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Working Party on Lighting and Light-Signalling (GRE)  
(Fifty-fifth session, 3-7 October 2005,  
agenda item 16.1.)

PROPOSAL FOR DRAFT SUPPLEMENT 5 TO REGULATION No. 112

(Headlamps emitting an asymmetrical passing beam)

Transmitted by the expert from Japan

Note: The text reproduced below was prepared by the expert from Japan as a follow-up to the discussion regarding amendments to Regulation No. 112 at the fifty-fourth GRE session (TRANS/WP.29/GRE/54, para. 62). This document proposes to prohibit the use of Class A headlamps on new vehicles with less than four wheels. The modifications to the current text of the Regulation are marked in **bold** characters.

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Note: This document is distributed to the Experts on Lighting and Light-Signalling only.

GE.05-22358

**A. PROPOSAL**

Paragraph 6.2.5., the sentence before the table, amend to read:

"6.2.5. The illumination produced on the screen by the passing beam shall meet the following requirements, **except that the Class A headlamp is not permitted for fitment on new vehicles with not less than four wheels:**"

Paragraph 6.3.2., amend to read:

"6.3.2. The illumination produced on the screen by the driving beam shall meet the following requirements, **except that the Class A headlamp is not permitted for fitment on new vehicles with not less than four wheels.**"

Insert a new paragraph 14., to read:

**14. TRANSITIONAL PROVISIONS**

- 14.1. As from the official date of entry into force of Supplement 5 to this Regulation, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by Supplement 5.**
- 14.2. As from 24 months after the date of entry into force, Contracting Parties applying this Regulation shall grant ECE approvals only for Class B headlamps meeting the requirements of this Regulation as amended by Supplement 5.**
- 14.3. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval of Class A headlamps to the preceding series of amendments to this Regulation.**
- 14.4. Contracting Parties applying this Regulation may prohibit the fitting of Class A headlamps:**
  - 14.4.1. on vehicles with not less than four wheels for which type approval or individual approval is granted more than 24 months after the date of entry into force mentioned in paragraph 14.1. above;**
  - 14.4.2. on vehicles with not less than four wheels first registered more than 60 months after the date of entry into force mentioned in paragraph 14.1. above.**
- 14.5. New Contracting Parties applying this Regulation are not obliged to accept the existing approvals to preceding amendments to this Regulation as from the date of entry into force of Supplement 5 to this Regulation."**

## **B. JUSTIFICATION**

Following the discussion in the fifty-fourth GRE session, this draft proposal has been prepared by Japan with the objective of deleting the Class A headlamp that due to its incandescent light source produces poor illumination and has not been widely used for many years. Currently, the Class A headlamp is only used for some slow-moving and/or special-purpose vehicles which have been continuously produced for a long time, and also for some motorcycles and mopeds. With the availability of more efficient light sources such as halogen and gas discharge headlamps, the Class A headlamp is no longer required and its deletion presents no practical problem. However, it is known that some motorcycle manufacturers will continue to use Class A headlamps in the foreseeable future. Thus, the proposal excludes motorcycles, mopeds, and vehicles treated as such from this deletion of Class A headlamp.

Although the number of such vehicles fitting the Class A headlamp is very small, transitional provisions are necessary to allow manufacturers to replace Class A headlamps with headlamps of other classes.

Japan intends to accede to Regulation No. 112 after adoption of this amendment.

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