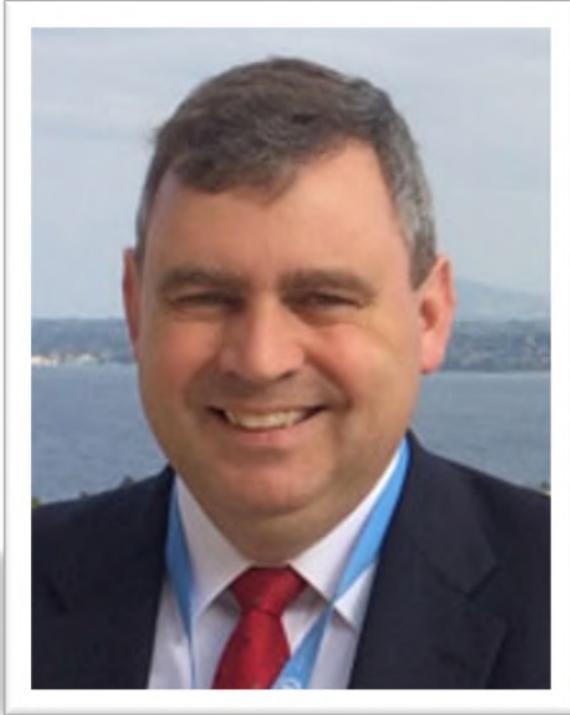




The International Automotive Lighting  
and Light Signalling Expert Group

[www.gtb-lighting.org](http://www.gtb-lighting.org)

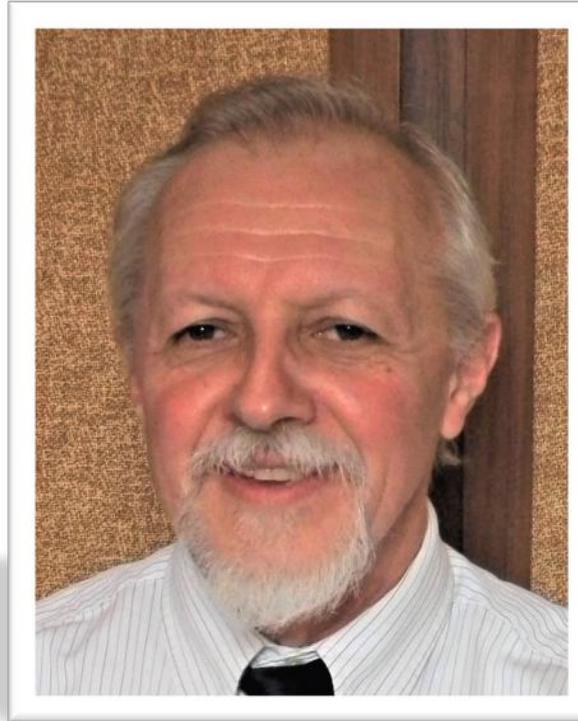
# The New GTB Administrative Committee



**Bart Terburg**

GTB Vice President from 2005

*For more information see the DVN  
Newsletter 02 February 2021*



**Valter Genone**

GTB President 2021 -

*For more information see the DVN  
Newsletter 09 March 2021*



**Davide Puglisi**

GTB Secretary from 2004 and  
Secretary General from 2019 -

*For more information see the DVN  
Newsletter 12 January 2021*

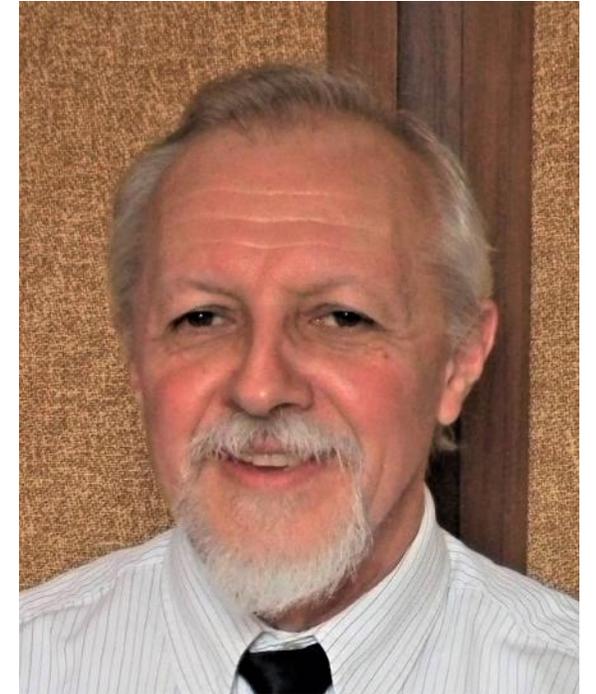
## Valter Genone

Graduated in aeronautical technology, started his professional career in 1979 in FIAT and retired at the beginning of 2021.

Has devoted his whole career to the field of vehicle regulation and, more recently, also in type approval procedures.

In 1982 started his involvement in international regulatory meetings, initially in the EEC Commission Lighting Group sessions and, from 1984 supporting the Italian Ministry of Transport's representative in the UNECE-GRE meetings continually until 2019.

Has participated for many years in the GTB sessions and its Working Groups, as expert of the Italian delegation and later as its Head delegate.



Valter's message:

**“As GTB President, my intention is to increase activity in the field of global harmonisation and the cooperation with DVN will be surely fruitful.**

Our goal, considering the international legislative scenario, will be to finally provide the manufacturers involved in automotive lighting and light-signalling with legislative instruments that, even maintaining their individuality, have a highly coordinated technical content and application timing.”

# GTB Activities at GRE



*19-20 APRIL 2021 • MARRIOTT SHANGHAI PARKVIEW HOTEL*  
*2021年4月19-20日 • 上海宝华万豪酒店*

*Davide Puglisi*  
*GTB Secretary-General*

(Pages 10, 11, 12 provided by Valter Genone – GTB President)

# CONTENTS:

- ✓ Main topics at GRE with GTB direct involvement
- ✓ Time required to introduce new functions into the UN Regulations
- ✓ Impact of exemption approvals for new technologies

## ➤ Driver Assistance Projections

## ➤ Simplification of the Lighting Regulations

- R148 (LSD)
- R149 (RID)
- R150 (RRD)
- R48, R53, R74, R86 (Installation)



# Driver Assistance Projections

## - *Brief status report* -

### **GTB proposal to allow driver assistance projections, on the road ahead of the vehicle, as part of the Adaptive Driving Beam (ADB)**

- The first GTB informal proposal was introduced at GRE-82 in October 2019 (GRE-82-04). It was well received thanks to its excellent presentation (GRE-82-40) and night demonstrations.
- The first GTB official proposal (GRE/2020/4) was ready for discussion at GRE-83 in April 2020 but, due to the COVID-19 pandemic, the April 2020 session of GRE was cancelled. The proposal was then discussed at the postponed GRE-83 in October 2020 (virtual session) where it received several constructive comments.
- Much work took place within the GTB/WGs after GRE-83, in order to improve the text for taking into account the observations from GRE. A special session between GTB and Contracting Parties in GRE was organised in January 2021 to collect additional feedback.
- A GTB revised proposal (GRE/2020/4/Rev.1) will be addressed at the 84<sup>th</sup> GRE session (26-30 April 2021) along with an additional informal document, with further improvements, that will be provided to GRE.



# Simplification of UN Lighting and Light-Signalling Regulations

Given the difficulties due to the ongoing pandemic, the Stage 2 simplification is progressing well.

DON'T  
FORGET



*Stage 2 = Rewrite the new UN Regulations 148, 149 and 150 with updated performance based technical requirements, suitable for the future (Type Approval and Self-Certification systems)*

A complete package of 12 informal proposals will be discussed at GRE-84 in April 2021. This will include:

- a presentation of the main changes and a consolidated text for each of the draft 01 series of amendments to the new device Regulations No. 148, 149 and 150
- all the installation Regulations (R48, R53, R74, R86) will be amended to introduce references to the headlamp Classes in the 01 series of amendments to Regulation No. 149

The updated and improved package is expected to be ready for voting by GRE-85 in October 2021.

**This is a huge challenge for GTB and its WGs which are heavily contributing to this work!**

# Time required to introduce new functions into the UN Regulations

Innovation is a major sales factor and there is much pressure to launch new technologies with minimal delay to achieve a marketing advantage.

In many cases these new technologies cannot be installed into vehicles without adapting the UN Regulations and this is where the problem starts.

The process for introducing an amendment into the UN Regulations through GTB, GRE and WP.29 takes an absolute minimum of 24 months to enter into force. However, this is dependent upon:

- the details of the new technology being freely available and free of patent restrictions
- a clear agreement that there are no negative implications to traffic safety.

# 24 months is the minimum time required to introduce new functions into the UN Regulations

12 months minimum

GTB Working Group

4 times per year +  
via WebEx as needed

Good preparatory work in WGs is fundamental for a successful outcome.

This may require to "invest" several WG meetings (in person / WebEx), depending on the proposal.

GTB Committee of Experts

2 times per year  
(May / November)

A good proposal (including justification) from a WG may be quickly adopted by the CE.

On the contrary, a rushed proposal is likely to be sent back to the originating WG, causing delays.

GRE

2 times per year  
(April / October)

In order to succeed, a proposal shall be well prepared and justified (contents and form) and also well presented to the CPs. This may include night demonstrations!

While a small amendment may be adopted straightaway, a proposal to introduce a new function may need 2 or more sessions, even if well prepared!

5 months minimum

WP.29 (AC.1)

7 months minimum

Entry into Force

**No GTB influence on this part of the process and associated time!**

# Time required to introduce new functions into the UN Regulations

GTB, as the international vehicle lighting and light signalling expert group, is well placed to offer the necessary input into the work of GRE to amend the UN regulations in line with technical progress. However, these proposals for amendment take time to develop using the democratic processes to involve all stakeholders and to evaluate the safety implications.

In the interest of the whole lighting community all stakeholders must work together, to identify the requirements for regulatory amendment, in a timely way to ensure that the regulations will support the adoption of new technologies.

**GTB is ready to provide its structure and knowhow to develop and maintain  
high quality, globally harmonised technical requirements.**

**BUT**

**GTB is not an “abstract entity”, it is made up of people.**

**We can only move as fast as the support we receive from industry**

# Time required to introduce new functions into the UN Regulations

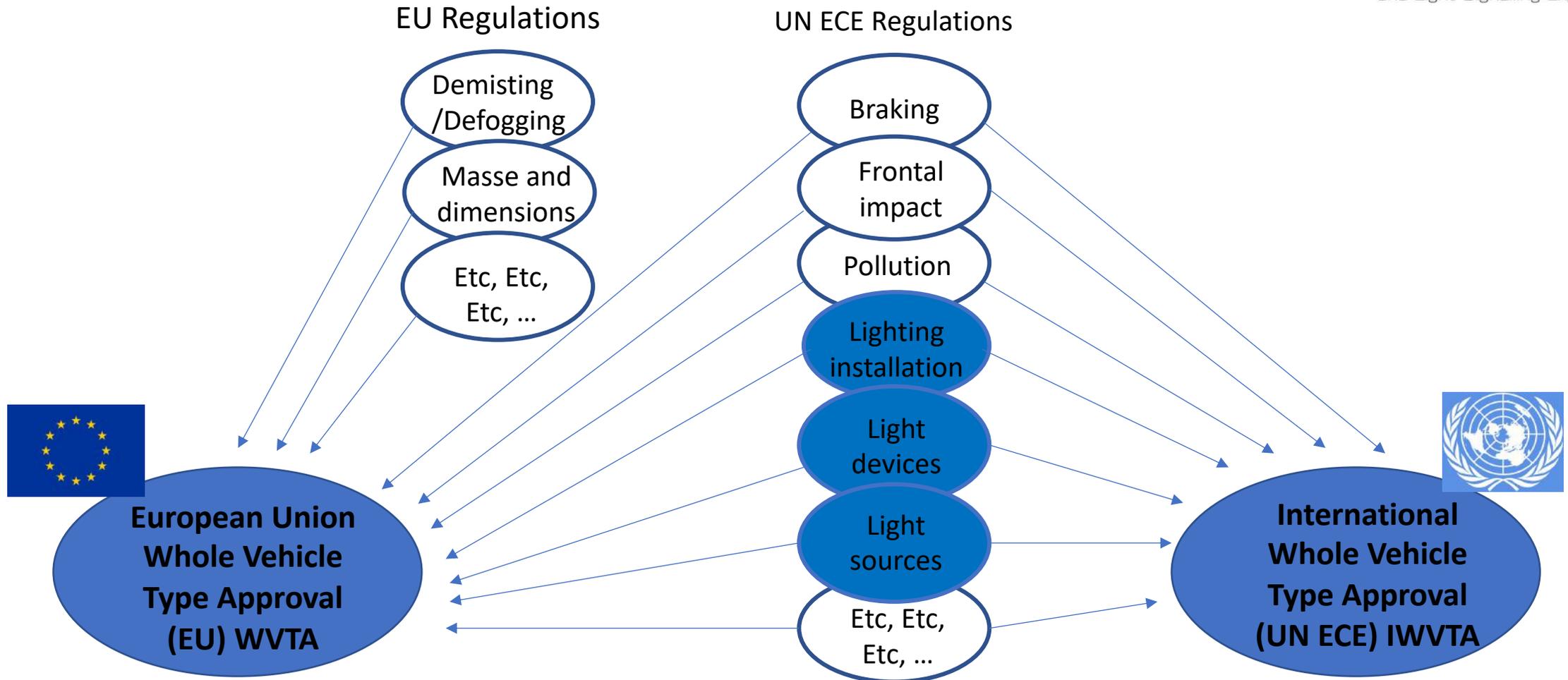
For commercial reasons the prospect of a delay, of at least 24 months, is sometimes unacceptable to the vehicle manufacturer who also wants to maintain confidentiality until after the vehicle is launched. To avoid this delay, the manufacturer proposes a favourable interpretation of the regulatory requirements and seeks acceptance of a type approval authority.

Under the mutual recognition provisions of the 1958 Agreement, a type approval granted by one authority is recognised by all contracting parties and a vehicle can be legally marketed. This approach is fine until other contracting parties do not agree with the interpretation and therefore refuse to grant similar type approvals.

At this point, vehicle manufacturers find that they cannot obtain approvals from the authorities in their country and their competitiveness is threatened. Consequently, the issue arrives, either on the table at GTB or sometimes directly at GRE, and there is then a pressurised activity to find a regulatory solution against a highly charged political and commercially sensitive background.

This need to adapt the Regulations to technical progress is certainly not a new phenomenon and there are procedures that permit to grant a type approval, in the case where the current provisions will not allow, providing a procedure has been launched to update the regulation accordingly.

# Impact of exemption approvals for new technologies



**ALL THE REQUIREMENTS CONTAINED IN THESE REGULATIONS SHALL BE FULFILLED TO OBTAIN AN EU WVTA OR AN UN ECE U/IWVTA**

# Impact of exemption approvals for new technologies

INNOVATIVE SYSTEMS – NEW TECHNOLOGY DEVICES – VEHICLE ADVANCED CHARACTERISTICS  
NOT FULFILLING THE EXISTING REQUIREMENTS OR NOT ALLOWED BY THE EXISTING REQUIREMENTS



TYPE APPROVAL OF SYSTEM, COMPONENT OR SEPARATE TECHNICAL UNIT AND WHOLE VEHICLE TYPE APPROVAL  
ARE NOT POSSIBLE  
UNLESS  
THE MANUFACTURER APPLIES FOR EXEMPTION TYPE APPROVAL BASED ON



EU REGULATION 2018/858  
CHAPTER VII  
ARTICLE 39  
“Exemptions for new technologies or  
new concepts”

FOR EU WVTA



OR



1958 AGREEMENT  
SCHEDULE 7  
and  
UN Regulation 0 – Annex 1 – Section II  
“Procedure for exemption approvals  
concerning new technologies”

FOR UN ECE IWVTA

# Impact of exemption approvals for new technologies

The two procedures, in EU Regulation 2018/858 and in UN ECE 1958 Agreement, are very similar. They consist of the following:

The manufacturer applies for an exemption approval for new technology to the Type Approval Authority in a EU Member state or UN ECE Contracting Party.

The Authority grants a provisional approval valid in its territory only and notifies the EU Commission and Member States (for EU WVTA) or the Administrative Committee (for UN ECE IWVTA), requesting an authorization to grant an exemption approval.

If the request for exemption approval is refused, the European Commission immediately informs the holder of the provisional EU type-approval that this approval shall be revoked 6 months after the date of the decision.

The provisional EU type-approval remains valid for at least 36 months.

The vehicles manufactured under the provisional EU type-approval before it ceased to be valid may be placed on the market, be registered or enter into service in any Member State that has accepted the provisional EU type-approval.

If the request for exemption approval is refused, the Administrative Committee informs the Contracting Party having granted the provisional approval that may withdraw it in 6 month after the date of the decision.

The CP shall immediately inform the holder of the provisional approval.

The provisional approval shall remain valid at least for 12 months from the date of its granting.

In case the Administrative Committee decides to accept the request for exemption approval, its decision will be confirmed unless at least one-fifth of the Contracting Parties applying the involved UN Regulation communicate their disagreement with the authorization of the exemption approval.

If the request for exemption approval is accepted, the Member State / Contracting Party authorized to grant the exemption approval shall submit a proposal to amend the EU / UN ECE Regulation for which the exemption approval was requested, in order to adapt it to the technological development.

The whole official text of the EU Regulations and of the UN ECE Agreement and Regulation indicated in the previous slides are freely available at the following links:

- EU Regulation 2018/858: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32018R0858>
- UN ECE 1958 Agreement: <https://unece.org/fileadmin/DAM/trans/main/wp29/wp29regs/2017/E-ECE-TRANS-505-Rev.3e.pdf>
- UN Regulation No. 0: <https://unece.org/fileadmin/DAM/trans/main/wp29/wp29regs/2020/R000r2e.pdf>

Thank you for your attention

For further information please contact:

**Davide Puglisi**

Secretary-General

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