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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**189th session**

Geneva, 7-9 March 2023

Item 4.9.13 of the provisional agenda

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

Proposal for Supplement 7 to the 00 series of amendments to UN Regulation No. 149 (Road illumination devices)

Submitted by the Working Party on Lighting and Light-Signalling[[1]](#footnote-2)\*

The text reproduced below was adopted by the Working Party on Lighting and Light-Signalling (GRE) at its eighty-seventh session (ECE/TRANS/WP.29/GRE/87, paras. 10 and 31). It is based on ECE/TRANS/WP.29/GRE/2022/22 and informal document GRE-87-24-Rev.1. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2023 sessions.

*Introduction, last paragraph,* amend to read:

"Regarding the requirements for approval markings, this Regulation includes the requirements for the use of the 'Unique Identifier' and is conditional upon access to a secure internet database established by UNECE (in accordance with Schedule 5 of the 1958 Agreement) where all type approval documentation is held. When the 'Unique Identifier' is used there is no requirement for the lamps to carry the conventional type approval markings (E-mark). If it is technically not possible to use the 'Unique Identifier' (e.g. if the access to the UNECE internet database cannot be secured or the database is not operational), the use of conventional type approval markings is required until the use of the 'Unique Identifier' is enabled. In addition, the use of the 'Unique Identifier' shall only be possible if the corresponding Summary Document (ECE/TRANS/WP.29/1159, paragraph 89) has been defined in this Regulation and the database is providing access to the Summary Document."

*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 |  | 4260 |  | 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. | | | | | | | | | | | | | |

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*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 |  | 4260 |  | 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. | | | | | | | | | | | | | |

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*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 |  | 4260 |  | 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. | | | | | | | | | | | | | |

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*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 |  | 4260 |  | 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. | | | | | | | | | | | | | |

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1. \* In accordance with the programme of work of the Inland Transport Committee for 2023 as outlined in proposed programme budget for 2023 (A/77/6 (Sect. 20), table 20.6), 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)