

**PROPOSAL FOR DRAFT AMENDMENTS TO REGULATIONS
Nos. 19, 38, 69, 88 and 98**

Note: The text reproduced below was prepared by the expert from IMMA in response to the discussions at the fifty-fifth GRE session and is aimed to amend TRANS/WP.29/GRE/2005/27. All proposals below should be considered as draft Supplements to the Regulations concerned. The modifications to the existing text of the Regulations concerned are marked in **bold** characters.

A.1. PROPOSAL

REGULATION No. 19 – (Fog lamps)

The title, amend to read:

"UNIFORM PROVISIONS CONCERNING THE APPROVAL OF **POWER-DRIVEN**
VEHICLE FRONT FOG LAMPS"

Paragraph SCOPE, renumber as paragraph 0. and amend to read:

"0. SCOPE 1/

This Regulation applies to front fog lamps **for vehicles of categories L₃, [L₄, L₅, L₇,] M, N, and T.**"

B.1. JUSTIFICATION

Regulation No. 53 allows front fog lamps to be fitted to motorcycles. L₄ vehicles are motorcycles with a sidecar and L₅ and L₇ are other forms of small 3- and 4-wheeled vehicles. It would be logical to allow such vehicles, which have the necessary electrical power, to be fitted with fog lamps.

A.2. PROPOSAL

REGULATION No. 38 – (Rear fog lamps)

Insert a new paragraph 0., to read:

"0. SCOPE

This Regulation applies to rear fog lamps for vehicles of categories L₃, [L₄, L₅, L₇,] M, N, O, and T."

B.2. JUSTIFICATION

Regulation No. 53 allows front fog lamps to be fitted to motorcycles. L₄ vehicles are motorcycles with a sidecar and L₅ and L₇ are other forms of small 3- and 4-wheeled vehicles. It would be logical to allow such vehicles, which have the necessary electrical power, to be fitted with fog lamps.

A.3. PROPOSAL

REGULATION No. 69 – (Rear marking plates for slow-moving vehicles)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to rear marking plates for vehicles of category [L₅] M, N, O and T and for mobile machinery, which, by construction, cannot move faster than 40 km/h."

Paragraph 2.1.1., amend to read:

"2.1.1. "**Slow moving vehicle (SMV) rear marking plate**" a plate faced with retro-reflective and fluorescent material or devices intended to increase the visibility and permit easy identification of slow moving vehicles."

B.3. JUSTIFICATION

When this Regulation was introduced, the L category was explicitly excluded. The principle of the Regulation is to add markings to large and slow moving vehicles which are a hazard to other road users should they run into them, hence the references to < 30 km/h, "identification" and "shape". IMMA sees no justification for extending this scope without some evidence of a problem.

A.4. PROPOSAL

REGULATION No. 88 – (Retro-reflective tyres for two-wheeled vehicles)

Paragraph 1., amend to read:

"1. SCOPE

This Regulation applies to tyres, incorporating retro-reflecting devices, for vehicles of category L₁, [L₂] and cycles."

Paragraph 2.1.3., amend to read:

"2.1.3. Retro-reflecting tyre

Means a tyre **incorporating retro-reflecting device moulded on to each sidewall of the tyre in order to provide a visual impression of circles of light and to give easy recognition of [a]two-wheeled vehicles.**"

B.4. JUSTIFICATION

Retro-reflective tyres: this project was aimed at increasing the lateral conspicuity of small two-wheelers. One of the principle arguments was that they had nowhere to put effective side-reflectors. This is not the case for L₂ vehicles. Furthermore, L₂ vehicles have car-type tyres, which can be partly hidden by bodywork. This breaks up the "two circles moving sideways" philosophy used in creating the project. Until there is some evidence of a problem, IMMA does not see the need to change this scope.

A.5. PROPOSAL

REGULATION No. 98 – (Headlamps with gas-discharge light sources)

Paragraph SCOPE, renumber as paragraph 0. and amend to read:

"0. SCOPE 1/

This Regulation applies to:

(a) headlamps, and

(b) distributed lighting systems,

utilizing gas-discharge light sources, for vehicles of categories [L,] M and N."

B.5. JUSTIFICATION

Paragraph 5.18. of Regulation No. 53 allows the fitment of devices approved for category M₁ and N₁ vehicles. In this context, some motorcycles have already been approved when fitted with High Intensity Discharge (HID) headlamps. Therefore, the L category has to be included in the scope of Regulation No. 98.

IMMA firmly believes that HID for motorcycles will be a big safety benefit, particularly as most other vehicles will soon have such lamps. IMMA does not think that the issue of levelling is quite the same as for cars.

IMMA recognizes the concerns expressed at fifty-fifth GRE session and is in the course of studying the issues involved, based on advice given to IMMA during informal discussions with lighting experts from the administrations. IMMA hopes to be able to present proposals during fifty-sixth GRE session.
