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World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Lighting and Light-Signalling (GRE)

(Fifty-third session, 4–8 October 2004,
agenda item 20.1.)

DEVELOPMENT OF A GLOBAL TECHNICAL REGULATION CONCERNING LIGHTING
AND LIGHT-SIGNALLING DEVICES FOR ROAD VEHICLE-INSTALLATION
PROVISIONS FOR VEHICLES OTHER THAN MOTORCYCLES

Preliminary report

Transmitted by the expert from Canada

Note: The text reproduced below was prepared by the expert from Canada in response to paragraph 5. of TRANS/WP.29/882 – Guidelines Regarding Proposing and Developing of Global Technical Regulations (gtr), adopted by AC.3 and endorsed during the one-hundred-and-twenty-seventh session of WP.29.

Note: This document is distributed to the Experts on Lighting and Light-Signalling only.

A. INTRODUCTION

In 1975, on the initiative of the United States of America, GRE began work on a harmonized UNECE Regulation No. 48H based on Regulation No. 48 – Uniform provisions concerning the approval of vehicles with regard to the installation of lighting and light signalling devices.

In 1999, during the forty-third session of GRE, Canada became responsible for the coordination of work regarding Regulation No. 48H.

The work on this Regulation continued until the one-hundred-and-twenty-sixth session of WP.29 in March 2002, at which time AC.3 established the priorities for developing future global technical regulations, and WP.29 adopted the Programme of Work for the 1998 Global Agreement. This Programme of Work included development of a global technical regulation (gtr) regarding the installation provisions for lighting and light-signalling devices for road vehicles other than motorcycles. Subsequently, upon proposal from Canada, GRE has agreed to redefine the goal of the work on Regulation No. 48H and use this document as a starting point for a new gtr.

B. CURRENT STATUS

After receipt of the formal proposal (TRANS/WP.29/AC.3/3) for development of a gtr regarding the uniform provisions for installation provisions for lighting and light-signalling devices for road vehicles other than motorcycles, GRE has examined its merits.

To do so, GRE has followed the recommendations of paragraph 4. of TRANS/WP.29/882.

In the absence of a regulation in the Compendium of Candidate Global Technical Regulations, GRE has considered the source documents listed in the proposal, namely:

- ECE Regulation No. 48 – Uniform provisions concerning the approval of vehicles with regard to the installation of lighting and light-signalling devices
- Australian Design Rule (ADR) 13 – Installation of lighting and light-signalling devices on other than L-group vehicles.
- Japan Automobile Standards Internationalization Centre (JASIC) Automobile type approval handbook for Japanese certification – Technical edition II.
- U.S. Code of Federal Regulations (CFR) Title 49: Transportation; Part 571.108: Lamps, reflective devices and associated equipment.
- Canada Motor Vehicle Safety Regulation No. 108 – Lighting system and retro-reflective devices.

GRE has also considered the known voluntary standards on the subject listed in the proposal, specifically:

- ISO 303:2001: "Road vehicles: Installation of lighting and light signalling devices for motor vehicles and their trailers"

- SAE J2442:SEP2000 “Harmonized provisions for installation of lamps and retro-reflective devices on road vehicles except motorcycles”

Although the proposal did not specify any immediate and measurable threat to vehicle (occupant) safety, GRE has agreed that placement, visibility, and manner of operation of lighting and light signalling devices have sufficient importance to warrant the development of a globally harmonized regulation.

To provide an effective, performance oriented method to address the problem, GRE decided to follow its experience acquired during the work on the draft UNECE Regulation No. 48H. This experience was strengthened by a document submitted by the United States of America, which listed differences between major world regulations on the subject and suggested solutions for global harmony. GRE did not seek any additional research or testing to help in development of the proposed gtr.

GRE has held five informal sessions devoted entirely to the development of the harmonized provisions for installation of lighting and light signalling devices for road vehicles. The sixth session is planned for November 2004 in Bonn, Germany and, if necessary, one additional informal GRE session of this subject could be scheduled for January 2005.

Elements, which cannot be agreed upon by GRE, will be identified in the final document and dealt with in accordance with the protocol established by AC.3 and WP.29.

C. FUTURE STEPS

The GRE informal group anticipates being in a position to finalize the text of the proposed gtr based on the discussion during the planned informal sessions and present the formal proposal for the new gtr during the spring 2005 session of GRE. GRE may be in position to adopt the draft gtr during its fall 2005 session. Pending GRE’s adoption of the draft gtr, the final report will be prepared and submitted together with the draft gtr, regarding the uniform provisions for installation provisions for lighting and light-signalling devices for road vehicles other than motorcycles, to AC.3 and WP.29 for consideration during their March 2006 session.

D. CONCLUSION

In view of the above preliminary review, GRE would like to request to be allowed to conclude its work on the draft global technical regulation regarding the uniform provisions for installation provisions for lighting and light-signalling devices for road vehicles other than motorcycles, which was proposed by Canada in document TRANS/WP.29/AC.3/2.
