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Item 4.7.19 of the provisional agenda

**1958 Agreement – Consideration of draft amendments
to existing Regulations submitted by GRE****Proposal for Supplement 4 to the 01 series of amendments to
Regulation No. 98 (Headlamps with gas-discharge light
sources)****Submitted by the Working Party on Lighting and Light-Signalling***

The text reproduced below was adopted by the Working Party on Lighting and Light-Signalling (GRE) at its sixty-seventh session to update the definition of "type", correcting and harmonizing the provisions concerning approval markings, to introduce amendments that improve the accuracy of the test procedures to verify the stability of the photometric performance and to clarify the requirements related to testing of the resistance to mechanical deterioration of the plastic lens surface. It is based on ECE/TRANS/WP.29/GRE/2012/7, not amended, ECE/TRANS/WP.29/GRE/2012/9, not amended, ECE/TRANS/WP.29/GRE/2012/10, as amended by para. 30 to the report and ECE/TRANS/WP.29/GRE/2012/11, not amended (ECE/TRANS/WP.29/GRE/67, paras. 24, 29, 30 and 31). It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration.

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106, ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Paragraph 1.5., amend to read:

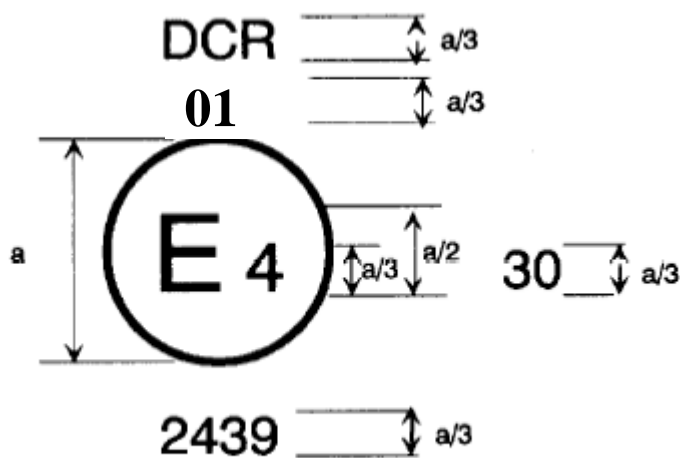
- "1.5. Headlamps of different "types" are headlamps which differ in such essential respects as:
 - 1.5.1. The trade name or mark;
 - 1.5.2. The characteristics of the optical system;
 - 1.5.3. The inclusion or elimination of components capable of altering the optical effects by reflection, refraction, absorption and/or deformation during operation
 - 1.5.4. Suitability for right-hand or left-hand or for both traffic systems;
 - 1.5.5. The kind of beam produced (passing beam or driving beam or both);
 - 1.5.6. However, a device intended for the installation on the left side of the vehicle and the corresponding device intended for the installation on the right side of the vehicle shall be considered to be of the same type."

Annex 2, amend to read:

"Annex 2

Examples of arrangements of approval marks

Figure 1



$a \geq 8$ mm (on glass)

$a \geq 5$ mm (on plastic material)

..."

Annex 4,

Paragraph 1.1.2.2., amend to read:

"1.1.2.2. Photometric test:

To comply with the requirements of this Regulation, the photometric values shall be verified in the following points:

Passing beam:

50 R - B 50 L – 25L for headlamps designed for right-hand traffic

50 L - B 50 R – 25R for headlamps designed for left-hand traffic

Driving beam: Point I_{max}

Another aiming may be carried out to allow for any deformation of the headlamp base due to heat (the change of the position of the cut-off line is covered in paragraph 2. of this annex).

Except for point B50L, a 10 per cent discrepancy between the photometric characteristics and the values measured prior to the test is permissible including the tolerances of the photometric procedure. The value measured at point B50L shall not exceed the photometric value measured prior to the test by more than 170 cd."

Annex 5, paragraph 2.6.1.2., amend to read:

2.6.1.2. *Results*

After the test, the results of photometric measurements carried out on the headlamp in accordance with this Regulation shall not exceed:

(a) By more than 30 per cent the maximum values prescribed at points B50L and HV and by more than 10 per cent below the minimum values prescribed at point 75 R (in the case of headlamps intended for left-hand traffic, the points to be considered are B50R, HV and 75 L)

or

(b) By more than 10 per cent below the minimum values prescribed for HV in the case of a headlamp producing driving beam only."