

17 October 2014

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## Agreement

### **Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions\***

(Revision 2, including the amendments which entered into force on 16 October 1995)

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#### **Addendum 112 – Regulation No. 113**

#### **Revision 3 - Amendment 2**

Supplement 3 to the 01 series of amendments – Date of entry into force: 9 October 2014

**Uniform provisions concerning the approval of motor vehicle headlamps emitting a symmetrical passing-beam or a driving-beam or both and equipped with filament, gas-discharge light sources or LED modules**



**UNITED NATIONS**

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\* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

*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: .....

*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 255 cd."

*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 Classes 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."

