|  |  |  |
| --- | --- | --- |
|   | United Nations | ECE/TRANS/WP.29/GRE/2022/22 |
| Description: _unlogo | **Economic and Social Council** | Distr.: General27 July 2022Original: English |

**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**Working Party on Lighting and Light-Signalling**

**Eighty-seventh session**

Geneva, 25–28 October 2022

Item 7 of the provisional agenda

**Device UN Regulations**

 Proposal for a Supplement to the 00 series of amendments to UN Regulation No. 149

Submitted by the experts from the International Automotive Lighting and Light-Signalling Expert Group[[1]](#footnote-2)\*

This document was prepared by the experts from the International Automotive Lighting and Light-Signalling Expert Group (GTB) with the aim to correct the Conformity of Production (CoP) values in Tables 26, 27, 28 and 29. The proposed modifications to the current text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

 I. Proposal

*Table 26,* amend to read:

“**Class E – Non-bending mode**

| *Class E - non-bending mode* | *Position/deg* | *Column A* | *Column B* | *Column C* |
| --- | --- | --- | --- | --- |
| *Tabled requirements expressed in cd* | *horizontal* | *vertical* | *≙ 0% CoP* | *≙ 20% CoP* | *≙ 30% CoP* |
| *No* | *Element* | *at/* | *from* | *to* |  | *at* |  | *min* | *max* | *min* | *max* | *min* | *max* |
| 1 | B50L | L | 3.43 |   |   | U | 0.57 |  | 625 |  | 880 |  | 1005 |
| 3 | BR | R | 2.5 |   |   | U | 1 |  | 1750 |  | 2100 |  | 2275 |
| 4 | Point BRR | R | 8 |   |   | U | 0.57 |  | 3550 |  | ~~2100~~**4260** |  | ~~2275~~**4615** |
| 5 | Point BLL | L | 8 |   |   | U | 0.57 |  | 880 |  | 1135 |  | 1260 |
| 7 | Line III b | L | 4 | L | 0.5 | U | 0.34 |   | 880 |   | 1135 |   | 1260 |
| 11 | 75 R | R | 1.15 |   |   | D | 0.57 | 15200 | 79300 | 12160 | 95160 | 10640 | 103090 |
| 12 | 50 V | V |   |   |   | D | 0.86 | 10100 | 79300 | 8080 | 95160 | 7070 | 103090 |
| 13 | 50 L | L | 3.43 |   |   | D | 0.86 | 6800 | 793001 | 5440 | 951601 | 4760 | 1030901 |
| Note to Table 26: 1 The maximum value may be multiplied by 1.4, if it is guaranteed according to the manufacturer’s description that this value will not be exceeded in use, either by means of the system or, if the system’s use is confined to vehicles, providing a corresponding stabilization/limitation of the system’s supply, as indicated in the communication form. |

 ”

*Table 27,* amend to read:

“**Class E1 – Non-bending mode State**

| *Class E1 – non-bending mode* | *Position/degrees* | *Column A* | *Column B* | *Column C* |
| --- | --- | --- | --- | --- |
| *Tabled requirements expressed in cd* | *horizontal* | *vertical* | *≙ 0% CoP* | *≙ 20% CoP* | *≙ 30% CoP* |
| *No* | *Element* | *at/* | *from* | *to* |  | *at* |  | *min* | *max* | *min* | *max* | *min* | *max* |
| 1 | B50L | L | 3.43 |   |   | U | 0.57 |  | 530 |  | 700 |  | 785 |
| 3 | BR | R | 2.5 |   |   | U | 1 |  | 1750 |  | 2100 |  | 2275 |
| 4 | Point BRR | R | 8 |   |   | U | 0.57 |  | 3550 |  | ~~2100~~**4260** |  | ~~2275~~**4615** |
| 5 | Point BLL | L | 8 |   |   | U | 0.57 |  | 880 |  | 1135 |  | 1260 |
| 7 | Line III b | L | 4 | L | 0.5 | U | 0.34 |   | 880 |   | 1135 |   | 1260 |
| 11 | 75 R | R | 1.15 |   |   | D | 0.57 | 15200 | 70500 | 12160 | 84600 | 10640 | 91650 |
| 12 | 50 V | V |   |   |   | D | 0.86 | 10100 | 70500 | 8080 | 84600 | 7070 | 91650 |
| 13 | 50 L | L | 3.43 |   |   | D | 0.86 | 6800 | 705001 | 5440 | 846001 | 4760 | 916501 |
| Note to Table 27: 1 The maximum value may be multiplied by 1.4, if it is guaranteed according to the manufacturer’s description that this value will not be exceeded in use, either by means of the system or, if the system’s use is confined to vehicles, providing a corresponding stabilization/limitation of the system’s supply, as indicated in the communication form. |

 ”

*Table 28,* amend to read:

“**Class E2 – Non-bending mode**

| *Class E2 – non-bending mode* | *Position/degrees* | *Column A* | *Column B* | *Column C* |
| --- | --- | --- | --- | --- |
| *Tabled requirements expressed in cd* | *horizontal* | *vertical* | *≙ 0% CoP* | *≙ 20% CoP* | *≙ 30% CoP* |
| *No* | *Element* | *at/* | *from* | *to* |  | *at* |  | *min* | *max* | *min* | *max* | *min* | *max* |
| 1 | B50L | L | 3.43 |   |   | U | 0.57 |  | 440 |  | 610 |  | 695 |
| 3 | BR | R | 2.5 |   |   | U | 1 |  | 1750 |  | 2100 |  | 2275 |
| 4 | Point BRR | R | 8 |   |   | U | 0.57 |  | 3550 |  | ~~2100~~**4260** |  | ~~2275~~**4615** |
| 5 | Point BLL | L | 8 |   |   | U | 0.57 |  | 880 |  | 1135 |  | 1260 |
| 7 | Line III b | L | 4 | L | 0.5 | U | 0.34 |   | 880 |   | 1135 |   | 1260 |
| 11 | 75 R | R | 1.15 |   |   | D | 0.57 | 15200 | 61700 | 12160 | 74040 | 10640 | 80210 |
| 12 | 50 V | V |   |   |   | D | 0.86 | 10100 | 61700 | 8080 | 74040 | 7070 | 80210 |
| 13 | 50 L | L | 3.43 |   |   | D | 0.86 | 6800 | 617001 | 5440 | 740401 | 4760 | 802101 |
| Note to Table 28: 1 The maximum value may be multiplied by 1.4, if it is guaranteed according to the manufacturer’s description that this value will not be exceeded in use, either by means of the system or, if the system’s use is confined to vehicles, providing a corresponding stabilization/limitation of the system’s supply, as indicated in the communication form. |

 ”

*Table 29,* amend to read:

“**Class E3 – Non-bending mode**

| *Class E3 - non-bending mode* | *Position/degrees* | *Column A* | *Column B* | *Column C* |
| --- | --- | --- | --- | --- |
| *Tabled requirements expressed in cd* | *horizontal* | *vertical* | *≙ 0% CoP* | *≙ 20% CoP* | *≙ 30% CoP* |
| *No* | *Element* | *at/* | *from* | *to* |  | *at* |  | *min* | *max* | *min* | *max* | *min* | *max* |
| 1 | B50L | L | 3.43 |   |   | U | 0.57 |  | 350 |  | 520 |  | 605 |
| 3 | BR | R | 2.5 |   |   | U | 1 |  | 1750 |  | 2100 |  | 2275 |
| 4 | Point BRR | R | 8 |   |   | U | 0.57 |  | 3550 |  | ~~2100~~**4260** |  | ~~2275~~**4615** |
| 5 | Point BLL | L | 8 |   |   | U | 0.57 |  | 880 |  | 1135 |  | 1260 |
| 7 | Line III b | L | 4 | L | 0.5 | U | 0.34 |   | 880 |   | 1135 |   | 1260 |
| 11 | 75 R | R | 1.15 |   |   | D | 0.57 | 15200 | 52900 | 12160 | 63480 | 10640 | 68770 |
| 12 | 50 V | V |   |   |   | D | 0.86 | 10100 | 52900 | 8080 | 63480 | 7070 | 68770 |
| 13 | 50 L | L | 3.43 |   |   | D | 0.86 | 6800 | 529001 | 5440 | 634801 | 4760 | 687701 |
| Note to Table 29: 1 The maximum value may be multiplied by 1.4, if it is guaranteed according to the manufacturer’s description that this value will not be exceeded in use, either by means of the system or, if the system’s use is confined to vehicles, providing a corresponding stabilization/limitation of the system’s supply, as indicated in the communication form. |

 ”

 II. Justification

1. In Tables 26, 27, 28 and 29 of the 00 series of amendments to UN Regulation No.149, the maximum values indicated in columns B and C of Point BRR are wrong. They seem to be a copy-paste typo from the line above.

2. The correct values should be respectively:

 3550 cd (0% CoP) *no modification proposed.*

 4260 cd (= 3550 x 1.2) for a 20% tolerance.

 4615 cd (= 3550 x 1.3) for a 30% tolerance.

3. The proposal corrects the errors by replacing the wrong values with the right ones.

1. \* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (Sect.20), para 20.76), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate. [↑](#footnote-ref-2)