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| **Item** | **Subject** | **Documents** |
| **1.** | **Welcome and opening remarks** |  |
| **2.** | **Introduction of participants and organizations** |  |
| **3.** | **Adoption of the agenda** | [SIG-07-01](https://wiki.unece.org/download/attachments/190087583/SIG-07-01e%20%28Sec%29%20Draft%20Agenda.docx?api=v2) (Sec) |
| **4.** | **Outcome of previous Meetings**   * Notes from the secretary | [SIG-06-08](https://wiki.unece.org/download/attachments/169018284/SIG-06-08e%20%28Sec%29%20Draft%20report.docx?api=v2) (Sec) |
| **5.** | **Amendment of UN R48**   * During GRE 87th session, Japan and OICA had a side meeting with other CPs. Result is a draft proposal based on GRE/2022/27 from Japan. * OICA prepared some feedbacks. * Final comments from Japan before SIG-07 * Presentation on Energy Indicator and Lamp Test Mode (not available) * Japan and OICA may produce a new version of the proposal on morning of 12 December. | [SIG-07-02](https://wiki.unece.org/download/attachments/190087583/SIG-07-02e%20%28JP%29%20ECE-TRANS-WP29-GRE-2022-27e-Rev.1.docx?api=v2) (JP)  [SIG-07-03](https://wiki.unece.org/download/attachments/190087583/SIG-07-03e%20%28OICA%29%20ECE-TRANS-WP29-GRE-2022-27e-Rev.1_OICA%20Feedback_231122.docx?api=v2) (OICA)  [SIG-07-04](https://wiki.unece.org/download/attachments/190087583/SIG-07-04e%20%28JP%29%20ECE-TRANS-WP29-GRE-2022-27e-Rev.2_221207JP.docx?api=v2) (JP)  SIG-07-05 (OICA)  [SIG-07-06](https://wiki.unece.org/download/attachments/190087583/SIG-07-06%20%28Sec%29%20Proposal%20to%20regulate%20parking%20conditions%20under%20UN%20R48.09%20-%20clean.docx?api=v2)  (JP-OICA) |
| **6.** | **Follow-up and action items**   * Submission of a working document to GRE-88th session, to be included into the proposal for 09 series of amendments to UN R48 |  |
| **7.** | **Any Other Business** |  |
| **8.** | **Next meeting(s)** |  |
| **9.** | **Closure** |  |

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| Special Interest Group on the 09 series of  amendments to UN Regulation No. 48 |  | Document: **SIG-07-07-Rev.1** |
| Date: 2022-12-12/13 |

**GRE Special Interest Group on**

**UN Regulation No. 48 - 09 Series of Amendments (SIG R.48-09)**

**7th session – Teleconference only**

12 December - 13h00 – 17h00 (CET)

13 December – 9h30 – 12h30 (CET)

**DRAFT REPORT – REVISION 1**

# **Tour de Table**

Derwin Rovers and Timo Kärkkäinen welcome the participants and especially thanks Japan experts. 16 participants.

Derwin Rovers introduced shortly the other items to be included into the 09 series (SLR HD levelling, SLR device transition).

# **3- Adoption of the Agenda**

Document: [SIG-07-01](https://wiki.unece.org/download/attachments/190087583/SIG-07-01e%20%28Sec%29%20Draft%20Agenda.docx?api=v2) (Sec) Draft Agenda

The agenda is adopted without comments.

# **4. Outcome of previous meetings.**

Document: [SIG-06-08](https://wiki.unece.org/download/attachments/169018284/SIG-06-08e%20%28Sec%29%20Draft%20report.docx?api=v2) (Sec) Draft report

No reviewed done in this session. To be checked in future meetings.

# **5. Amendments to UN R48:**

Document: [SIG-07-06](https://wiki.unece.org/download/attachments/190087583/SIG-07-06%20%28Sec%29%20Proposal%20to%20regulate%20parking%20conditions%20under%20UN%20R48.09%20-%20clean.docx?api=v2) (Sec) Proposal to regulate parking conditions under UN R48.09

Detailed review of SIG-07-06:

* Derwin Rovers: For the blue colour, to be checked with UN R65 blue colour defined in.

Conclusion on the Energy Indicator colours:

* Lowest level could be acceptable by OICA
* Colour boundaries/limits to be checked by OICA
* To check with UN R65, the blue colour boundaries.

Definition of Energy Indicator:

* Timo Kärkkäinen sees the optical signal more suitable.

🡺Definition is modified in latest version of proposal.

* In paragraph 3.2.10.2. added sentence of Energy Indicator:
* Japan has a concerned with associated conditions especially the term ‘failure’. The sec explains that the term failure is not the same as usual used in UN R48. This failure will not occur any malfunction of the vehicle in normal conditions of use.
* Aurelie Berthel shows the slide 7 of OICA presentation on the possible failures. It is difficult to list of the failures.
* Mark Grainger explains that this is a voluntary information given to the driver.
* Derwin Rovers understands that we are in chapter 3 where the manufacturer describes to its type-approval authority the function. This is administrative paragraph. This should not occur any opposition after the content of what we want or not to allow is another subject.
* Timo supports as even for the already defined colours, it should be interesting to know how the function is used (variation, …).
* 🡺Keep this sentence on square brackets and OICA/Japan could exchange.
* End of paragraph 3.2.10.2.: ([for example,], … 🡺 (e.g., …)
* Paragraphs 5.9.4. and 5.11.1.: delete all square brackets.

🡺to delete reference to paragraphs for definition.

* Paragraph 5.15 - Energy indicator:
* Derwin Rovers asks to put the blue and green colours in square brackets. For the second paragraph, to look for better wording.
* Paragraph 6.24.9.1.2.: deletion accepted by Japan.
* Derwin Rovers is asking if we want to allow the variation of illuminous intensity and/or apparent surface. Then to double check in Paragraph 5.9 if there is any conflict or not.
* The apparent surface is not visible from other road users so there is no glare or distraction. Sakurai san can accept it regarding the Annex 14.
* Timo Karkkainen points out the paragraph 6.24.9.1.4. with smooth variations. So, he can support.
* ‘Combination of exterior courtesy lamps may be grouped in different patterns …’

🡺paragraph 6.24.9.1.3. to be improved on wording by OICA. Square Brackets

* Paragraph 6.24.9.2.: the wording has to be improved.
* 6.24.9.2. starting without the exception, like the current paragraph. Then in addition to add the different lamps to be allowed as exceptions.
* Timo Karkkainen reminds that at the end, it is written ‘with the exterior courtesy lamps…’ so the improvement of the full paragraph is important.
* At least, to not touch the main paragraph and add the new lamps to be added to the last sentence of the paragraph.
* Paragraph 6.24.9.3., Japan could accept to delete both square brackets.

🡺OICA to improve the paragraph or maybe to make a separated paragraph with the maximum intensity of 0.5cd.

* Question to remove the square brackets for 2.0 Hz in paragraph 6.27.7.2.:

🡺To check internally by OICA

* Derwin Rovers is concerned of the meaning of the paragraph 6.27.7.4.
* The intention after explanations is supported but the wording should be improved. 🡺OICA to improve it.
* In paragraph 6.27.9.1., some rewording is done.
* Paragraph 6.27.9.2.: OICA proposes to replace ‘with the key’ by more open proposal (to allow e.g. smart phone, …).
* Derwin Rovers thinks that for the step 1, we should delete the last part of the sentence and come back on step 2 to this part of the paragraph. Support from FL
* Sakurai san explains that it is already part of Japanese law in perspective to technology neutral and then they can accept to leave the sentence in.
* Paul Snyman is supporting to leave it out and allow Industry to think about it.
* Aurélie Berthel suggests to review it by OICA experts before removing it in step 1. To check also the consistency with other parts in UN R48.

Conclusion:

* OICA to review the last part in square brackets if there is no impact on vehicle already on the market.
* If no concern, simply delete it for step 1 and come back for step 2.
* Paragraph 6.28.2.:
* One or two:
* Mark Grainger: when using type-approved lamps, it could be difficult to see the signal from where is park the car and where is located the driver. So, maybe it could be interesting to have 2 pairs of type approved lamps (front and rear position lamps to cover 360°).

🡺The paragraph 6.28.2. is modified. To be double checked by all experts for final agreement ([]).

* Paragraph 6.28.4.: Japan can accept the two paragraphs for the type-approved lamps. However, they want to have a limitation for the position of the optical signal.
* Derwin rovers proposes ‘Maximum height 1200mm, however always 100mm lower than highest point (roof) of the vehicle.’

🡺Final proposal with 1500mm.

* Japan could accept to delete the point c) in 6.28.9.2. and relating to point b), Japan requests strongly to have a limitation in switching ON the signal in case using the type-approved lamps.
* Derwin Rovers simply states that at the first step, we should remove using type-approved lamps to avoid complicated proposal. He cannot imagine that a manufacturer will switch ON the headlamp or rearlamp for 8hours. Any remote connection (smartphone) could give the information on the energy filling status. Support from FL/South of Africa.
* Due to the time left before January, Japan also supports to have in step 1 only the dedicated optical signal.

Conclusion:

* All present CPs agree to avoid the use of type-approved lamps. The secretary will remove all mentions of type-approve lamps. Only dedicated optical signal allowed for step 1.
* Japan understands the need when the vehicle is park at home and maybe, there is no lighting around. It is acceptable for Japan to wait for OICA wording to be added to second part of 6.28.9.2.
* However, Japan asks some requirements on the maximum intensity and maximum size. OICA to come with a proposal.

🡺Derwin Rovers proposes to keep the maximum intensity in square brackets.

* Paragraph 6.28.9.3. 🡺 6.28.9.2.: compliance to be set up maybe in another place.
* Paragraph 6.28.9.4. 🡺 6.28.9.3.: deleted.
* Paragraph 6.28.9.5 🡺 6.28.9.4.: as we are now talking about dedicated so question to keep a duration limitation.
* The 10 sec flashing is acceptable to Japan, but it should be after the 10 sec to switch OFF the optical signal. To be checked with OICA members how it is managed at the time being on already type-approved vehicles. Support FL/NL.
* For all paragraphs in 6.29., lamp test mode: to delete the square brackets when referring to type-approved lamps.
* Paragraph 6.29.9.4.: support to keep exterior courtesy lamps as it is a safety feature for a driver to get into the truck cabin.

# **6- For the further step:**

* OICA to submit the clean version of the proposal before Christmas holidays.
* OICA will have to come back with proposals for the different open points. 13th of January for submission to the group.
* For the SIG proposal, to keep it separated from the SLR proposal (levelling/TPs).
* The Justification will be worked between Japan/OICA, if possible before end of January.
* For the remaining square brackets, we still have opportunity of submitting an informal document for April session.
* For the TPs linked to the SIG and SLR issues, there could be some liaison between both secretaries. The key point is how much do we need as for transitional period?

# **8- For the further step:**

* Next meeting on 25th of January, 12h to 15h.