

Discussion points

In order to reach an agreement at the next GRE, it is necessary to prioritise the items for discussion. Therefore, Japan has identified the following issues, were discussed at the 7th GRE, as priority issues for discussion at the 8th SIG.

1. Luminous intensity, size of lamp(s), and colour of Energy indicator
2. Provision for ECL combination lamp(s) and 0.5cd lamp
3. Trigger requirements for Answer-back signal
4. Provision for operating conditions of the Lamp test mode
5. Other modification which OICA has proposed in SIG-08-03, especially Alternative points.

1. Luminous intensity, size of lamp(s), and colour of Energy indicator (2.11.5, 6.28.9.2.)

- Several CPs, including Japan, are concerned about the introduction of new colours.
- The Energy indicator should have the same level of brightness as the immobilizer indicator. (0.5cd approx.)

2. Provision for ECL combination lamp(s) and 0.5cd lamp (6.24.9.1.4., 6.24.9.4.)

- The new 6.24.1.4. still leaves room for open interpretation that CPs are concerned. ECL provisions below 0.5 cd are also unclear. Need to modify.

3. Trigger requirements for Answer-back signals (6.27.9.2.)

- At the 7th SIG, there were concerns about open interpretation.
- A review of the history of the relevant requirements in Japanese domestic regulation confirms that this wording was added to ensure the same functionality as motorcycles. On the other hand, R48 does not apply to motorcycles.
- Japan therefore requests that this provision be deleted.

4. Provision for operating conditions of the Lamp test mode (6.29.9.1.)

- Japan considers it more appropriate not to limit the scope of 'stationary' (as specified in the current 6.24.9.1.) to 'automatic', as it would allow the lamp test mode to be used while the vehicle is parked with engine ON regardless of whether it is activated by 'automatically' or 'manually'.