

Proposal to improve and correct the text of the three new simplified UN Regulations "LSD", "RID" and "RRD".

The text reproduced below was prepared by the expert from the IWG SLR with the aim to improve and correct some minor errors or inconsistencies identified in the text of the draft new UN Regulations submitted by the SLR to GRE-79, namely documents GRE/2018/02, GRE/2018/03 and GRE/2018/04.

In the RRD document (i.e. GRE/2018/04) by mistake Annex 25 has not been included. This Annex, copied from the existing Annex 15 to Regulation No. 69, has now been added to the RRD text.

The modifications to the text of the formal documents are indicated with yellow highlights.

I. Proposal to correct typos in GRE/2018/03 (RID)

Cover page, amend to read:

"...

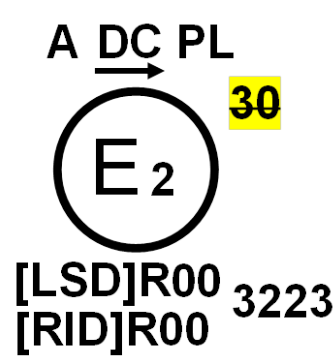
The proposal for a new UN Regulation on **Light Signalling Road Illumination Devices (LSDRID)** reproduced below was prepared by the IWG SLR on the basis of informal document GRE-78-31 and taking into account the input received during the 78th GRE session. Some text is shown in square brackets to indicate that consideration and a decision are required. "

Annex 1, Paragraph 9.1., amend to read:

"9.1. For Headlamps of Classes A and B **10**"

Annex 13, Figure A13-II and description, amend as follows:

"...

<p>Figure A13-II - Marking example 2</p>  <p>The diagram shows a marking example for a lamp. At the top, it says 'A DC PL' with an arrow pointing from 'DC' to 'PL'. Below this is a circle containing 'E2'. To the right of the circle is the number '30'. Below the circle, it says '[LSD]R00' and '[RID]R00' with '3223' to the right.</p>	<p>The lamp bearing the approval mark shown on the left is a gas-discharge passing beam headlamp (DC) for left-hand traffic only (arrow) using a plastic lens (PL) approved in France (E2) pursuant to this Regulation ([RID]R) as set in the original series of amendments (00) combined with a front position lamp (A) as set in the original series of amendments (00) of the Regulation on Light Signalling Devices ([LSD]R). Both lamps (functions) are approved under approval number 3223.</p>
--	--

..."

II. Proposal to amend the Annex 1 (Communication) of LSD, RID and RRD draft UN Regulations

Document GRE/2018/02, Annex 1, Table, amend to read:

" ...

Category of the lamp:		{Change index: }	
Approval No:		Extension No:	
Unique Identifier (UI) (If applicable)			

"

Document GRE/2018/03, Annex 1, amend to read:

" ...

Class of the device: {Change index:}
Approval No. Extension No.
Unique Identifier (UI) (If applicable):
..."

Document GRE/2018/04, Annex 1, amend to read:

" ...

Class of the device: {Change index:}
Approval No: Extension No:
Unique Identifier (UI) (If applicable):
..."

III. Proposal to correct wrong references in GRE/2018/04 (RRD)

Text below Table A22-3, amend to read:

"...

^d The data from Table 4 in CIE No. 85 [11] plus window glass was determined by multiplying the CIE No. 85, Table 4 data by the spectral transmittance of 3 mm thick window glass (see ISO 11341 [2]). These data are target values for xenon-arc with window glass filters.

..."

Insert a new Annex 25 to read:

"Annex 25

Guidelines for installation of rear marking plates on slow-moving vehicles (by construction) and their trailers

1. It is recommended to the Governments to require on slow-moving vehicles which, by construction, cannot travel faster than 30 km/h, "Rear marking plates for slow-moving vehicles and their trailers" conforming

to this Regulation and the specific requirements relating to its scope in accordance with the guidelines given in this annex.

2. Scope

The main purpose of these guidelines is to establish requirements for installation, arrangement, position and geometric visibility of rear marking plates on slow-moving vehicles and their trailers which, by construction, cannot travel faster than 30 km/h. It increases the visibility and permits an easy identification of these vehicles.

3. Number

At least one.

4. Arrangement

The rear marking plate(s) shall be type approved and meet the requirements of this UN Regulation.

The apex of a rear marking plate shall be directed upwards.

Every part of a rear marking plate shall lie within 5° of a transverse vertical plane at right angles to the longitudinal axis of the vehicle and shall face to the rear.

5. Position

In width: If there is only one rear marking plate, it must be on the opposite side of the median longitudinal plane of the vehicle to the direction of traffic prescribed in the country of registration.

In height: Above the ground, not less than 250 mm (lower edge), not more than 1,500 mm (upper edge).

In length: At the rear of the vehicle.

6. Geometric visibility

Horizontal angle: 30° inwards and outwards, covering by indispensable constructional parts of the vehicle up to 10 per cent of the rear marking plate surface is permitted;

Vertical angle: 15° above and below the horizontal;

Orientation: rearwards.

Update Contents to read:

"...		
24	Examples of arrangement of approval marks	91
25	Guidelines for installation of rear marking plates on slow-moving vehicles (by construction) and their trailers	94"