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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**171st session**

Geneva, 14-17 March 2017

Item 4.9.1 of the provisional agenda

**1958 Agreement :**

**Consideration of draft amendments**

**to existing Regulations submitted by GRE**

Proposal for Supplement 17 to the 02 series of amendments to Regulation No. 3 (Retro-reflecting devices)

**Submitted by the Working Party on Lighting and Light-Signalling**[[1]](#footnote-2)\*

The text reproduced below was adopted by the Working Party on Lighting and Light-Signalling (GRE) at its seventy-sixth session (ECE/TRANS/WP.29/GRE/76, para. 10). It is based on ECE/TRANS/WP.29/2013/68 and ECE/TRANS/WP.29/GRE/2013/55/Rev.1. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration at their March 2017 sessions.

Supplement 17 to the 02 series of amendments to Regulation No. 3 (Retro-reflecting devices)

*Paragraph 6.*, amend to read:

"6. General specifications

The requirements contained in sections 5. "General specifications" and 6. "Individual specifications" and in the Annexes referenced in the said sections of Regulations Nos. 48, 53, 74 or 86, and their series of amendments in force at the time of application for the retro-reflecting device type approval shall apply to this Regulation.

The requirements pertinent to each retro-reflecting device and to the category/ies of vehicle on which the retro-reflecting device is intended to be installed shall be applied, where its verification at the moment of retro-reflecting device type approval is feasible.

6.1. …"

*Paragraph 8.1., amend to read:*

"8.1. Retro-reflectors shall be so manufactured as to conform to the type approved under this Regulation.

The compliance with the requirements set forth in paragraphs 6. and 7. above shall be verified as follows:"

*Paragraph 8.2. (former)*, renumber as paragraph 8.1.1.

*Paragraph 8.3. (former)*, renumber as paragraph 8.1.2.

*Paragraph 8.4. (former)*, renumber as paragraph 8.2.

*Annex 6,*

*Paragraphs 2. to 6.*, amend to read:

"2. First sampling

In the first sampling four retro-reflectors are selected at random. The first sample of two is marked A, the second sample of two is marked B.

2.1. The conformity of mass-produced retro-reflectors shall not be contested if the deviation of any specimen of samples A and B (all four retro-reflectors) is not more than 20 per cent.

In the case, that the deviation of both retro-reflectors of sample A is not more than 0 per cent, the measurement can be closed.

2.2. The conformity of mass-produced retro-reflectors shall be contested if the deviation of at least one specimen of samples A or B is more than 20 per cent.

The manufacturer shall be requested to bring his production in line with the requirements (alignment) and a repeated sampling according to paragraph 3. below shall be carried out within two months' time after the notification. The samples A and B shall be retained by the Technical Service until the entire CoP process is finished.

3. First repeated sampling

A sample of four retro-reflectors is selected at random from stock manufactured after alignment.

The first sample of two is marked C, the second sample of two is marked D.

3.1. The conformity of mass-produced retro-reflectors shall not be contested if the deviation of any specimen of samples C and D (all four retro-reflectors) is not more than 20 per cent.

In the case, that the deviation of both retro-reflectors of sample C is not more than 0 per cent, the measurement can be closed.

3.2. The conformity of mass-produced retro-reflectors shall be contested if the deviation of at least

3.2.1. One specimen of samples C or D is more than 20 per cent but the deviation of all specimen of these samples is not more than 30 per cent.

The manufacturer shall be requested again to bring his production in line with the requirements (alignment).

A second repeated sampling according to paragraph 4. below shall be carried out within two months' time after the notification. The samples C and D shall be retained by the Technical Service until the entire CoP process is finished.

3.2.2. One specimen of samples C and D is more than 30 per cent.

In this case the approval shall be withdrawn and paragraph 5. below shall be applied.

4. Second repeated sampling

A sample of four retro-reflectors is selected at random from stock manufactured after alignment.

The first sample of two is marked E, the second sample of two is marked F.

4.1. The conformity of mass-produced retro-reflectors shall not be contested if the deviation of any specimen of samples E and F (all four retro-reflectors) is not more than 20 per cent. In the case, that the deviation of both retro-reflectors of sample E is not more than 0 per cent the measurement can be closed.

4.2. The conformity of mass-produced retro-reflectors shall be contested if the deviation of at least one specimen of samples E or F is more than 20 per cent.

In this case the approval shall be withdrawn and paragraph 5 below shall be applied.

5. Approval withdrawn

Approval shall be withdrawn according to paragraph 9. of this Regulation.

6. Resistance to penetration of water

With respect to the verification of the resistance to penetration of water, the following procedure shall be applied:

One of the retro-reflectors of sample A, after sampling procedure in Paragraph 2. of this Annex, shall be tested according to the procedure described in paragraph 1. of Annex 8 respectively paragraph 3. of Annex 14 for class IVA reflectors.

The retro-reflectors shall be considered as acceptable if the test has been passed.

However, if the test on sample A is not complied with, the two retro reflectors of sample B shall be subjected to the same procedure and both shall pass the test."

*Figure 1,* shall be deleted.

1. \* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), 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. [↑](#footnote-ref-2)