
Proposal for Supplement [...] to the original version to Regulation No. 87 (daytime running lamps)

The text reproduced below was prepared by the expert from the Netherlands in order to clarify that with the recent introduction of the mandatory requirement for a tell-tale for the daytime running lamp, in the case the failure provision (for the light sources) according to paragraph 7.4.2.(b) is applied, actually a 'failure tell-tale' is meant, rather than an 'operating tell-tale'. This is a complementary proposal to the proposal for Regulation No. 48 contained in informal document GRE-70-09. The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 7.4., amend to read:

- "7.4. Light source failure
- 7.4.1. In the case of a daytime running lamp containing more than one light source, the daytime running lamp shall comply with the minimum intensity required and the maximum intensity shall not be exceeded.
- 7.4.2. In case of failure of any one light source in a single lamp containing more than one light source, one of the following provisions shall apply:
- (a) The light intensity at the points of standard light distribution defined in Annex 3 shall be at least 80 per cent of the minimum intensity required, or
 - (b) The light intensity in the axis of reference shall be at least 50 per cent of the minimum intensity required, provided that a note in the communication form states that the lamp is only for use on a vehicle fitted with an ~~operating failure~~ **failure** tell-tale.
- 7.4.3. A group of light sources, wired so that the failure of any one of them causes all of them to stop emitting light, shall be considered to be one light source. "

II. Justification

1. During its 68th session GRE adopted a proposal for Regulation No. 87 (ECE/TRANS/WP.29/GRE/2012/37 => ECE/TRANS/WP.29/2013/23) amending the requirements on light source failures.
 2. One of the options accepted was that the light intensity in the axis of reference shall be at least 50 per cent of the minimum intensity required, provided that a note in the communication form states that the lamp is only for use on a vehicle fitted with an 'operating tell-tale'.
 3. During the 69th session of GRE the expert from the Netherlands presented document ECE/TRANS/WP.29/GRE/2013/2, which proposed to also state this mandatory requirement for an 'operating tell-tale' for the daytime running lamp in Regulation No. 48, in the case the failure provision for the light sources according to paragraph 7.4.2.(b) of Regulation No. 87 is applied. However, he also noted that probably only a 'failure tell-tale' rather than an 'operating tell-tale' was envisaged, but pointed out that the current Regulation No. 48 does not incorporate a definition of such 'failure tell-tale'.
 4. This is a complementary proposal to the proposal for Regulation No. 48, contained in informal document GRE-70-09, to change the wording 'operating tell-tale' to 'failure tell-tale' in the aforementioned paragraph 7.4.2.(b) of Regulation No. 87.
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