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**ECONOMIC COMMISSION FOR EUROPE**

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World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Lighting and Light-Signalling (GRE)

(Fifty-sixth session, 4-7 April 2006,  
agenda item 5.2.)

REVISED PROPOSAL FOR DRAFT AMENDMENTS TO REGULATIONS Nos. 3, 4, 5, 6, 7,  
19, 23, 31, 38, 48, 50, 53, 65, 69, 70, 74, 77, 86, 87, 88, 91, 98, 104, 112, 113, 119 AND TO  
NEW DRAFT REGULATION ON "AFS"

Transmitted by the expert from the European Commission (EC)

Note: The text reproduced below was prepared by the expert from the European Commission in order to make the scope of the Regulations more precise. It is based on a document TRANS/WP.29/GRE/2005/27 discussed at the fifty-fifth GRE session. The modifications to the existing text of the Regulations concerned are marked in **bold** characters.

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Note: This document is distributed to the Experts on Lighting and Light-Signalling only.

\*/ The previous version of the present document was circulated under symbol number TRANS/WP.29/GRE/2005/27.

PART I

DRAFT PROPOSAL TO CLARIFY THE SCOPES OF THE GRE REGULATIONS  
RELATING TO INSTALLATION

**A.1. PROPOSAL**

REGULATION No. 48 – (Installation of lighting and light signalling devices)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to **vehicles of categories M, N, and O for vehicles of category M and N with regard to the installation of lighting and light-signalling devices.**"

**B.1. JUSTIFICATION**

The scope should refer to the categories of vehicles that are currently in R.E.3, and that will be in the Horizontal Regulation. This will clarify which vehicles are covered and simplify the scope. According to the existing scope, vehicle categories L6 and L7 are included in Regulation No. 48 because they are 4-wheeled "power-driven" vehicles. However, this is not the normal interpretation. Therefore, consideration should be given to how these vehicles should be incorporated into the UN Regulations. Should they be included in Regulations Nos. 53 and 74, instead of Regulation No. 48, because of their relatively small size? For the time being, it is suggested to take them out.

**A.2. PROPOSAL**

REGULATION No. 53 – (Installation of lighting and light signalling devices (motorcycles))

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to **vehicles of category L<sub>3</sub> with regard to the installation of lighting and light-signalling devices.**"

**B.2. JUSTIFICATION**

The scope should refer to the categories of vehicles that are currently in the Consolidated Resolution on the Construction of Vehicles (R.E.3), and that will be in the Horizontal Regulation. This will clarify which vehicles are covered and simplify the scope. Consideration should be given to extending the scope and the technical requirements to include L4, L5 and L7 categories of vehicles.

### A.3. PROPOSAL

REGULATION No. 74 – (Installation of lighting and light signalling devices (mopeds))

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to **vehicles of category L<sub>1</sub> with regard to the installation of lighting and light-signalling devices.**"

### B.3. JUSTIFICATION

The scope should refer to the categories of vehicles that are currently in R.E.3, and that will be in the Horizontal Regulation. This will clarify which vehicles are covered and simplify the scope. The current scope refers to the definition of "mopeds" by the Vienna Convention, which gives Contracting Parties the option to exclude some vehicles from being considered as mopeds. The EC are of the opinion that the scope needs to be clarified to align it with the title and to ensure consistent application of the requirements, not dependent upon the Contracting Parties' interpretation of what a "moped" is. Consideration should be given to extending the scope and the technical requirements to include L2 and L6 categories of vehicles.

### A.4. PROPOSAL

REGULATION No. 86 – (Installation of lighting and light signalling devices for agricultural tractors)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to **vehicles of category T, with regard to the installation of lighting and light-signalling devices.**"

Paragraph 2.1., should be deleted.

### B.4. JUSTIFICATION

The scope should refer to the categories of vehicles that are currently defined in R.E.3, and that will be in the Horizontal Regulation. This will clarify which vehicles are covered and simplify the scope. A separate definition will not be required then.

PART II

DRAFT PROPOSAL TO CLARIFY THE SCOPES OF THE GRE REGULATIONS  
RELATING TO SIGNALLING DEVICES

**A.1. PROPOSAL**

REGULATION No. 3 – (Retro-reflecting devices)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to retro-reflecting devices 1/ for vehicles of categories L, M, N, O, and T."

**B.1. JUSTIFICATION**

The title refers to "power-driven vehicles and their trailers", whereas the scope refers to "road vehicles", which is a term not defined in either R.E.3, or the Vienna Convention.

Therefore, the "Scope" should be aligned with the title using internationally defined vehicle categories.

**A.2. PROPOSAL**

REGULATION No. 4 – (Illumination of rear registration plates)

Amend the title, to read:

"UNIFORM PROVISIONS FOR THE APPROVAL OF DEVICES FOR THE ILLUMINATION OF REAR REGISTRATION PLATES OF **POWER-DRIVEN** VEHICLES AND THEIR TRAILERS"

Insert a new paragraph 0., to read:

"0. SCOPE

**This Regulation applies to rear registration plate lamps for vehicles of categories M, N, O, and T.**"

**B.2. JUSTIFICATION**

The scope of the regulation should be clearly defined in a specific section.

The current title refers to "motor vehicles (except motorcycles)". This excludes agricultural tractors, according to the definition in the Vienna Convention. However, there are provisions in the Regulation that specifically relate to agricultural and forestry tractors.

Motorcycles are specifically excluded in the title. The performance requirements in this Regulation exceed those in Regulation No. 50, which specifically apply to motorcycles. However, there are different measuring procedures for motorcycle plates, therefore the motorcycle plates would need to be specified in Regulation No. 4 if they were to be included. Is there any justification why Regulation No. 4 should not also apply to all L category vehicles if so amended?

Therefore, if L category vehicles are to be included, both the title and the scope should be amended to make clear that vehicles of categories L? and T are covered.

If motorcycles are included in Regulations Nos. 4 and 50, rear registration plates could be repealed. This would enhance transparency.

### **A.3. PROPOSAL**

REGULATION No. 6 – (Direction indicators)

Amend the title, to read:

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF DIRECTION INDICATORS FOR **POWER-DRIVEN** VEHICLES AND THEIR TRAILERS"

Insert a new paragraph 0., to read:

#### **"0. SCOPE**

**This Regulation applies to direction indicators for vehicles of categories L, M, N, O, and T."**

### **B.3. JUSTIFICATION**

The scope of the Regulation should be clearly defined in a specific section.

The current title refers to "motor vehicles", which are regarded as including L category vehicles. Further, it is considered that the provisions include types of direction indicators that are suitable for agricultural tractors.

Therefore, both the title and the scope should be amended to make clear that vehicles of categories L and T are covered.

### **A.4. PROPOSAL**

REGULATION No. 7 – (Front and rear position (side) lamps, stop-lamps and end-outline marker lamps).

Amend the title, to read:

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF FRONT AND REAR POSITION (SIDE) LAMPS, STOP LAMPS AND END-OUTLINE MARKER LAMPS FOR **POWER-DRIVEN** VEHICLES AND THEIR TRAILERS"

Insert a new paragraph 0., to read:

**"0. SCOPE**

**This Regulation applies to:**

- 0.1. front and rear position (side) lamps and stop lamps for vehicles of categories L, M, N, O and T; and,**
- 0.2. end-outline marker lamps for vehicles of categories M, N, O and T."**

**B.4. JUSTIFICATION**

The scope of the Regulation should be clearly defined in a specific section.

The current title refers to "motor vehicles (except motorcycles)", however the types of lamps covered by this Regulation are also suitable to vehicles of category T. In addition, L category vehicles should be included, rather than excluded.

Therefore, both the title and the scope should be amended to make clear that vehicles of categories L? and T are covered.

**A.5. PROPOSAL**

REGULATION No. 23 – (Reversing lights)

Insert a new paragraph 0., to read:

**"0. SCOPE**

**This Regulation applies to reversing lamps for vehicles of categories M, N, O, and T."**

**B.5. JUSTIFICATION**

The scope of the Regulation should be clearly defined in a specific section.

Vehicles of categories L5, L7 and T should be included, as they are covered by the definition of "power-driven vehicles" in the Vienna Convention. However, consideration needs to be given as to whether the provisions should apply generally to all vehicles of category L, or whether L1, L3 and L4 should be excluded, as Regulations Nos. 53 and 74 do not permit, i.e. prohibit, the installation of reversing lamps, and in accordance with EC Directive 93/92/EEC, as amended by 2000/73/EC.

## A.6. PROPOSAL

REGULATION No. 38 – (Rear fog lamps)

Insert a new paragraph 0., to read:

### "0. SCOPE

**This Regulation applies to rear fog lamps for vehicles of categories L<sub>3</sub>, M, N, O, and T."**

## B.6. JUSTIFICATION

The scope of the regulation should be clearly defined in a specific section.

Vehicles of categories L and T should be included, as they are covered by the definition of "power-driven vehicles" in the Vienna Convention.

## A.7. PROPOSAL

REGULATION No. 50 – (Position, stop and direction indicator lamps for mopeds and motorcycles).

Amend the title, to read:

**"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF FRONT POSITION LAMPS, REAR POSITION LAMPS, STOP LAMPS, DIRECTION INDICATORS AND REAR-REGISTRATION-PLATE ILLUMINATING DEVICES FOR VEHICLES OF CATEGORY L"**

Paragraph 1., amend to read:

### "1. SCOPE

This Regulation applies **to front** position lamps, rear position lamps, stop lamps, direction indicators, and rear-registration-plate illuminating devices **for vehicles of category L."**

## B.7. JUSTIFICATION

Specifying "vehicles of category L" in the title and scope will incorporate the imprecise term "vehicles treated as such" into an internationally defined vehicle category.

#### **A.8. PROPOSAL**

REGULATION No. 77 – (Parking lamps)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies **to parking lamps for vehicles of categories M, N and T.**"

#### **B.8. JUSTIFICATION**

The scope should refer to the internationally defined vehicle categories that are in R.E.3, and that will be in the Horizontal Regulation.  
Vehicle category T has not been included, because Regulation No. 48 only permits these types of lamps to be fitted on motor vehicles.

#### **A.9. PROPOSAL**

REGULATION No. 87 – (Daytime running lamps)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to **daytime running lamps for vehicles of category M, N and T.**"

#### **B.9. JUSTIFICATION**

The scope should specify the type of lamp, not define it. Further, it should specify the vehicle categories for which the lamp is intended, by reference to the internationally defined vehicle categories that are in R.E.3, and that will be in the Horizontal Regulation.

#### **A.10. PROPOSAL**

REGULATION No. 91 – (Side-marker lamps)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies **to side-marker lamps for vehicles of category M, N, O and T.**"



## **B.10. JUSTIFICATION**

The scope should specify the type of lamp, not define it. Further, it should specify the vehicle categories for which the lamp is intended, by reference to the internationally defined vehicle categories that are in R.E.3, and that will be in the Horizontal Regulation.

## **A.11. PROPOSAL**

REGULATION No. 104 – (Retro-reflective markings)

Amend the title, to read:

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF RETRO-REFLECTIVE MARKINGS FOR **VEHICLES OF CATEGORY M, N AND O.**"

Paragraph 1., amend to read:

"1. SCOPE

**This Regulation applies to retro-reflective markings for vehicles of category M<sub>2</sub>, M<sub>3</sub>, N, O<sub>2</sub>, O<sub>3</sub> and O<sub>4</sub>.**"

## **B.11. JUSTIFICATION**

The scope should specify the type of device, not define it. Further, it should specify the vehicle categories for which the device is intended, by reference to the internationally defined vehicle categories that are in R.E.3, and that will be in the Horizontal Regulation – "heavy and long" are too imprecise.

Reference to mass and length should not be included, as Regulation No. 48 permits their installation on all M, N and O vehicle categories, except M1.

PART III

DRAFT PROPOSAL TO CLARIFY THE SCOPES OF THE GRE REGULATIONS  
RELATING TO ROAD ILLUMINATION

**A.1. PROPOSAL**

REGULATION No. 5 – (Sealed beam headlamps (SB))

Amend the title, to read:

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF **POWER-DRIVEN VEHICLE'S SEALED-BEAM HEADLAMPS (SB) FOR EMITTING ...**"

Paragraph 1., amend to read:

"1. SCOPE 1/

This Regulation applies to **sealed-beam headlamps (SB) for vehicles of category T.**"

**B.1. JUSTIFICATION**

The scope of the Regulation should be clearly defined in a specific section, and the title amended to reflect the scope.

The title refers to "motor vehicles", which according to the Vienna Convention would cover vehicles of categories M, N and L. However, Annex 4 to this Regulation relates to agricultural tractors (i.e. vehicles of category T), which would be included in the term "power-driven vehicles".

Regulation No. 5 lamps are not recognized in Regulations Nos. 53 and 74, but are not specifically excluded in the EU installation and framework directive.

**A.2. PROPOSAL**

REGULATION No. 19 – (Fog lamps)

Amend the title, to read:

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF **POWER-DRIVEN VEHICLE FRONT FOG LAMPS**"

Paragraph SCOPE, renumber as paragraph 0. and amend to read:

"0. SCOPE: <sup>1</sup>

This Regulation applies to front fog lamps **for vehicles of categories L<sub>3</sub>, M, N, and T.**"

## B.2. JUSTIFICATION

Although the Vienna Convention defines "motor vehicles" as including vehicles of category L, this is not always the interpretation applied. Therefore, this point should be clarified within the scope by specifying the vehicle types.

Regulation No. 86 permits the installation of front fog lamps, therefore, to be consistent the title should refer to power-driven vehicles and the scope should include vehicles of category T.

The footnote should not be included in the scope, but will need to be found another home in the regulation.

## A.3. PROPOSAL

REGULATION No. 31 – (Headlamps (halogen sealed-beam (HSB)))

Amend the title, to read:

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF **POWER-DRIVEN VEHICLE'S SEALED-BEAM HEADLAMPS (SB)** FOR EMITTING AN EUROPEAN ASYMMETRICAL PASSING BEAM OR A DRIVING BEAM OR BOTH"

Paragraph 1., amend to read:

"1. SCOPE 1/

This Regulation applies to **headlamps for vehicles of categories M, N, and T.**"

## B.3. JUSTIFICATION

It is considered that vehicles of category L are included within the scope of this Regulation, as the term "motor vehicle" includes them, according to the Vienna Convention.

Vehicles of category T should also be covered.

Regulation No. 31 lamps are not recognized in Regulations Nos. 53 and 74, but are not specifically excluded in the EU installation and framework directive.

## A.4. PROPOSAL

REGULATION No. 98 – (Headlamps with gas-discharge light sources)

Paragraph SCOPE, renumber as paragraph 0. and amend to read:

"0. SCOPE 1/

This Regulation applies to:

**(a) headlamps, and**

**(b) distributed lighting systems,**

**utilizing gas-discharge light sources, for vehicles of categories [~~L~~], M and N [~~T~~]."** \*/

\*/ Note: A study reservation was raised by Germany concerning deletion of categories L and T.

#### **B.4. JUSTIFICATION**

Vehicles categories should be defined according to R.E.3.

The term "motor vehicle" includes vehicles of category L, according to the Vienna Convention, but these types of headlamps are certainly not appropriate for L1 and L3 categories of vehicles, and probably not suitable for all other L categories of vehicles. However, there is no reason why vehicles of category T should not be included.

Reference to plastic and glass lenses is a technical requirement that is not appropriate to include in the scope. If considered necessary, it should be included elsewhere.

The provisions contained in the footnote relate to installation requirements, and are not relevant to a component approval. It can be deleted as a similar footnote is already included in Regulation No. 48, paragraph 6.2.9.

#### **A.5. PROPOSAL**

REGULATION No. 112 – (Headlamps emitting an asymmetrical passing beam)

Paragraph 0., amend to read:

"0. SCOPE 1/

This Regulation applies to **headlamps for vehicles of categories L, M, N and T.**"

#### **B.5. JUSTIFICATION**

Vehicles categories should be defined according to R.E.3.

The term "motor vehicle" includes vehicles of category L, according to the Vienna Convention, but this should be clarified in the scope. Further, there is no reason why vehicles of category T should not be included.

Reference to plastic and glass lenses is a technical requirement that is not appropriate to include in the scope. If considered necessary, it should be included elsewhere.

The provisions contained in the footnote relate to installation requirements, and are not relevant to a component approval. It can be deleted as a similar footnote is already included in Regulation No. 48, paragraph 6.2.9.

#### **A.6. PROPOSAL**

REGULATION No. 113 – (Headlamps emitting a symmetrical passing beam)

Paragraph 0., amend to read:

"0. SCOPE

This Regulation applies to **headlamps for vehicles of categories L and T.** 1/ 2/"

## **B.6. JUSTIFICATION**

Vehicles categories should be defined according to R.E.3.

The term "motor vehicle" includes vehicles of category L, M and N according to the Vienna Convention, but these lamps are not intended for vehicles of categories M and N. However, there is no reason why vehicles of category T should not be included. Therefore, the scope needs to be clarified.

Reference to plastic and glass lenses is a technical requirement that is not appropriate to include in the scope. If considered necessary, it should be included elsewhere.

The provisions contained in the footnotes relate to installation requirements, and are not relevant to a component approval. It can be deleted as a similar footnote is already included in Regulation No. 48, paragraph 6.2.9.

## **A.7. PROPOSAL**

REGULATION No. 119 – (Cornering lamps)

Amend the title, to read:

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF CORNERING LAMPS FOR **POWER DRIVEN** VEHICLES"

Insert a new paragraph 0., to read:

### **"0. SCOPE**

**This Regulation applies to cornering lamps for vehicles of categories M, N and T."**

Paragraphs 1. and 1.1., amend to read:

### **"1. DEFINITIONS**

**1.1. "Cornering lamp" means a lamp used to provide supplementary illumination of that part of the road which is located near the forward corner of the vehicle at the side towards which the vehicle is going to turn."**

## **B.7. JUSTIFICATION**

The scope of the Regulation should be clearly defined, according to R.E.3, in a specific section.

The title refers to "power-driven vehicles", which according to the Vienna Convention would cover vehicles of categories L, M, N and T. However, the EC does not believe that their application to vehicles of category L (or T) has yet been considered. Therefore, the scope should be clarified and the title amended to reflect this.

## **A.8. PROPOSAL**

NEW DRAFT REGULATION No. XXX – (Adaptive Front-lighting Systems (AFS))

Paragraph SCOPE, renumber as paragraph 0. and amend to read:

### **"0. SCOPE**

This Regulation applies to adaptive front-lighting systems (AFS) for **vehicles of categories M and N.**"

## **B.8. JUSTIFICATION**

Vehicles categories should be defined according to R.E.3.

The term "motor vehicle" includes vehicles of category L, M and N according to the Vienna Convention, but the EC does not believe that their application to vehicles of category L has yet been considered. Therefore, the scope should be clarified.

PART IV

DRAFT PROPOSAL TO CLARIFY THE SCOPES THE GRE REGULATIONS RELATING  
TO MISCELLANEOUS ITEMS 1

**A.1. PROPOSAL**

REGULATION No. 65 – (Special warning lamps)

Amend the title, to read:

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF SPECIAL WARNING  
LAMPS FOR **POWER-DRIVEN VEHICLE AND THEIR TRAILERS**"

Insert a new paragraph 0., to read:

**"0. SCOPE**

**This Regulation applies to special warning lamps for vehicles of categories L, M, N, O, and T and for mobile machinery."**

**B.1. JUSTIFICATION**

The scope of the regulation should be clearly defined in a specific section.

The title and the scope should be extended to include vehicles of categories L, O and T, i.e. power-driven vehicles, as all these vehicle types are in use fitted with such lamps.

**A.2. PROPOSAL**

REGULATION No. 69 – (Rear marking plates for slow moving vehicles)

Paragraph 1., amend to read:

**"1. SCOPE**

**This Regulation applies to rear marking plates for vehicles of category L, M, N, O and T and for mobile machinery, which, by construction, cannot move faster than 40 km/h."**

Paragraph 2.1.1., amend to read:

**"2.1.1. "Slow moving vehicle (SMV) rear marking plate" a plate faced with retro-reflective and fluorescent material or devices intended to increase the visibility and permit easy identification of slow moving vehicles."**

## **B.2. JUSTIFICATION**

The scope should refer to the internationally defined vehicle categories that are in R.E.3, and will be in the Horizontal Regulation.

The scope should not include functional requirements i.e. "to increase the visibility" or "for permitting easy identification", which should be included in the definition. Further, the definition should not include aspects that relate to the specification, i.e. shape.

## **A.3. PROPOSAL**

REGULATION No. 70 – (Rear-marking plates for heavy and long vehicles)

Paragraph 1., amend to read:

"1. SCOPE \*/

**This Regulation applies to rear marking plates for:**

- 1.1. articulated Class II and III vehicles of category M;**
- 1.2. vehicles of category N3, except tractors for semi-trailers;**
- 1.3. vehicles of category O1, O2 and O3 exceeding 8.0 m in length;**
- 1.4. vehicles of category O4."**

Paragraph 2.1.1., amend to read:

"2.1.1. "Rear marking plate" **a plate faced with retro-reflective and fluorescent material or devices intended to increase the visibility [and permit easy identification] of heavy and long vehicles."**

## **B.3. JUSTIFICATION**

"Heavy" and "long" are imprecise terms subject to interpretation. The scope should refer to the internationally defined vehicle categories that are in R.E.3, and will be in the Horizontal Regulation, ideally with definitive masses and lengths referred to (see R.E.3, Annex 15).

The scope should not include functional requirements i.e. "to increase the visibility", which should be included in the definition. Further, the definition should not include aspects that relate to the specification, i.e. shape.

## **A.4. PROPOSAL**

REGULATION No. 88 – (Retro-reflective tyres for two-wheeled vehicles)

Paragraph 1., amend to read:

"1. SCOPE

**This Regulation applies to tyres, incorporating retro-reflecting devices, for vehicles of category L<sub>1</sub>, L<sub>2</sub> and cycles."**



Paragraph 2.1.3., amend to read:

"2.1.3. Retro-reflecting Tyre

Means a tyre **incorporating retro-reflecting device moulded on to each sidewall of the tyre in order to provide a visual impression of circles of light and to give easy recognition of a two-wheeled vehicles.**"

#### **B.4. JUSTIFICATION**

The scope should refer to the internationally defined vehicle categories that are in R.E.3, and will be in the Horizontal Regulation, although it should be noted that "cycles" are not included in either of these. However, cycles are defined in the Vienna Convention and fall within the scope of the 1958 Agreement.

L2 category vehicle, due to their relatively slow speed, should perhaps be included.

The scope should not include functional requirements i.e. "giving easy recognition", which should be included in the definition. Further, the definition should not include aspects that relate to the specification, i.e. shape.

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