



Economic Commission for Europe
Inland Transport Committee
World Forum for Harmonization of Vehicle Regulations
Working Party on Lighting and Light-Signalling
Seventy-fifth session

Geneva, 5 – 8 April 2016

Report of the Working Party on Lighting and Light-Signalling on its seventy-fifth session
Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1	3
II. Adoption of the agenda (agenda item 1)	2-4	3
III. 1998 Agreement - Global Technical Regulations: Development (agenda item 2)..	5	3
IV. 1997 Agreement – Rules: Development (agenda item 3).....	6	3
V. Simplification of lighting and light-signalling Regulations (agenda item 4)	7-14	3
VI. Regulation Nos. 37 (Filament lamps), 99 (Gas discharge light sources) and 128 (Light emitting diodes light sources) (agenda item 5)	15	5
VII. Regulation No. 48 (Installation of lighting and light-signalling devices) (agenda item 6)	16-23	5
A. Proposals for amendments to the 05 and 06 series of amendments	16-20	5
B. Other proposals for amendments to Regulation No. 48	21-23	6
VIII. Other Regulations (agenda item 7).....	24-50	7
A. Regulation No. 6 (Direction indicators).....	24-25	7
B. Regulation No. 7 (Position, stop and end-outline lamps)	26-28	7
C. Regulation No. 10 (Electromagnetic compatibility)	29-31	8
D. Regulation No. 19 (Front fog lamps)	32	8
E. Regulation No. 23 (Reversing lamps).....	33	9

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F.	Regulation No. 38 (Rear fog lamps)	34	9
G.	Regulation No. 45 (Headlamp cleaners)	35	9
H.	Regulation No. 50 (Position, stop, direction indicators lamps for mopeds and motorcycles)	36	9
I.	Regulation No. 53 (Installation of lighting and light-signalling devices for L ₃ vehicles)	37-39	9
J.	Regulation No. 77 (Parking lamps)	40	10
K.	Regulation No. 86 (Installation of lighting and light-signalling devices for agricultural tractors)	41	10
L.	Regulation No. 87 (Daytime running lamps)	42-43	10
M.	Regulation No. 91 (Side-marker lamps)	44	10
N.	Regulation No. 98 (Headlamps with gas-discharge light sources)	45	10
O.	Regulation No. 112 (Headlamps emitting an asymmetrical passing-beam) ...	46-47	11
P.	Regulation No. 113 (Headlamps emitting a symmetrical passing-beam)	48	11
Q.	Regulation No. 119 (Cornering lamps)	49	11
R.	Regulation No. 123 (Adaptive front-lighting systems (AFS))	50	11
IX.	Pending amendment proposals (agenda item 8)	51	11
X.	Other business (agenda item 9)	52-55	12
A.	Amendments to the Convention on Road Traffic (Vienna 1968)	52	12
B.	Decade of action for road safety 2011-2020	53	12
C.	Development of an International Whole Vehicle Type Approval (IWVTA) .	54	12
D.	Phantom light and colour washout	55	12
XI.	New business and late submissions (agenda item 10)	56-57	12
XII.	Direction of future work of GRE (agenda item 11)	58-59	13
A.	Work tasks of GRE	58	13
B.	Work progress of the International Automotive Lighting and Light Signalling Expert Group (GTB) task forces	59	13
XIII.	Provisional agenda for the next session (agenda item 12)	60	13
Annexes			
I.	List of informal documents considered during the session	14	
II.	Adopted amendments to ECE/TRANS/WP.29/GRE/2016/5 and Corr.1	15	
III.	Adopted amendments to Regulation No. 7	16	
IV.	Adopted collective amendments to Regulations Nos. 19, 98, 112, 113 and 123 (based on ECE/TRANS/WP.29/GRE/2016/14)	17	
V.	GRE informal groups	20	

I. Attendance

1. The Working Party on Lighting and Light-Signalling (GRE) held its seventy-fifth session from 5 to 8 April 2016 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, ECE/TRANS/WP.29/690/Amends. 1 and 2): Austria; Belgium; China; Czech Republic; Finland; France; Germany; Hungary; India; Italy; Japan; Latvia; Luxemburg; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; Spain 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).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRE/2016/1,
Informal documents GRE-75-01-Rev.1 and GRE-75-07

2. GRE considered and adopted the agenda proposed for the seventy-fifth session (ECE/TRANS/WP.29/GRE/2016/1), as reproduced in GRE-75-01-Rev.1 (including the informal documents distributed during the session).

3. The list of informal documents is contained in Annex I to the report. The list of GRE informal groups is reproduced in Annex V to the report.

4. GRE took note of the highlights of the November 2015 and March 2016 sessions of the World Forum for Harmonization of Vehicle Regulations (WP.29) and the official document submission deadline of 29 July 2016 for the October 2016 session of GRE (GRE-75-07).

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: ECE/TRANS/WP.29/GRE/2016/2,
ECE/TRANS/WP.29/GRE/2016/3,

ECE/TRANS/WP.29/GRE/2016/4,
ECE/TRANS/WP.29/GRE/2016/5 and Corr.1,
Informal documents GRE-75-02, GRE-75-03, GRE-75-04, GRE-75-05, GRE-75-06, GRE-75-14 and GRE-75-15

7. On behalf of the Informal Working Group "Simplification of the Lighting and Light-Signalling Regulations" (IWG SLR), the expert from IEC introduced a revised proposal for the draft Resolution on the common specification of light source categories (ECE/TRANS/WP.29/GRE/2016/5 and Corr.1, GRE-75-02, GRE-75-03 and GRE-75-04), together with proposals for simplifying Regulations Nos. 37, 99 and 128 by moving light sources data sheets from Annex 1 to these Regulations to the Resolution (ECE/TRANS/WP.29/GRE/2016/2, ECE/TRANS/WP.29/GRE/2016/3 and ECE/TRANS/WP.29/GRE/2016/4). The experts from Germany, France, Italy, UK, CLEPA, GTB and OICA commented on the proposals, in particular on phasing out of light source categories and on the legal form of amendments to Regulations Nos. 37, 99 and 128 (supplements or new series of amendments).

8. GRE adopted the draft Resolution on the common specification of light source categories (ECE/TRANS/WP.29/GRE/2016/5 and Corr.1), as amended by Annex II, and requested the secretariat to submit it to WP.29 for consideration at its November 2016 session. GRE also adopted proposals for amendments to Regulations Nos. 37, 99 and 128 (ECE/TRANS/WP.29/GRE/2016/2, ECE/TRANS/WP.29/GRE/2016/3 and ECE/TRANS/WP.29/GRE/2016/4) not amended 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 2016 sessions as, respectively, draft Supplement 45 to the 03 series of amendments to Regulation No. 37, draft Supplement 12 to the original version of Regulation No. 99 and draft Supplement 6 to the original version of Regulation No. 128. The expert of Germany reserved his position on the adopted proposals.

9. The expert from GTB, in his capacity of Secretary of IWG SLR, reported on the progress of IWG SLR and a new phased approach to simplification of the lighting and light-signalling Regulations developed by IWG SLR (GRE-75-05). The proposed approach would include the following major steps:

- (a) Review and adoption of pending amendment proposals to consolidate the existing Regulations;
- (b) Freeze of the existing Regulations which would be superseded by three new Regulations (see point (c) below);
- (c) Establishment of three new Regulations on road illumination devices, light-signalling devices and retro-reflective devices based on the text of existing Regulations;
- (d) Further amendment of the new Regulations and Regulation No. 48 to introduce technologically neutral and performance-based requirements.

10. According to IWG SLR, the proposed approach would not only simplify the Regulations and provide legal certainty, but would also remove unnecessary barriers to innovations and promote worldwide application of lighting and light-signalling Regulations, for example, through the development of GTRs in this area and/or more countries joining the 1958 Agreement.

11. A vast majority of GRE experts expressed their support to the proposed approach and activities of IWG SLR. The expert from Germany reserved his position. The experts of Japan and OICA stressed the need to find a way to introduce new technologies, should they emerge during a transition period between the freeze of the current Regulations and the entry into force of the three new ones. The experts from Belgium and UK were of the view

that the United Nations Office for Legal Affairs (OLA) should be requested to provide guidance on the approach. The Chair invited experts to submit further comments, if any, before 29 July 2016.

12. To seek the consent of WP.29 on the proposed concept, GRE requested the Chair to present it at the June 2016 meeting of the World Forum as well as to ask WP.29 to extend the mandate of IWG SLR. GRE also took note of a list of pending proposals, which had been referred to IWG SLR in 2014-2015 (GRE-75-06), and decided to consider them at the next session under agenda item "Pending proposals".

13. The expert from GTB informed GRE about activities of the GTB Working Group Light Sources and its plans to extend Regulation No. 128 to light sources for forward lighting applications covered by Regulations Nos. 19, 98, 112, 113 and 123 (GRE-75-14). Proposals for amendments to Regulation No. 128 would include performance-based requirements for visibility and glare as well as introduce thermal grades for light emitting diodes (LED) light sources which could be subject to heat from a combustion engine. Forward lighting Regulations Nos. 19, 98, 112, 113 and 123 would need to be amended to accept LEDs of Regulation No. 128 and their thermal grades. GRE took note that amendment proposals would be submitted to the next session. A number of experts posed questions on the thermal grade concept proposed by GTB and were of the view that a detailed clarification should be included in the justification part of future documents.

14. The expert from GTB briefed GRE on activities of the GTB Task Force Conformity of Production (GRE-75-15) and its intention to submit a formal document to the next session of GRE with a view to harmonizing the conformity of production provisions of Regulation No. 123 with those of other headlamp Regulations (e.g. No. 112), for the sake of simplification. The experts from France and UK requested GTB to include a solid justification in their future submission.

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/2016/6

15. The expert from GTB proposed to clarify the interpretation of the specifications of filament lamp category H19 in Regulation No. 37 (ECE/TRANS/WP.29/GRE/2016/6). GRE adopted this proposal and agreed that it should be incorporated into the draft Resolution on the common specification of light source categories (see para. 8 above) and submitted to WP.29 for consideration at its November 2016 session.

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/2016/7,
ECE/TRANS/WP.29/GRE/2016/8,
ECE/TRANS/WP.29/GRE/2016/9,
ECE/TRANS/WP.29/GRE/2016/10,
ECE/TRANS/WP.29/GRE/2016/12,

ECE/TRANS/WP.29/GRE/2016/17, Informal documents GRE-75-11, GRE-75-11-Rev.1 and GRE-75-12

16. The expert from the Netherlands, in his capacity of Chair of the Task Force on Tell-Tales (TF TT), introduced revised proposals for amendments to Regulations Nos. 48, 7 and 87 on tell-tales which indicate a failure (ECE/TRANS/WP.29/GRE/2016/7, ECE/TRANS/WP.29/GRE/2016/12 and ECE/TRANS/WP.29/GRE/2016/17). GRE adopted the proposals and decided to submit them to WP.29 and AC.1 for consideration and vote at their November 2016 sessions as draft Supplement 17 to the 04 series of amendments, draft Supplement 10 to the 05 series of amendments and draft Supplement 8 to the 06 series of amendments to Regulation No. 48, draft Supplement 25 to the 02 series of amendments to Regulation No. 7 and draft Supplement 18 to Regulation No. 87.

17. Several experts pointed out that the adopted amendments might also require an amendment to paragraph 5.4. of Regulation No. 121 (Identification of controls, tell-tales and indicators), but no consensus was reached on this issue. GRE invited the Working Party on General Safety Provisions (GRSG), which deals with Regulation No. 121, to address this matter.

18. To improve road safety, the expert from Germany proposed to reduce the intensity of a daytime running lamp (DRL) in situations where a direction indicator is activated during the functioning of DRL (ECE/TRANS/WP.29/GRE/2016/8). The document also proposed amendments to Regulation No. 87. The expert from OICA suggested an alternative wording (GRE-75-11, GRE-75-11-Rev.1). The experts from France, the Netherlands and UK supported the proposal of Germany. The expert from Italy was of the view that the proposal should be accompanied with transitional provisions. GRE decided to continue its deliberations at the next session based on a revised document to be submitted by the expert from Germany.

19. The expert from GTB proposed to clarify the text of paragraph 6.21.1.2.4. of Regulation No. 48 (ECE/TRANS/WP.29/GRE/2016/9). GRE adopted the proposal and decided to submit it to WP.29 and AC.1 for consideration and vote at their November 2016 sessions as draft Supplement 17 to the 04 series of amendments, draft Supplement 10 to the 05 series of amendments and draft Supplement 8 to the 06 series of amendments to Regulation No. 48

20. The expert from GTB proposed modifications to the transitional provisions of various series of amendments to allow for optional installation of new equipment on a vehicle, which had already been approved to an earlier series of amendments, by extending the existing approval, rather than requesting a new approval based on the latest series of amendments (ECE/TRANS/WP.29/GRE/2016/10). The expert from OICA advocated the proposal and pointed out that it would contribute to increasing traffic safety (GRE-75-12). The experts from Finland, Italy and Netherlands also supported the proposal. The experts from Austria, France and UK expressed concerns about too many series of amendments to Regulation No. 48 in force and were not convinced that the earlier series should be amended. GRE decided to continue this discussion at the next session.

B. Other proposals for amendments to Regulation No. 48

Documentation: Informal document GRE-75-17

21. The expert from Poland, in his capacity of Co-Chair of the Informal Working Group on Visibility, Glare and Levelling (IWG VGL), reported on the IWG activities and requested GRE to provide guidance on a number of issues, including but not limited to:

- (a) Which factors with potential impact on visibility and glare should be addressed by IWG;
- (b) Whether the work should focus only on Regulation No. 48 (i.e., M and N categories of vehicles) or other categories (L and T) should be considered as well;
- (c) Whether the requirement for periodic technical inspections (PTI) should be included in the scope;
- (d) To which extent the available studies and previous GRE documents should be taken into account;
- (e) Whether IWG or GRE should vote on issues for which no consensus had been found.

22. Various experts stressed the complexity of these issues and called for a pragmatic approach that would rely on the available studies and proposals. The experts from Germany and Japan were of the view that automatic levelling should be taken out of the scope of IWG VGL and addressed by GRE directly. The experts from France and Italy felt that both manual and automatic levelling should be considered by IWG VGL.

23. Based on the above discussion, GRE requested IWG VGL to review its Terms of Reference and prepare modifications for adoption by GRE, as may be necessary. GRE also agreed that, for the time being, IWG VGL should focus on Regulation No. 48 and vehicle categories M and N only, leaving aside the PTI requirements. Finally, GRE stressed the need to follow a consensus approach rather than to vote on controversial points. GRE noted that the expert from Germany would no longer be in a position to co-Chair IWG VGL and encouraged other experts to volunteer for this post.

VIII. Other Regulations (agenda item 7)

A. Regulation No. 6 (Direction indicators)

Documentation: ECE/TRANS/WP.29/GRE/2016/11, Informal document GRE-75-10

24. The expert from GTB proposed to align the requirements of paragraph 6.1. with the definition of "single lamp". A similar proposal was prepared for Regulation No. 7. (ECE/TRANS/WP.29/GRE/2016/11). 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, in order to collect other proposals for amendments into a single package.

25. The expert from Germany invited GRE to consider interpretation of the "One Continuous Line" requirement in paragraph 5.6. (c) of Regulation No. 6 (GRE-75-10). To this end, he proposed to establish a Task Force. Following support of the experts from France, Italy, Netherlands, Spain and UK, GRE agreed to establish a Task Force. The experts from Finland and GTB volunteered to act as Chair and Secretary of the Task Force, respectively.

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

Documentation: ECE/TRANS/WP.29/GRE/2016/11,
ECE/TRANS/WP.29/GRE/2016/12,
ECE/TRANS/WP.29/GRE/2016/13

26. GRE recalled that ECE/TRANS/WP.29/GRE/2016/12 had been discussed and adopted together with ECE/TRANS/WP.29/GRE/2016/7 (see para. 16 above).

27. GRE noted that ECE/TRANS/WP.29/GRE/2016/11 had been adopted under agenda item 7 (a) (see para. 24 above).

28. The expert from GTB withdrew ECE/TRANS/WP.29/GRE/2016/13 with proposals for amendments to Regulations Nos. 6, 23, 38, 77, 91 and 119. GRE noted that this document also contained an additional proposal of the secretariat to correct a mistake that had been introduced by Supplement 22 to the 02 series of amendments to Regulation No. 7. GRE adopted a correction, as laid down in Annex III, and requested the secretariat to submit it to WP.29 and AC.1 for consideration and vote at their November 2016 sessions.

C. Regulation No. 10 (Electromagnetic compatibility)

Documentation: Informal documents GRE-75-13 and GRE-75-18

29. On behalf of the Task Force on Electromagnetic Compatibility (TF EMC), the expert from OICA reported on the activities of TF EMC (GRE-75-13, GRE-75-18). As a first step, TF EMC clarified the operating modes of trolleybuses and the applicable EMC Regulations or standards. According to Regulation No. 107, trolleybuses are dual-mode vehicles operating either: (a) in the trolley mode, when connected to the overhead contact line (OCL), or (b) in the bus mode when not connected to OCL. When not connected to OCL, they can also be (c) in the charging mode. The expert from OICA pointed out that for mode (a) the railway EMC standard IEC 62236-3-1 was applicable, while for modes (b) and (c) Regulation No. 10 should apply. TF EMC had also identified that, in the bus mode with a diesel engine, other Regulations (e.g. Nos. 13, 49, 51, 89 and 100) could be affected. TF EMC recommended seeking guidance from WP.29 on how to proceed with the treatment of trolleybuses in the framework of various Regulations and WP.29 Working Parties. To this end, the expert from OICA offered to produce an informal document for the June 2016 session of WP.29. He also stated that OICA would submit an informal document on this issue to GRSG and possibly to other WP.29 Working Parties.

30. The experts from France and the Russian Federation were of the view that Regulation No. 10 would be the best place to include the EMC provisions for trolleybuses. The expert from Germany felt that Regulation No. 10 could not be amended to incorporate the railway EMC standards for the trolley mode. The expert from the Russian Federation informed GRE about recent testing of the disturbances caused by trolleybuses and requested exclusion of the low-frequency range from 9 to 150 kHz from consideration, due to the very low level of detected disturbances and expensive measurement equipment required for this range.

31. GRE noted that the Chair would consider asking guidance of WP.29 and/or AC.2 at their June 2016 sessions and decided to continue the discussion at its next session.

D. Regulation No. 19 (Front fog lamps)

Documentation: ECE/TRANS/WP.29/GRE/2016/14

32. The expert from GTB proposed to correct the specifications of the mixture for the dirt test. Similar proposals were also prepared for Regulations Nos. 45, 98, 112, 113 and 123 (ECE/TRANS/WP.29/GRE/2016/14). GRE adopted these proposals, as contained in Annex IV, but agreed that only the amendment to Regulation No. 45 should be submitted to WP.29 and AC.1 for consideration and vote at their November 2016 sessions as draft Supplement 10 to the 01 series of amendments to Regulation No. 45. For the amendment proposals to Regulations Nos. 19, 98, 112, 113 and 123, GRE postponed to the next session

a decision to submit them to WP.29 and AC.1 for consideration, in order to collect other proposals for amendments into a single package.

E. Regulation No. 23 (Reversing lamps)

Documentation: ECE/TRANS/WP.29/GRE/2016/13

33. The expert from GTB withdrew their proposal to update the provisions on failure of light sources when a tell-tale indicating failure is installed (ECE/TRANS/WP.29/GRE/2016/13).

F. Regulation No. 38 (Rear fog lamps)

Documentation: ECE/TRANS/WP.29/GRE/2016/13

34. See para. 33 above.

G. Regulation No. 45 (Headlamp cleaners)

Documentation: ECE/TRANS/WP.29/GRE/2016/14

35. See para. 32 above.

H. Regulation No. 50 (Position, stop, direction indicators lamps for mopeds and motorcycles)

Documentation: ECE/TRANS/WP.29/GRE/2015/38

36. The expert from IMMA recalled their earlier proposal to amend the angle of incidence for the rear registration plate illuminating device (ECE/TRANS/WP.29/GRE/2015/38) and requested GRE to postpone consideration of this issue to the next session.

I. Regulation No. 53 (Installation of lighting and light-signalling devices for L₃ vehicles)

Documentation: ECE/TRANS/WP.29/GRE/2016/15,
ECE/TRANS/WP.29/GRE/2015/42,
Informal documents GRE-75-08 and GRE-75-09

37. The expert from GTB proposed to allow the activation of additional lighting units, in conjunction with the driving beam, to improve illumination when the motorcycle is banking (ECE/TRANS/WP.29/GRE/2016/15). GRE adopted the proposal and decided to submit it to WP.29 and AC.1 for consideration and vote at their November 2016 sessions as draft Supplement 19 to the 01 series of amendments and draft Supplement 1 to the 02 series of amendments to Regulation No. 53.

38. The expert from IMMA recalled their earlier proposal to allow for the use of different brake lamp activation methods and to align the brake lamp provisions with those applicable for four-wheelers (ECE/TRANS/WP.29/GRE/2015/42) and requested GRE to postpone consideration of this issue to the next session.

39. The expert from Japan proposed to automatically switch from the daytime running lamp (DRL) to the headlamp at night. The experts from Austria, France, Germany, India, Netherlands, UK and IMMA commented on the proposal. GRE encouraged all experts to study the proposal and to provide their comments, if any, by the end of June 2016. GRE also invited the expert from Japan to take these comments into consideration and to submit an official document to the next session.

J. Regulation No. 77 (Parking lamps)

Documentation: ECE/TRANS/WP.29/GRE/2016/13

40. See para. 33 above.

K. Regulation No. 86 (Installation of lighting and light-signalling devices for agricultural tractors)

Documentation: ECE/TRANS/WP.29/GRE/2016/16

41. The expert from the Netherlands, on behalf of the Informal Working Group on Agricultural Vehicle Lighting Installation (AVLI), recalled considerations at the previous session of GRE (ECE/TRANS/WP.29/GRE/74, paras. 31 and 32) and introduced a revised proposal for the 01 series of amendments to Regulation No. 86 (ECE/TRANS/WP.29/GRE/2016/16). GRE adopted the proposal and decided to submit it to WP.29 and AC.1 for consideration and vote at their November 2016 sessions. GRE also noted that the EU member States would check the consistency between the EU legislation and the proposed 01 series of amendments to Regulation No. 86.

L. Regulation No. 87 (Daytime running lamps)

Documentation: ECE/TRANS/WP.29/GRE/2016/8,
ECE/TRANS/WP.29/GRE/2016/17

42. GRE recalled that a proposal by the expert from Germany to improve road safety in situations where a direction indicator is activated during the functioning of a DRL (ECE/TRANS/WP.29/GRE/2016/8) was addressed under agenda item 6 (a) (see para. 18 above).

43. GRE noted that ECE/TRANS/WP.29/GRE/2016/17 was discussed and adopted together with ECE/TRANS/WP.29/GRE/2016/7 (see para. 16 above).

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

Documentation: ECE/TRANS/WP.29/GRE/2016/13

44. See para. 33 above.

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

Documentation: ECE/TRANS/WP.29/GRE/2016/14

45. See para. 32 above.

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

Documentation: ECE/TRANS/WP.29/GRE/2016/14,
ECE/TRANS/WP.29/GRE/2016/18

46. The expert from Poland proposed to introduce a new optional “Class B1” headlamp (ECE/TRANS/WP.29/GRE/2016/18). The proposal received remarks from the experts of Germany, Netherlands, UK, CLEPA, GTB and OICA. Some experts pointed out that they would need more time to study the proposal and that it could be considered by IWG SLR when developing performance-based requirements in the future (para. 9 (d) above). GRE invited all experts to send their comments to the expert from Poland and decided to keep this issue on the agenda of the next session.

47. GRE recalled that ECE/TRANS/WP.29/GRE/2016/14 with the proposal of GTB to correct the specifications of the mixture for the dirt test was considered under agenda item 7 (d) (see para. 32 above).

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

Documentation: ECE/TRANS/WP.29/GRE/2016/14

48. See para. 32 above.

Q. Regulation No. 119 (Cornering lamps)

Documentation: ECE/TRANS/WP.29/GRE/2016/13

49. See para. 33 above.

R. Regulation No. 123 (Adaptive front-lighting systems (AFS))

Documentation: ECE/TRANS/WP.29/GRE/2016/14

50. See para. 32 above.

IX. Pending amendment proposals (agenda item 8)

Documentation: ECE/TRANS/WP.29/GRE/2015/7,
ECE/TRANS/WP.29/GRE/2015/16,
ECE/TRANS/WP.29/GRE/2015/23,
ECE/TRANS/WP.29/GRE/2016/11,
ECE/TRANS/WP.29/GRE/2016/14,
Informal document GRE-75-06 and references therein

51. GRE recalled a number of pending amendment proposals to various Regulations adopted at this (ECE/TRANS/WP.29/GRE/2016/11, ECE/TRANS/WP.29/GRE/2016/14 and Annex IV) and previous sessions (ECE/TRANS/WP.29/GRE/2015/7, ECE/TRANS/WP.29/GRE/2015/16, ECE/TRANS/WP.29/GRE/2015/23), as well as the proposals which had been referred to IWG SLR in 2014-2015 (GRE-75-06, see para. 12 above). GRE decided to review all these proposals at the next session in order to submit a comprehensive package to WP.29 for consideration at its March 2017 session. Following

that, the Regulations concerned would be frozen until the finalization of the simplification process (see para. 9 above).

X. Other business (agenda item 9)

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

52. The secretariat informed GRE that the Working Party on Road Traffic Safety (WP.1), at its March 2016 session, had continued considering amendment proposals on Article 32 and Chapter II of Annex 5 of the Vienna 1968 Convention regarding lighting and light-signalling. In particular, WP.1 started discussing a proposal by Italy, France and Laser Europe to rearrange the text of the Convention, including Chapter II of Annex 5 (ECE/TRANS/WP.1/2015/2/Rev.2). The discussion would continue at the next session of WP.1.

B. Decade of action for road safety 2011-2020

53. The secretariat informed GRE about a statement of Mr. Jean Todt, United Nations Special Envoy for Road Safety, at the March 2016 session of WP.29 in which he had encouraged vehicle manufacturers to commit to better safety standards for developing and least developed countries. GRE also noted that the United Nations General Assembly was expected to adopt in April 2016 a new resolution on road safety.

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

54. The secretariat briefed GRE on the progress in preparing Revision 3 of the 1958 Agreement, Regulation No. 0 on IWVTA and an electronic database for the exchange of type approval documentation (DETA). The expert from Japan pointed out that his Government had decided to accept DRLs and was preparing for their introduction, thus paving the way for including Regulation No. 48 in an Annex to UN Regulation No. 0. The expert from EC informed GRE about internal consultations with the aim to decide whether or not he could continue to act as GRE ambassador to IWVTA.

D. Phantom light and colour washout

Documentation: Informal document GRE-75-16

55. The expert from Germany informed GRE about the progress on the test method for the sun load impact on stop lamps and direction indicators (so-called "phantom effect") (GRE-75-16).

XI. New business and late submissions (agenda item 10)

Documentation: ECE/TRANS/WP.20/2016/24

56. GRE took note that WP.29, at its March 2016 session, had referred ECE/TRANS/WP.29/2016/24 on Regulation No. 113 back to GRE. The expert from GTB clarified that this was due to unclear provisions for the cut-off line in Annexes 4 and 5. He further pointed out that similar provisions had already been introduced in Regulations Nos.

98, 112 and 123, and that GTB would prepare collective amendments to all these Regulations for consideration at the next session of GRE. At the same time, GRE noted that the remaining provisions of ECE/TRANS/WP.29/2016/24 did not seem to create any problem and requested the secretariat to issue them as a separate document and to submit it to WP.29 and AC.1 for consideration and vote, possibly already at their June 2016 sessions.

57. Mr. Walter Nissler, Chief, Vehicle Regulations and Transport Innovations Section (VRTIS), informed GRE about the abolishment of several General Service (G) posts within the United Nations Economic Commission for Europe (UNECE) as decided by the United Nations General Assembly in December 2015. He further explained that one of these G posts had been cut in VRTIS as of 1 January 2016, due to the imminent retirement of the current incumbent. He pointed out that UNECE was reallocating staff resources to accommodate this cut and that, during this period, a lower level of services provided by the Section might be expected. He also informed GRE about the new UNECE publications on child restraint systems and motorcycle helmets. Finally, Mr. Nissler reported on the efforts of UNECE to include the costs of hosting the DETA database in the UNECE regular budget, following a decision of the Inland Transport Committee at its February 2016 session.

XII. Direction of future work of GRE (agenda item 11)

A. Work tasks of GRE

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

58. GRE addressed this item in the framework of simplification of lighting and light-signalling Regulations (paras. 7-14 above) and decided not to include it in the agenda of the next session.

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

59. GRE noted that the status reports of the GTB Working Groups were presented under agenda item 4 (paras. 13 and 14 above).

XIII. Provisional agenda for the next session (agenda item 12)

60. GRE decided to keep the same structure of the provisional agenda for the next session, except for the deletion of item 11 (a) (para. 58 above).

Annex I

List of informal documents considered during the session

Informal documents GRE-75-...

<i>No.</i>	<i>(Author) Title</i>	<i>Follow-up</i>
1-Rev.1	(secretariat) Updated provisional agenda for the seventy-fifth session of GRE	b
2	(IWG SLR) - Modifications to the body of the draft Resolution on the common specification of light source categories (ECE/TRANS/WP.29/GRE/2015/28)	b
3	(IWG SLR) Modifications to Annex 1 of the draft Resolution on the common specification of light source categories (ECE/TRANS/WP.29/GRE/2015/28)	a
4	(IWG SLR) Modifications to Annex 3 of the draft Resolution on the common specification of light source categories (ECE/TRANS/WP.29/GRE/2015/28)	a
5	(IWG SLR) Draft overview of the simplification process based on the outcome of the ninth session of IWG SLR	d
6	(IWG SLR) Pending documents	d
7	(secretariat) General information and WP.29 highlights	f
8	(Japan) Proposal for the 03 series of amendments to Regulation No. 53	c
9	(Japan) Research on daytime running lamps of motorcycles	d
10	(Germany) Interpretation of the "one continuous line" requirement	d
11	(OICA) Proposal for amendments to ECE/TRANS/WP.29/GRE/2016/8	e
11-Rev.1	(OICA) Revised proposal for amendments to ECE/TRANS/WP.29/GRE/2016/8	e
12	(OICA) Comments on ECE/TRANS/WP.29/GRE/2016/10	d
13	(OICA) Trolleybuses: applicability of Regulation No. 10	d
14	(GTB) Extension of Regulation No. 128 towards light sources for forward lighting applications	c
15	(GTB) Report of the GTB Task Force on Conformity of Production	c
16	(Germany) Status report on investigating the test method for the sun load impact	d
17	(IWG VGL) Outcome of the 2nd session of IWG VGL	d
18	(TF EMC) Status report of the Task Force on Electromagnetic Compatibility	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 ECE/TRANS/WP.29/GRE/2016/5 and Corr.1

Page 8, table "Group 3", third head row, last column, after "From date onwards" add an endnote to read:

******* From the original version of this Resolution onwards, this date is 1 September following the date of adoption of (the amendment to) this Resolution by WP.29, plus a multiple of 12 months thereafter."

Annex III

Adopted amendment to Regulation No. 7

Annex 2, item 9.1., amend to read:

- "9.1. By category of lamp:
- For mounting either outside or inside or both²
 - Colour of light emitted: red/white²
 - Number, category and kind of light source(s):
 - Voltage and wattage:
 - Light source module specific identification code:
 - Only for limited mounting height of equal to or less than 750 mm above the ground:
yes/no²
 - Geometrical conditions of installation and relating variations, if any:
 - Application of an electronic light source control gear/variable intensity control:
 - (a) Being part of the lamp: yes/no²
 - (b) Not being part of the lamp: yes/no²
 - Input voltage(s) supplied by an electronic light source control gear/variable intensity control:
 - Electronic light source control gear/variable intensity control manufacturer and identification number (when the light source control gear is part of the lamp but is not included into the lamp body):
 - Variable luminous intensity: yes/no²"

Annex IV

Adopted collective amendments to Regulations Nos. 19, 98, 112, 113 and 123 (based on ECE/TRANS/WP.29/GRE/2016/14)

A. Supplement 9 to the 04 series of amendments to Regulation No. 19 (Front fog lamps):

Annex 5, paragraph 1.2.1.1.2., amend to read:

“1.2.1.1.2. For front fog lamp with the outside lens in plastic material:

The mixture of water and polluting agent to be applied to the front fog lamp shall be composed of:

- (a) 9 parts by weight of silica sand with a particle size of 0-100 µm,
- (b) 1 part by weight of vegetal carbon dust produced from beech wood with a particle size of 0-100 µm,
- (c) 0.2 part by weight of NaCMC⁴,
- (d) 5 parts by weight of sodium chloride (pure at 99 per cent),
- (e) 13 parts by weight of distilled water with a conductivity of $S \leq 1$ mS/m,
- (f) 2 ± 1 drops of surfactant.⁵

The mixture shall not be more than 14 days old.”

B. Supplement 10 to the 01 series of amendments to Regulation No. 45 (Headlamp cleaners):

Annex 4, paragraph 2.1.2., amend to read:

“2.1.2. For headlamp with the outside lens in plastic material:

The mixture of water and polluting agent to be applied to the headlamp shall be composed of:

- (a) 9 parts by weight of silica sand with a particle size of 0-100 µm,
- (b) 1 part by weight of vegetal carbon dust produced from beech wood with a particle size of 0-100 µm,
- (c) 0.2 part by weight of NaCMC¹,
- (d) 5 parts by weight of sodium chloride (pure at 99 per cent),
- (e) 13 parts by weight of distilled water with a conductivity of ≤ 1 mS/m,
- (f) 2 ± 1 drops of surfactant².”

**C. Supplement 8 to the 01 series of amendments to Regulation No. 98
(Headlamps with gas-discharge light sources):**

Annex 4, paragraph 1.2.1.1.2., amend to read:

“1.2.1.1.2. For headlamp with outside lens in plastic material:

The mixture of water and polluting agent to be applied to the headlamp shall be composed of:

- (a) 9 parts by weight of silica sand with a particle size of 0-100 µm,
- (b) 1 part by weight of vegetal carbon dust produced from beech wood with a particle size of 0-100 µm,
- (c) 0.2 part by weight of NaCMC³,
- (d) 5 parts by weight of sodium chloride (pure at 99 per cent),
- (e) 13 parts by weight of distilled water with a conductivity of ≤ 1 mS/m,
- (f) 2 ± 1 drops of surfactant.⁴

The mixture shall not be more than 14 days old.”

**D. Supplement 7 to the 01 series of amendments to Regulation No. 112
(Headlamps emitting an asymmetrical passing-beam):**

Annex 4, paragraph 1.2.1.1.2., amend to read:

1.2.1.1.2. For headlamp with the outside lens in plastic material:

The mixture of water and polluting agent to be applied to the headlamp shall be composed of:

- (a) 9 parts by weight of silica sand with a particle size of 0-100 µm,
- (b) 1 part by weight of vegetal carbon dust produced from beech wood with a particle size of 0-100 µm,
- (c) 0.2 part by weight of NaCMC³,
- (d) 5 parts by weight of sodium chloride (pure at 99 per cent),
- (e) 13 parts by weight of distilled water with a conductivity of ≤ 1 mS/m,
- (f) 2 ± 1 drops of surfactant.⁴

The mixture shall not be more than 14 days old.”

**E. Supplement 7 to the 01 series of amendments to Regulation No. 113
(Headlamps emitting a symmetrical passing-beam):**

Annex 4, paragraph 1.2.1.1.2., amend to read:

“1.2.1.1.2. For headlamp with the outside lens in plastic material:

The mixture of water and polluting agent to be applied to the headlamp shall be composed of:

- (a) 9 parts by weight of silica sand with a particle size of 0-100 µm,

- (b) 1 part by weight of vegetal carbon dust produced from beech wood with a particle size of 0-100 μm ,
- (c) 0.2 part by weight of NaCMC³,
- (d) 5 parts by weight of sodium chloride (pure at 99 per cent),
- (e) 13 parts by weight of distilled water with a conductivity of ≤ 1 mS/m,
- (f) 2 ± 1 drops of surfactant.⁴

The mixture shall not be more than 14 days old.”

F. Supplement 8 to the 01 series of amendments to Regulation No. 123 (Adaptive front lighting systems (AFS)):

Annex 4, paragraph 1.2.1.2., amend to read:

“1.2.1.2. For a system or parts thereof with the outside lens in plastic material, the mixture of water and polluting agent to be applied to the test sample shall be composed of:

- (a) 9 parts by weight of silica sand with a particle size of 0-100 μm ,
- (b) 1 part by weight of vegetal carbon dust produced from beech wood with a particle size of 0-100 μm ,
- (c) 0.2 part by weight of NaCMC⁵,
- (d) 5 parts by weight of sodium chloride (pure at 99 per cent),
- (e) 13 parts by weight of distilled water with a conductivity of less than ≤ 1 mS/m,
- (f) 2 ± 1 drops of surfactant.⁶”

Annex V**GRE informal groups**

<i>Informal group</i>	<i>Chair(s)</i>	<i>Secretary</i>
Simplification of the Lighting and Light-Signalling Regulations (SLR)	Mr. Michel Loccufier (Belgium) Phone: +32 474 989 023 E-mail: michel.loccufier@mobilite.fgov.be	Mr. Davide Puglisi (GTB) Phone: +39 011 562 11 49 Fax: +39 011 53 21 43 E-mail: secretary@gtb-lighting.org
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