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Working Party on Lighting and Light-Signalling

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Item 10. of the provisional agenda

REGULATIONS Nos. 98, 112 AND 113

Proposal for draft Supplement 6 to Regulation No. 113
(Headlamps emitting a symmetrical passing beam)

Submitted by the expert from the Working Party "Brussels 1952"

The text reproduced below was prepared by the expert from the Working Party "Brussels 1952" (GTB) in order to clarify the testing requirements for devices, incorporated in headlamps, as well as to remove the provision concerning user's interference in those devices. The modifications to current text of the Regulation (up to Supplement 5 to the original version) are marked in **bold** characters.

Note: This document is distributed to the Experts of the Working Party on Lighting and Light-Signalling (GRE) only.

A. PROPOSAL

Paragraph 5.8.1., amend to read:

- "5.8.1. the device is robust enough to withstand 50,000 operations under normal conditions of use. In order to verify compliance with this requirement, the Technical Service responsible for approval tests may:**
- (a) require the applicant to supply the equipment necessary to perform the test;**
 - (b) forego the test if the headlamp presented by the applicant is accompanied by a test report, issued by a Technical Service responsible for approval tests for headlamps of the same construction (assembly), confirming compliance with this requirement."**

Paragraph 5.8.4., should be deleted.

B. JUSTIFICATION

Paragraph 5.8. addresses the requirements for mechanical, electro-mechanical or other devices incorporated in the headlamp to produce alternately a driving or passing beam. Based on the recommendations from the Technical Services represented in its Photometry Working Group, GTB suggests the following amendments:

- (a) to indicate the means in order to verify compliance with the provisions of paragraph 5.8.1.
- (b) to delete paragraph 5.8.4. requiring that "the device must be so constructed that the user cannot, with ordinary tools, change the shape or position of the moving parts". It was concluded that it is not possible to apply this provision in practice as there is no definite test procedure and the headlamp would have to be destroyed in order to carry out such a test. As there have been no adverse consequences from not performing this test, the provision could be deleted without negative effects upon safety.

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