3. Existing approvals under this Regulation before these dates will remain valid indefinitely and extension of the approvals shall be granted after**."

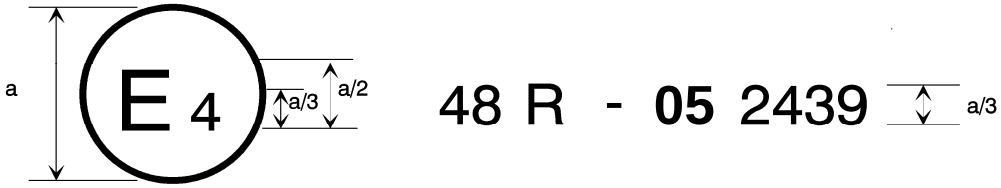
***Annex 2*, amend to read:**

"**Annex 2**

Arrangements of Approval Marks

Model A

(See paragraph 4.4. of this Regulation)

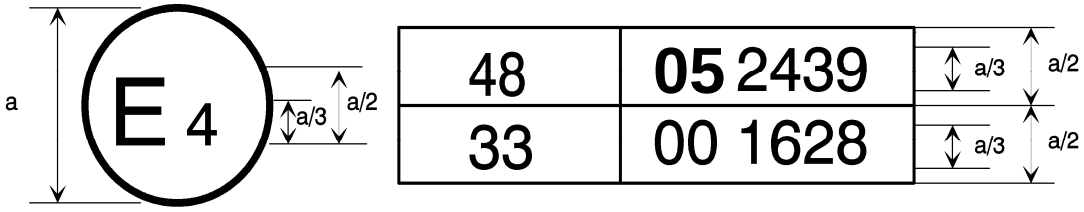


a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the installation of lighting and light-signalling devices, been approved in the Netherlands (E4) pursuant to Regulation No. 48 as amended by the 05 series of amendments. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 48 as amended by the 05 series of amendments.

Model B

(see paragraph 4.5. of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E4) pursuant to Regulation No. 48 as amended by the 05 series of amendments and Regulation No. 33. 1/ The approval number indicates that, at the dates when the respective approvals were given, Regulation No. 48 was amended by the 05 series of amendments and Regulation No. 33 was still in its original form.

1/ The second number is given merely as an example."

Insert a new Annex 12, to read:

"Annex 12

Automatic Switching Conditions Dipped-Beam Headlamps 1/		
Ambient light outside the vehicle 2/	Dipped-beam headlamps	Response time
less than 1000 lux	ON	no more than 2 seconds
between 1000 lux and 7,000 lux	at manufacturer's discretion	at manufacturer's discretion
more than 7,000 lux	OFF	more than 5 seconds, but no more than 300 seconds

1/ Compliance with these conditions shall be demonstrated by the applicant, by simulation or other means of verification accepted by the authority responsible for type approval.

2/ The illuminance shall be measured on a horizontal surface, with a cosine corrected sensor on the same height as the mounting position of the sensor on the vehicle. This may be demonstrated by the manufacturer by sufficient documentation or by other means accepted by the authority responsible for type approval."

Adopted on the basis of GRE–63–29 (see para. 15 of the report)

Paragraph 2.10., correct to read:

"2.10. The "apparent surface" for a defined direction of observation means, at the request of the manufacturer or his duly accredited representative, the orthogonal projection of:

either the boundary of the illuminating surface projected on the exterior surface of the lens;

or the light-emitting surface;

in a plane perpendicular to the direction of observation and tangential to the most exterior point of the lens. Different examples of the application of apparent surface can be found in Annex 3 to this Regulation.

Only in the case of a light-signalling device producing variable luminous intensities, its apparent surface that may be variable as specified in paragraph 2.7.1.3 shall be considered under all conditions permitted by the variable intensity control, if applicable."

Annex IV

Amendments to Regulations Nos. 3 and 48

Amendments adopted to ECE/TRANS/WP.29/GRE/2010/18
(see para. 22 of the report)

A.1. PROPOSAL OF AMENDMENTS TO REGULATION No. 3

…

Annex 6,

Paragraph 2., amend to read:

"2. When the retro-reflecting device is illuminated by CIE standard illuminant A, with an angle of divergence of 1/3 degrees and an illumination angle of V = H = 0 degrees, or, if this produces a colourless surface reflection, an angle V = +/- 5 degrees, H = 0 degrees, the trichromatic coordinates of the reflected luminous flux must be within the limits according to paragraph 2.30. of Regulation No.48."

Insert new paragraphs 3. to 3.2., to read:

"3. Clear retro-reflecting devices must not produce a selective reflection, that is to say, the trichromatic coordinates "x" and "y" of the standard illuminant "A" used to illuminate the retro-reflecting device must not undergo a change of more than 0.01 after reflection by the retro-reflecting device."

…

***Proposal A.2.*, shall be deleted**

Annex V

Amendments to Regulations Nos. 6, 7, 50, 77 and 91

Amendments adopted to ECE/TRANS/WP.29/GRE/2010/14
(see para. 23 of the report)

…

Paragraphs 8. to 8.2., amend to read:

"8. TEST PROCEDURE

8.1. All measurements, photometric and colorimetric, shall be made:

8.1.1. In case of a lamp with replaceable light source, if not supplied by an electronic light source control gear with an uncoloured or coloured standard filament lamp of the category prescribed for the device, **at** the voltage necessary to produce the reference luminous flux required for that category of filament lamp,

…"

…

Annex 1, item 9, amend to read:

"9. Concise description:

…

Application of an electronic light source control gear/variable intensity control:

(a) being part of the lamp: yes/no/**not applicable** 2/

(b) being not part of the lamp: yes/no/**not applicable** 2/

…"

…

Amendments adopted to ECE/TRANS/WP.29/GRE/2010/12 and ECE/TRANS/WP.29/GRE/2010/12/Corr.1
(see para. 23 of the report)

…

Paragraphs 8. to 8.2., amend to read:

"8. TEST PROCEDURE

8.1. All measurements, photometric and colorimetric, shall be made:

8.1.1. In case of a lamp with replaceable light source, if not supplied by an electronic light source control gear with an uncoloured or coloured standard filament lamp of the category prescribed for the device, **at** the voltage necessary to produce the reference luminous flux required for that category of filament lamp,

…"

…

Annex 1, item 9, amend to read:

"9. Concise description:

…

Application of an electronic light source control gear/variable intensity control:

(a) being part of the lamp: yes/no/**not applicable** 2/

(b) being not part of the lamp: yes/no/**not applicable** 2/

…"

…

*Annex ~~3~~ **2**, the title,* amend to read:

…

Amendments adopted to ECE/TRANS/WP.29/GRE/2010/15
(see para. 23 of the report)

…

Paragraphs 9. to 9.2., amend to read:

"9. TEST PROCEDURE

9.1. All measurements, photometric and colorimetric, shall be made:

9.1.1. In case of a lamp with replaceable light source, if not supplied by an electronic light source control gear with an uncoloured or coloured standard filament lamp of the category prescribed for the device, **at** the voltage necessary to produce the reference luminous flux required for that category of filament lamp.

…"

…

Annex 2, item 9, amend to read:

"9. Concise description: 3/

…

Application of an electronic light source control gear/variable intensity control:

(a) being part of the lamp: yes/no/**not applicable** 2/

(b) being not part of the lamp: yes/no/**not applicable** 2/

…"

…

Annex VI

Amendments to Regulation No. 65

Amendments adopted to ECE/TRANS/WP.29/GRE/2010/7
(see para. 29 of the report)

Insert a new paragraph 5.2.1., to read:

"5.2.1. The special warning lamp shall be powered from the voltage supply network of the vehicle **by direct connection or usual connectors (e.g.: cigarette lighter plug)**."

Annex 5,

Paragraph 6., amend to read:

"6. If the emitted light of a special warning lamp consists of groups of several flashes, the time distance Δ t between the immediately following flashes must be very short.

If the peak to peak distance Δ t is less or equal to 0.04 s, then the pulses in between are evaluated as one flash. If this distance Δ t is longer only the flash with the highest effective intensity is valid. Moreover, the distance is limited depending on the ratio between the effective intensities of the flashes within a group (I_L= max. effective intensity of the highest peak, I_L = max. effective intensity of the lowest peak) as follows:

in case

$$\frac{I_H}{I_L} > 10 \text{ then } \Delta_t(s) < \frac{1}{3f}$$

in case $$1 < \frac{I_H}{I_L} < 10 \text{ then } \Delta_t(s) < \frac{1}{f\left(5.5 - 0.25\frac{I_H}{I_L}\right)}$$ "

…

Annex VII

Amendments to Regulation No. 119

Amendments adopted to ECE/TRANS/WP.29/GRE/2010/10
(see para. 32 of the report)

…

Paragraph 7.1., amend to read:

"7.1. All measurements shall be carried out with uncoloured standard filament lamps of the types prescribed for the **device, adjusted to produce the reference luminous flux prescribed at 13.2 V for** light sources as listed in Regulation No. 37, Annex 1 under the group 1 and at 13.5 V for the light sources as listed in Regulation No. 37, Annex 1 under the group 2, when not supplied by an electronic light source control gear."

…

Paragraph 4.3.3., amend to read:

"**4.3.3. The first two digits (at present 01) of the approval number…**"

Annex 2,

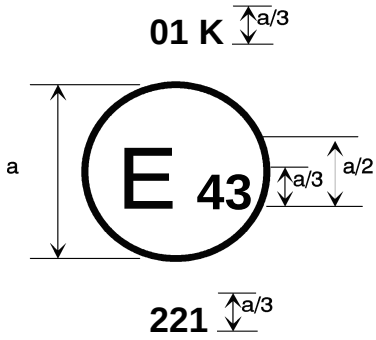
***Figure 1 and the text,* amend to read:**

"**EXAMPLES OF ARRANGEMENTS OF APPROVAL MARKS**

Figure 1

Marking for single lamps

Model A



a = 5 mm min.

The device bearing the approval mark shown above is a cornering lamp approved in Japan (E 43) pursuant to Regulation No. 119 under approval number 221. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 119 as amended by the 01 series of amendments.

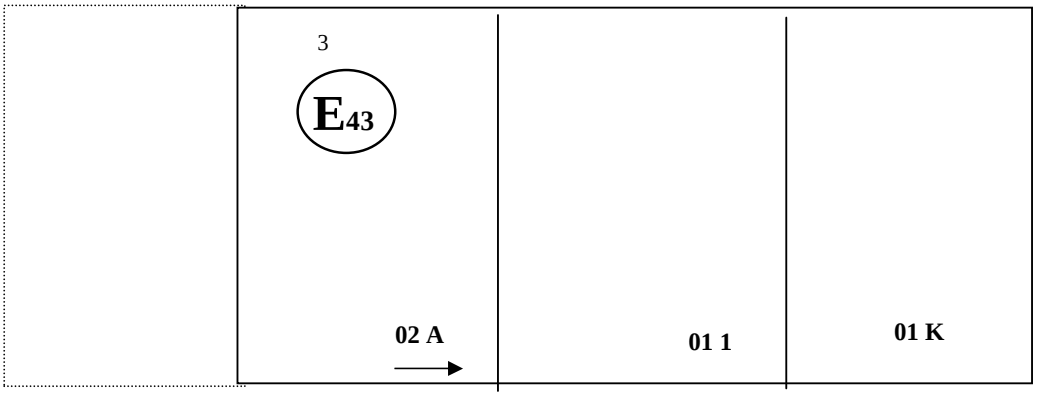
…"

Figure 2 and the text, **amend to read:**

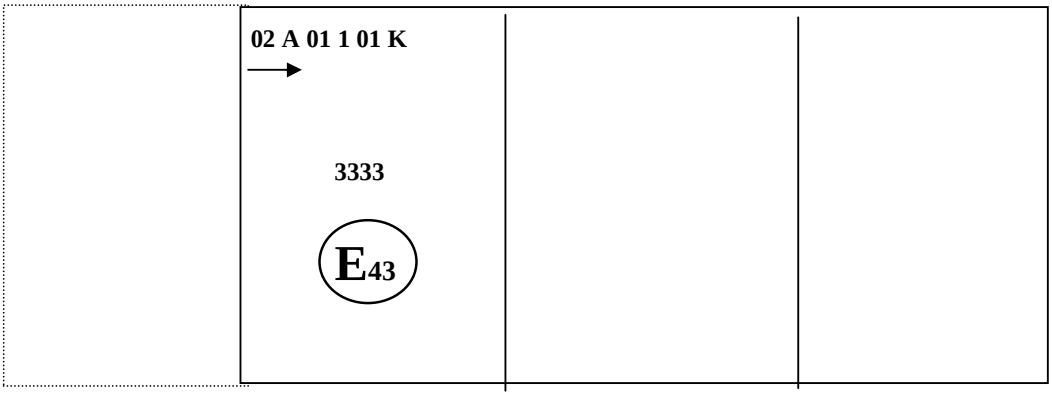
"**Figure 2**

…

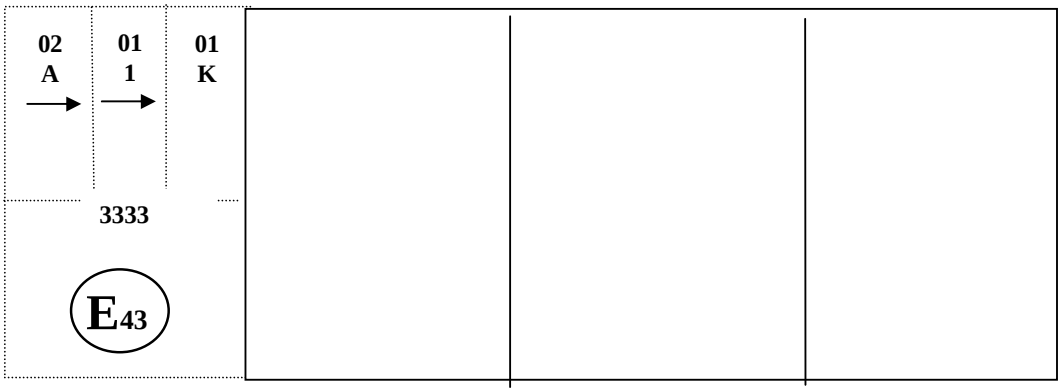
Model B



Model C



Model D



Note**: The three …. and comprising:**

…

A cornering lamp **approved in accordance with the 01 series of amendments to Regulation No. 119.**"

Annex VIII

Amendments to Regulation No. 53

Amendments adopted to ECE/TRANS/WP.29/GRE/2010/21
(see para. 34 of the report)

Paragraph 5.10., amend to read:

"5.10. The electrical connections shall be such that the front position lamp or the passing beam headlamp, if there is no front position lamp, the rear position lamp and the rear-registration-plate illuminating device cannot be switched ON or OFF otherwise than simultaneously, unless otherwise specified."

Paragraph 5.11.1., amend to read:

"5.11.1. If installed, the daytime running lamp shall automatically be ON when the engine is running. If the headlamp **is switched on** the daytime running lamp **shall** not come on when the engine is running.

If no daytime running lamp is installed, the headlamp shall automatically be on when the engine is running."

Paragraph 6.13.7.1., amend to read:

"6.13.7.1. The daytime running lamp shall switch OFF automatically when the headlamps are switched ON, except when the latter are used to give intermittent luminous warnings at short intervals.

The rear position **lamp** shall be switched ON when the daytime running lamp(s) is/are switched ON. The front position lamp(s) and the rear-registration-plate illuminating device may be switched ON individually or together, when the daytime running lamp(s) is/are switched ON."

Paragraph 6.13.8., amend to read:

"6.13.8. Tell-tale

Closed-circuit green tell-tale, optional"

Insert a new paragraph 6.13.9., to read:

"6.13.9 Other requirements

The DRL symbol in ISO 2575: **2004** Road vehicles. Symbols for controls, indicators and tell-tales, may be used to **inform the rider that the daytime running lamp is on.**"

Annex IX

Amendments to draft Regulation on Light emitting Diode light sources (LED)

Adopted on the basis of GRE-63-04 (see para. 39 of the report)

Annex 1,

Sheet LR1/2, the table, correct to read:

"…

LR1	Cap PGJ2**1**t-1	in accordance with IEC Publication 60061 (sheet 7004-**165**-1)

…"

Annex X

Amendments to Regulation No. 123

Adopted on the basis of GRE-63-13 (see para. 43 of the report)

Insert new paragraphs 6.1.4.4.to 6.1.4.4.3., to read:

"**6.1.4.4. In case of a system using a gas-discharge light source, four seconds after ignition of a headlamp that has not been operated for 30 minutes or more:**

6.1.4.4.1. At least 37500 cd shall be attained at point HV, for a system producing driving beam only.

6.1.4.4.2. At least 3100 cd shall be attained at point 50 V when the class C passing beam is activated, for systems producing passing beam only or alternately producing passing beam and driving beam functions as described in paragraph 5.7 of this Regulation.

6.1.4.4.3. In either case the power supply shall be sufficient to secure the required rise of the high current pulse."

Paragraph 6.2.8.2., shall be deleted.

Paragraph 6.2.8.3., renumber as paragraph 6.2.8.2.

Paragraphs 6.3.4.2. to 6.3.4.2.3., shall be deleted.