

Transmitted by the representative of Canada

Report from the Forth meeting of the GRE Informal Group on the development of a global technical regulation (gtr) regarding the installation of lighting and light-signalling devices on motor vehicles

Documents under discussion:

TRANS/WP.29/GRE/2001/6/Rev.2 (Canada);

Inf.doc. No.23 (US) - 50th GRE session.

Inf.doc. No.24 (UK) - 52nd GRE session;

The Informal Group (IG) on the development of a global technical regulation have met prior to the fifty-second GRE session, for one full day; starting on Monday, March 29 afternoon and ending on Tuesday, March 30 morning.

IG discussed in detail the informal document No.23. This document outlined identified differences between two major sources for the text of the gtr; namely UNECE Regulation No. 48 and the United States' Federal Motor Vehicle Safety Standard No. 108. In the discussion IG took also into account comments supplied by the United Kingdom in the Informal document No.24.

With the aid of a computer-generated projection of the text under discussion, IG was able to go over all general provisions of the draft gtr (specifics are in Annex 1). Several provisions, for which consensus could not be reached, were left for further discussion, allowing the experts to discuss the content in their jurisdictions.

Lack of time prevented discussion of provisions related to individual devices; therefore, IG decided to have another informal session. It was agreed that it will be a four and a half day session held in Ottawa-Canada between Monday June 7 morning and noon of Friday June 11, 2004.

During this session IG intends to discuss provisions regarding installation of individual devices and return to the general provisions left for discussion. The document to be discussed during the informal meeting in Ottawa (TRANS/WP.29/GRE/2001/6/Rev.3.) is available on the UNECE website

TIMELINE

During the GRE session that followed the Forth Informal Meeting, GRE has agreed on a timeline for development of the gtr regarding installation of vehicle lighting and light signalling devices.

June 7-11, 2004	Fifth Informal Meeting in Ottawa,
October 4-8, 2004	GRE will discuss the outstanding issues during the GRE session
January 2005	If needed another Informal Meeting could be scheduled
March 2005	GRE will attempt to have final discussion and adoption of the gtr
November 2005	gtr may be presented to AC.3 and WP.29 for consideration.

Annex 1

1. SCOPE AND PURPOSE

In a general exchange of views the IG noted that the principal objective of the gtr was to define the number and location of lamps in order to provide means for their physical presence in the vehicle bodywork. Although initially IG agreed that in case of different opinions regarding mandatory/optional presence of certain lamps, the decision would be left to the discretion of the Contracting Party (CP) to the 1998 Agreement, by the end of the meeting decision was made to reintroduce the “Presence” paragraph to all individual device specifications.

2. APPLICATION

Attention was drawn to the discussion of “gtr 0” (R.E.5) at the 132nd WP.29 session (TRANS/WP.29/992, paras. 64. and 65., 84 and 85). This paragraph will refer to the final version of R.E.5

3. DEFINITIONS

New definition of “Contracting Party” was accepted by the IG. This definition will be helpful in .

Another definition was added to described a “Failure tell-tale”, which would be a visual or auditory signal or any equivalent signal indicating that a device is not functioning correctly.

This definition will be still discussed by IG. GTB noted that it could be difficult to use only standard tell-tale definitions in actual requirements for specific devices and cases; it would be more appropriate to indicate the specific tell-tale characteristics and functions for each requirement, as in Regulation No. 13. The IG decided to maintain the text and insert additional requirements for individual devices, if necessary.

3.2.13. and 3.2.14. “Light duty vehicle” and “Heavy duty vehicle”

Review to indicate that each of the 3 criteria

- Length \leq or $>$ 6000 mm
- Width \leq or $>$ 2032 mm
- Gross vehicle mass \leq or $>$ 5500 kg

has to be fulfilled by the vehicle in order to be classified in one of the 2 categories. These definitions will be still discussed by IG.

As alternative, definitions of “Light duty vehicle” and “Heavy duty vehicle” may be removed and replaced in the document by specific vehicle dimension characteristic.

Taking into account the amendments to Regulation No. 48 approved at the 132nd WP.29/26th AC.1 session (TRANS.WP.29/2004/4) and the comments from the United States, the IG agreed in principal on the text of definition of a “Single lamp”, after the following modification:

“...two or more distinct parts or any assembly of two independent lamps as defined...”.

The final wording will be still discussed during the informal meeting in Ottawa.

IG discussed the definition of a “Front fog lamp”. Taking into account proposals by US, Germany, Netherlands and the EC, the text was modified to read:

“...in case of fog or similar conditions of reduced visibility.”

This definition will be still discussed by IG.

With regard to the definition of the “Rear fog lamp”, IG decided to use the text in paragraph 2.7.19. of Regulation No. 48.

The IG noted that in the definition of “Identification lamps (ID lamps)” the number of lamps should not be specified; the text was modified to read:

“...means a device fitted...”

The experts from Italy, UK and GTB noted their concerns regarding paragraph 4.1., specifically the expression “as installed on the vehicle”; they would have preferred a requirement along the lines of paragraph 4.27. in the previous version of the draft gtr (GRE/2001/6/Rev.1). The Chairman, supported by the expert from Germany, stated that the proposed text would also cover such items as voltage, geometric visibility and colour. The IG agreed the text indicated below, which will be put in square brackets.

“4.1. As installed on the vehicle, lighting and light-signalling devices described in paragraph 5. shall conform with the applicable regulation of the Contracting Party”.

(Note: The change from “a Contracting Party” to “the Contracting Party” applies to all subsequent text)

Second sentence, in paragraph 4.3 was amended to read: “The means for adjustment shall...”

In the first sentence of paragraph 4.9.1., referring to “H1”, add at the end: “...point of the apparent surface, in the direction of the reference axis” (same as for “H2”). Also, in order to cover the provisions of paragraph 5.5.3.2. the text was modified to read: “...unless otherwise specified, the distance...”

In view of the discussion in GRE (item 2.2. on the agenda of the 52nd session), regarding an amendment of paragraph 4.10. the IG deferred a final decision; the text was put in square brackets.

With regard to paragraph 4.11.2., the experts from Germany and Italy objected against the use of driving/passing beam headlamps at reduced intensity as daytime running lamps. The IG agreed to amend the second sentence to read:

“The requirement...when they are flashed momentarily.”

In view of the concerns raised by the experts from Italy, Japan and OICA, the IG decided that the text of paragraph 4.11.4. would be replaced by a specific requirement for each individual device in paragraph 5., if applicable. This would also apply to proposed paragraphs 4.11.5. and 4.11.6. in Informal document No.24; the reference to controls should be deleted.

IG agreed to amend paragraph 4.14. to read: “When installed on a vehicle, the number ... to the number specified in paragraph 5. below.”

As proposed in Informal document No.24, the IG agreed to amend the text of paragraph 4.15.2.2. to read:

“except in the case of retro-reflectors, a notice...”

In view of the requirements in paragraphs 4.1. and 4.23.1. paragraph 4.15.5. was deleted.

Paragraph 4.16. was deleted, as several experts noted problems with practical application.

Considering comments by several experts regarding practical application of the requirement, the IG agreed to delete paragraph 4.17.

Taking into account the amendments to Regulation No. 48 in Supplement 7 to the 02 series of amendments (TRANS/WP.29/938), the second sentence of paragraph 4.18. was modified to read:

“...a non-replaceable light source or a gas-discharge light source.”

It was noted that paragraph 4.19. can be deleted if paragraph 4.1. is maintained.

Taking into account the proposal by UK in Informal document No.24 and the comments by IMMA, the text of paragraph 4.20. was amended to read as follows:

“4.20. Lamps that are not described in this Regulation, are outside the scope of this Regulation and may not be installed on a vehicle. The Contracting Party may allow the fitting of such lamps on vehicles registered in its territory.”

In view of the general discussion on the subject of “substituting function” in GTB, paragraph 4.22. was put in square brackets.

In paragraph 4.23.4. replace “optical unit” by “device”.

The Chairman suggested the change of the first paragraph of each individual specification, where “presence” could be replaced by “functional purpose”; each Contracting Party would decide whether the presence of the particular device is optional or mandatory. The expert from Germany suggested placement of any disagreeing provisions in a status document, along the lines of TRANS/WP.29/343. The expert from the EC noted that there would be only a few cases, where Contracting Parties had different views regarding mandatory/optional presence of a device. The IG agreed to re-maintain the principle of presence, and cover potential different requirements in the individual specifications.

Discussion of the draft gtr was suspended at this point and will continue at the next informal meeting of the Informal Group in Ottawa.
