



Economic and Social Council

Distr.: General
18 December 2013

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

162nd session

Geneva, 11-14 March 2014

Item 4.9.12 of the provisional agenda

**1958 Agreement – Consideration of draft amendments
to existing Regulations submitted by GRE**

Proposal for Supplement 3 to the 01 series of amendments to Regulation No. 113 (Headlamps emitting a symmetrical passing-beam)

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 seventieth session (ECE/TRANS/WP.29/GRE/70, paras. 45 and 51). It is based on ECE/TRANS/WP.29/GRE/2013/53, not amended, and on Annex IX to the report. 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 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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.

Annex 4, first paragraph, amend to read:

"Once the photometric values have been measured according to the prescriptions of this Regulation, in the point for I_{\max} for driving beam and in points 0.50U/1.5L and 0.50U/1.5R, 50R, 50L for Class B passing beam and in points 0.86D-3.5R, 0.86D-3.5L, 0.50U-1.5L and 0.50U-1.5R for Classes C, D and E, for passing beam a complete headlamp sample shall be tested for stability of photometric performance in operation. "Complete headlamp" shall be understood to mean the complete lamp itself, including those surrounding body parts, filament lamps, gas discharge light sources or LED module(s) which could influence its thermal dissipation.

The tests shall be carried out:"

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:

For Class B headlamp:

Passing beam: 50R - 50L - 0.50U/1.5L and 0.50U/1.5R.

Driving beam: Point of I_{\max}

For Classes C, D and E headlamp:

Passing beam: 0.86D/3.5R - 0.86D/3.5L - 0.50U/1.5L and 1.5R.

Driving beam: Point of 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 points 0.50U/1.5L and 0.50U/1.5R, 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 points 0.50U/1.5L and 0.50U/1.5R shall not exceed the photometric value measured prior to the test by more than 255cd."

Annex 6, 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 point HV and not be more than 10 per cent below the minimum values prescribed at point 50 L and 50 R for Class B headlamp, 0.86D/3.5R, 0.86D/3.5L for Class C, D and E headlamp.
- (b) By more than 10 per cent below the minimum values prescribed for HV in the case of a headlamp producing driving beam only."