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**ECONOMIC COMMISSION FOR EUROPE**

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World Forum for Harmonization of Vehicle Regulations

Working Party on Lighting and Light-Signalling

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Geneva, 26-30 March 2007  
Item 9. of the provisional agenda

REGULATIONS Nos. 98 and 112

Proposal for draft Supplement 9 to Regulation No. 98

(Headlamps with gas-discharge light sources)

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 and update the provisions for the adaptation of headlamps when the vehicle is used in a country where traffic moves on the side of the road opposite to that of the country for which the headlamps were designed. The modifications to the current text of the Regulation (up to Supplement 7 to the original version) are marked in **bold** characters.

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

A. PROPOSAL

Text of the Regulation,

Paragraph 3., the reference to footnote 3/ and footnote 3/, should be deleted.

Note by the secretariat: *The reference(s) to further footnote(s) will be renumbered accordingly.*

Insert a new paragraph 5.4., to read:

- "5.4. In the case of headlamps designed to meet the requirements of traffic moving on one side of the road (either right or left) only, appropriate measures shall be taken to prevent discomfort to users in a country where traffic moves on the side of the road opposite to that of the country for which the headlamp was designed. Such measures may be:**
- (a) occulting a part of the outer headlamp lens area;**
  - (b) downward adjustment of the beam. In this case, the adjustment shall be at least 0.5 degree vertically. Horizontal adjustment is allowed;**
  - (c) any other measure to remove the asymmetrical part of the beam.**

**Following the application of this(these) measure(s) the following requirements regarding illumination shall be met:**

- (a) points 50 L (for right-hand traffic) or 50 R (for left-hand traffic) at least five lux;**
- (b) point B 50 R (for right-hand traffic) or B 50 L (for left-hand traffic) not more than one lux."**

Paragraphs 5.4. to 5.11. (former), renumber as paragraphs 5.5. to 5.12.

Insert a new paragraph 13., to read:

**"13. TRANSITIONAL PROVISIONS**

- 13.1. As from the official date of entry into force of Supplement 9, no Contracting Party applying this Regulation shall refuse to grant approvals under this Regulation as amended by Supplement 9 to the original version of the Regulation.**
- 13.2. As from 24 months from the entry into force of Supplement 9, Contracting Parties applying this Regulation shall grant approvals only if the headlamp type to be approved meets the requirements of this Regulation as amended by Supplement 9 to the original version of the Regulation.**
- 13.3. Approvals granted under the preceding supplements to this Regulation shall remain valid.**

- 13.4. **Contracting Parties applying this Regulation shall continue to grant approvals on the basis of the preceding supplements to this Regulation, provided that the headlamps are intended as replacements for fitting to vehicles in use.**
- 13.5. **Contracting Parties applying this Regulation shall not refuse to grant extensions of approvals to the preceding supplements to this Regulation."**

Annex 1, insert a new item 9.8., to read:

**"9.8. Measures according to paragraph 5.4. of this Regulation: ....."**

**B. JUSTIFICATION**

The current text of footnote 3/ to paragraph 3. is worded as a recommendation which has given rise to uncertainties and should have no place in a Regulation. Considering the dangers associated with the headlamp glare, insertion of mandatory requirements seems to be more appropriate.

In addition, the technical provisions have been updated in order to take into account the actual headlamp designs, such as projector type headlamps or complex shape reflector headlamps, for which occulting of the outer lens is not a suitable solution.

Finally, the transitional provisions have been inserted allowing the headlamp manufacturers to ensure the compliance with the updated provisions.

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