

Proposal for a new series of amendments to UN Regulation No. 48 (Installation of lighting and light-signalling devices)

The text reproduce below intends to supersede GRE/2019/11. The differences between the two documents are as follow:

- Paragraph 5.26 contains the two proposed alternatives from France.
- Paragraph 5.26.2. contains the proposals from Czech Republic and GTB.
- Paragraph 6.2.7.5.1. contains 3 alternatives for subparagraph (d).
- Paragraph 6.19.7.6. (new) contains the proposal from OICA because of the replacement of “may” by “shall”.
- Paragraph 12.6 contains the OICA proposed changes of the Transitional Provisions, linked to ESS introduction.

Paragraph 2.3.5., amend to read:

“2.3.5. *“Operating tell-tale”* means a visual or auditory signal (or any equivalent signal) indicating that a device has been switched ~~on~~ **ON** and is operating correctly or not.”

Paragraph 2.3.6., amend to read:

“2.3.6. *“Closed-circuit tell-tale”* means a visual (or any equivalent signal) indicating that a device has been switched **ON** ~~on~~, but not indicating whether it is operating correctly or not.”

Paragraph 2.3.10., amend to read:

2.3.10. *“Normal condition of use of a vehicle”* means:

2.3.10.1. For a motor vehicle, when the vehicle is ready to move with its propulsion ~~engine~~ **system** running and its movable components are in the normal position(s) as defined in paragraph 2.3.9.;

2.3.10.2. And for a trailer, when the trailer is connected to a drawing motor vehicle in the conditions as prescribed in paragraph 2.3.10.1. and its movable components are in the normal position(s) as defined in paragraph 2.3.9..

Paragraph 2.3.11., amend to read:

2.3.11. *“Park condition of a vehicle”* means:

2.3.11.1. For a motor vehicle, when the vehicle is at standstill and its propulsion ~~engine~~ **system** is not running and its movable components are in the normal position(s) as defined in paragraph 2.3.9.;

Paragraph 2.7.6., amend to read:

“2.7.6. **Definitions with regard to switching and activation:**

2.7.6.1. “Switch ON” means to manually or automatically operate an illuminating or signalling function to effectively emit light, irrespective of whether the function is operating correctly or not.

- 2.7.6.2. “*Switch OFF*” means to manually or automatically operate an illuminating or signalling function to stop emitting light, irrespective of whether the function is operating correctly or not.
- 2.7.6.3. “*Activate*” means to manually or automatically enable an illuminating or signalling function, irrespective of whether light is emitted or not (e.g. enable stand-by mode).
- 2.7.6.4. “*Deactivate*” means to manually or automatically disable an illuminating or signalling function, irrespective of whether light is emitted or not (e.g. disable stand-by mode).
- 2.7.6.5. “*Sequential activation*” means an electrical connection where the individual light sources of a lamp are wired such that they are ~~activated~~ switched ON in a predetermined sequence **[according to the relevant Regulations.]**”

Paragraph 2.10.11..., new to read:

[2.10.11. “*V plane*” means a vertical plane parallel to the median longitudinal plane of the vehicle and containing the centre of reference of the lamp.]

Paragraph 2.10.11..., renumbered:

- 2.10.~~11~~**12.** “*Transverse plane*” means a vertical plane perpendicular to the median longitudinal plane of the vehicle.

Paragraph 2.10.12..., renumbered:

- 2.10.~~12~~**13.** “*Angle of divergence*” means the angle between the straight lines connecting the centre of reference to the centre of the receiver and to the centre of the source of illumination.

Paragraph 2.10.13..., renumbered:

- 2.10.~~13~~**14.** “*Illumination angle*” means the angle between the axis of reference and the straight line connecting the centre of reference to the centre of the source of illumination.

Paragraph 2.10.14..., renumbered:

- 2.10.~~14~~**15.** “*Angle of rotation*” means the angle through which the retro-reflective device is rotated about its axis of reference starting from one given position.

Paragraph 2.10.15..., renumbered:

- 2.10.~~15~~**16.** “*Angular diameter of the retro-reflective device*” means the angle subtended by the greatest dimension of the visible area of the illuminating surface, either at the centre of the source of illumination or at the centre of the receiver.

Paragraph 2.10.16..., renumbered:

- 2.10.~~16~~**17.** “*Illumination of the retro-reflective device*” is the abbreviated expression used conventionally to designate the illumination measured in a plane perpendicular to the incident rays and passing through the centre of reference.

Paragraph 2.10.17..., renumbered:

- 2.10.~~17~~**18.** “*Coefficient of luminous intensity (CIL)*” means the quotient of the luminous intensity reflected in the direction considered, divided by the illumination of the retro-reflective device for given angles of illumination, divergence and rotation.

Paragraph 4.2., amend to read:

- “4.2. An approval number shall be assigned to each type approved. Its first two digits (at present **07**, corresponding to the **07** series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign this number to another vehicle type or to the same vehicle type submitted with equipment not specified in the list referred to in paragraph 3.2.2. above, subject to the provisions of paragraph 7. of this Regulation.”

Paragraph 5.7.1.1., amend to read:

- “5.7.1.1. The photometric and colorimetric requirements of a lamp shall be fulfilled when all other functions with which this lamp is grouped, combined or reciprocally incorporated are switched OFF.
However, when a front or rear position lamp is reciprocally incorporated with one or more other function(s) which can be ~~activated~~ **switched ON** together with them, the requirements regarding colour of each of these other functions shall be fulfilled when the reciprocally incorporated function(s) and the front or rear position lamps are switched ON.”

Paragraph 5.9., amend to read:

- “5.9. In the absence of specific instructions, the photometric characteristics (e.g. intensity, colour, apparent surface, etc.) of a lamp shall not be intentionally varied during the period ~~of activation~~ **of when the lamp is switched ON.**”

Paragraph 5.9.2., amend to read:

- “5.9.2. The photometric characteristics of any lamp may vary:
(a) In relation to the ambient light;
(b) As a consequence of ~~the activation of~~ other lamps **being switched ON or OFF**; or
(c) When the lamps is being used to provide another lighting function; provided that any variation in the photometric characteristics is in compliance with the technical provisions for the lamp concerned.”

Paragraph 5.11. and related sub paragraphs, amend to read:

- “5.11. The electrical connections shall be such that the front and rear position lamps, the end-outline marker lamps, if they exist, the side-marker lamps, if they exist, and the rear registration plate lamp can only be switched ON and OFF simultaneously.
- 5.11.1. This ~~condition~~ **requirement** does not apply **while one or more of the following conditions exist:**
- 5.11.1.1. (a) ~~When~~ front and rear position lamps ~~are switched ON~~, as well as side-marker lamps when combined or reciprocally incorporated with said lamps, **are switched ON** as parking lamps; ~~or~~
- 5.11.1.2. (b) ~~When~~ side-marker lamps flash in conjunction with direction indicators; ~~or~~
- [(c) daytime running lamps are switched ON;]**
- 5.11.2. (d) ~~to~~ front position lamps ~~when their~~ function is substituted under the provisions of paragraph 5.12.1. below.
- 5.11.3. In the case of an interdependent lamp system, all light sources shall be switched ON and OFF simultaneously.”

Paragraph 5.12., amend to read:

“5.12. The electrical connections shall be such that the main-beam and dipped-beam headlamps and the front fog lamps cannot be switched ~~on~~ **ON** unless the lamps referred to in paragraph 5.11. are also switched ~~on~~ **ON**. This requirement shall not apply, however, to main-beam or dipped-beam headlamps when their luminous warnings consist of the intermittent lighting up at short intervals of the main-beam headlamp or the intermittent lighting up at short intervals of the dipped-beam headlamp or the alternate lighting up at short intervals of the main-beam and dipped-beam headlamps.”

Paragraph 5.12.1.1., amend to read:

“5.12.1.1. Their electrical connections are such that in case of failure of any of these lighting devices the front position lamps are automatically ~~reactivated~~ **switched ON again**; and”

Paragraph 5.14.3., amend to read:

“5.14.3. It shall be possible to move the lamps into the position of use and to switch them ~~on~~ **ON** by means of a single control, without excluding the possibility of moving them into the position of use without switching them ~~on~~ **ON**. However, in the case of grouped main-beam and dipped-beam headlamps, the control referred to above is required only to activate the dipped-beam headlamps.”

Paragraph 5.14.4., amend to read:

“5.14.4. It shall not be possible deliberately, from the driver's seat, to stop the movement of switched ~~on~~ **ON** lamps before they reach the position of use. If there is a danger of dazzling other road users by the movement of the lamps, they may light up only when they have reached their position of use.”

Paragraph 5.18.3., amend to read:

“5.18.3. Where additional lamps for the above functions are fitted and are ~~activated~~ **switched ON**, when the movable component is in any fixed open position, provided that these additional lamps satisfy all the position, geometric visibility and photometric requirements applicable to the lamps installed on the movable component.”

Paragraph 5.18.4., amend to read:

“5.18.4. In the case where the functions referred to in paragraph 5.18. are obtained by an interdependent lamp system either of the following conditions shall apply:

(a) Should the complete interdependent lamp system be mounted on the moving component(s), the requirements of paragraph 5.18.1. shall be satisfied. However, additional lamps for the above functions may be ~~activated~~ **switched ON**, when the movable component is in any fixed open position, provided that these additional lamps satisfy all the position, geometric visibility, colorimetric and photometric requirements applicable to the lamps installed on the movable component.

or

(b) Should the interdependent lamp system be partly mounted on the fixed component and partly mounted on a movable component, with the exception of direction indicator lamps, the interdependent lamp(s) specified by the Applicant during the device approval procedure shall meet all the position, outwards geometric visibility, colorimetric and photometric requirements for those lamps, at all fixed positions of the movable component(s).

The inwards geometric visibility requirement(s) is(are) deemed to be satisfied if this(these) interdependent lamp(s) still conform(s) to the photometric values prescribed in the field of light distribution for the approval of the device, at all fixed positions of the movable component(s).

For direction indicator lamps, the interdependent lamp(s) specified by the Applicant during the device approval procedure shall meet all the position, geometric visibility, photometric and colorimetric requirements at all fixed positions of the movable component(s). This does not apply where, to fulfil or complete the geometric visibility angle, additional lamps are ~~activated~~ **switched ON** when the movable component is in any fixed open position, provided that these additional lamps satisfy all the position, photometric and colorimetric requirements applicable to the direction indicator lamps installed on the movable component.”

Paragraph 5.21.1., amend to read:

“5.21.1. Additional lamps satisfying all the position, geometric visibility, colorimetric and photometric requirements for the above indicated lamps shall be ~~activated~~ **switched ON** when the apparent surface in the direction of the reference axis of these lamps is more than 50 per cent hidden by the movable component;”

Paragraph 5.26., amend to read:

“5.26. Rear direction indicator lamps **of category 2b**, rear position lamps **of category R2**, stop lamps **of category S2** (~~except stop lamps of category S4~~) and rear fog lamps **of category F2** with variable luminous intensity control, which respond simultaneously to ~~at least one~~ **or more** of the following **[external influences conditions]**: ~~ambient lighting, fog, snowfall, rain, spray, dust clouds, contamination of the light emitting surface, listed in paragraph[s] 5.26.1. [and 5.26.2.],~~ are allowed, provided that

Proposal before GRE/2019/4 from F
[their prescribed intensity relationship if applicable]

Solution A from France
for each of the lamps mentioned above that can be considered separately, the specific prescribed intensity relationship with each of the other lamps, if applicable,]

Solution B from France
[the intensity of the all lamps mentioned above vary in the same proportion, and that the specific prescribed intensity relationship with each of the other lamps, if applicable.]

is maintained throughout variation transitions.

~~No sharp variation of intensity shall be observed during transition. Stop lamps of category S4 may produce variable luminous intensity independent from the other lamps. It may be possible for the driver to set the functions above to luminous intensities corresponding to their steady category and to return them to their automatic variable category.~~

5.26.1. Environmental conditions

Increase and reduction of the luminous intensity, in the limits prescribed in the pertinent UN Regulations, is allowed in relation to the following conditions:

- a) ambient lighting,
- b) fog,
- c) snowfall,
- d) rain,
- e) spray,
- f) dust clouds,
- g) contamination of the light emitting surface.

5.26.2. Traffic conditions

Independent from environmental conditions mentioned under 5.26.1. a reduction of the luminous intensity, in the limits prescribed in the pertinent UN Regulations, is allowed as long as the distance between vehicles is equal or less [20 m].

Proposal CZ (28.02.2019)

However as long as distance between vehicles is equal or less than [50] m the intensity reduction already activated shall remain active.

Proposal GTB:

However as long as the vehicle speed is equal or less than [20] km/h the intensity reduction already activated may remain active.]

5.26.3. Stop lamps of category S4 may produce variable luminous intensity, based on the ~~external influences conditions~~ listed in paragraph[s] 5.26.1. ~~and 5.26.2.~~, independently from the other lamps.

5.26.4. No sharp variation of intensity shall be observed during transition.

It may be possible for the driver to set the functions above to luminous intensities corresponding to their steady category and to return them to their automatic variable category”

Paragraph 6.1., amended to read:

“6.1. Main-beam headlamp (UN Regulations Nos. 98, 112 ~~or and~~ [RID])”

Paragraph 6.1.2., amend to read:

“6.1.2. Number

Two or four, type approved according to

(a) UN Regulation No. 98 or 112, excluding Class A headlamp
or

(b) UN Regulation [RID], Classes B and D headlamps only

For vehicles of the category N₃: Two extra main-beam headlamps may be installed.

Where a vehicle is fitted with four concealable headlamps the installation of two additional headlamps shall only be authorized for the purpose of light-signalling, consisting of intermittent illumination ~~illumination~~ **switching ON**, at short intervals (see paragraph 5.12. above) in daylight.”

Paragraph 6.1.7.1., amend to read:

“6.1.7.1. Except when they are used to give intermittent luminous warnings at short intervals, the main-beam headlamps may be switched ON only when ~~the master light switch is in headlamps ON position or in "AUTO" (automatic) position and the dipped-beam~~

headlamps are manually activated or the conditions for automatic ~~activation~~ **switching ON** of dipped-beam **headlamps** exist. ~~In the latter case,~~ **Consequently**, the main beam headlamps shall be switched ~~OFF~~ **off** automatically when **the dipped-beam headlamps are manually deactivated** or the conditions for automatic ~~activation~~ **switching ON** of dipped-beam **headlamps** ceased to exist.”

Paragraph 6.1.7.2., amend to read:

“6.1.7.2. The control of the main-beam headlamps may be automatic regarding their ~~activation and deactivation~~ **switching ON and OFF**, the control signals being produced by a sensor system which is capable of detecting and reacting to each of the following inputs:

- (a) Ambient lighting conditions;
- (b) The light emitted by the front lighting devices and front light-signalling devices of oncoming vehicles;
- (c) The light emitted by the rear light-signalling devices of preceding vehicles.

Additional sensor functions to improve performance are allowed.

For the purpose of this paragraph, "vehicles" means vehicles of categories L, M, N, O, T, as well as bicycles, such vehicles being equipped with retro-reflectors, with lighting and light-signalling devices, which are switched ON.”

Paragraph 6.1.7.3., amend to read:

“6.1.7.3. It shall always be possible to switch the main-beam headlamps ON and OFF manually and to manually ~~switch off~~ **deactivate** the automatic control of the main-beam headlamps. Moreover, the switching OFF of the main-beam headlamps and **the deactivation** of their automatic control shall be by means of a simple and immediate manual operation; the use of sub-menus is not allowed.”

Paragraph 6.1.7.4., amend to read:

“6.1.7.4. The main-beam headlamps may be switched ~~on~~ **ON** either simultaneously or in pairs. In case the extra two main-beam headlamps are installed, as permitted under paragraph 6.1.2. for vehicles of the category N₃ only, no more than two pairs may be simultaneously lit. For changing over from the dipped to the main beam at least one pair of main-beam headlamps shall be switched ~~on~~ **ON**. For changing over from the main-beam to the dipped-beam all main-beam headlamps shall be switched ~~off~~ **OFF** simultaneously.”

Paragraph 6.1.7.5., amend to read:

“6.1.7.5. The dipped-beams may remain switched ~~on~~ **ON** at the same time as the main beams.”

Paragraph 6.1.7.6., amend to read:

“6.1.7.6. Where four concealable headlamps are fitted their raised position shall prevent the simultaneous operation of any additional headlamps fitted, if these are intended to provide light signals consisting of intermittent ~~illumination~~ **switching ON** at short intervals (paragraph 5.12.) in daylight.”

Paragraph 6.1.9.1., amend to read:

“6.1.9.1. The aggregate maximum intensity of the main-beam headlamps which can be switched ~~on~~ **ON** simultaneously shall not exceed 430,000 cd, which corresponds to a reference value of 100.”

Paragraph 6.1.9.3., amend to read:

“6.1.9.3. Automatic ~~activation and deactivation~~ **switching ON and OFF** of the main-beam headlamps:”

Paragraph 6.1.9.3.1., amend to read:

“6.1.9.3.1. The sensor system used to control the automatic ~~activation and deactivation~~ **switching ON and OFF** of the main-beam headlamps, as described in paragraph 6.1.7.1., shall comply with the following requirements:”

Paragraph 6.2., amend to read:

"6.2. Dipped-beam headlamp (UN Regulations Nos. 98, 112 ~~or and~~ [RID])"

Paragraph 6.2.7. and its subparagraphs, amend to read:

“6.2.7. Electrical connections

6.2.7.1. ~~The control for changing over to the dipped beam shall switch off all main-beam headlamps simultaneously.~~ **When changing from main beam to dipped-beam, all main-beams shall be switched OFF simultaneously.**

6.2.7.2. The dipped-beam may remain switched ~~on~~ **ON** at the same time as the main-beam.”

Paragraph 6.2.7.3., amend to read:

“6.2.7.3. In the case of dipped-beam headlamps according to Regulation No. 98, or [RID] the gas-discharge light sources shall remain switched ~~on~~ **ON** during the main-beam operation.”

Paragraph 6.2.7.5., been deleted

Paragraph 6.2.7.6., amend to read:

6.2.7.56- The dipped-beam headlamps shall be switched ON and OFF automatically relative to the ambient light conditions (~~e.g. switch ON during night time driving conditions, tunnels, etc.~~) according to the requirements of Annex 13.

[When the dipped beam headlamps are required to be switched ON according to the requirements of annex 13, the Daytime Running Lamps must be switched OFF.]

In addition, the following sub-paragraphs 6.2.7.5.1. **[and 6.2.7.5.2.]** apply.

6.2.7.5.1. Irrespective of the requirements of paragraph 6.2.7.5, under conditions requiring the dipped beam headlamps to be switched ON, the dipped-beam headlamps may remain switched OFF or, once automatically switched ON, may be switched OFF manually and remain switched OFF while one or more of the following conditions exist:

- (a) the automatic transmission control is in the park position;
- (b) the parking brake is in the locked position;
- (c) prior to the vehicle being set in motion for the first time after each manual activation of the device, which starts and/or stops the propulsion system.

Alternative 1

- (d) the vehicle speed does not exceed **15 km/h. [In this case, the lamps referred to in paragraph 5.11. shall be switched ON];**

Alternative 2 (based on the wording in the new AEBS regulation)

- (d) the vehicle speed does not exceed **15 km/h** and the control shall be designed in such a way that manual deactivation shall not be possible with less than two deliberate actions.

Alternative 3 (from OICA)

- (d) the vehicle speed does not exceed 15 km/h. The lamps referred to in paragraph 5.11. shall be switched ON or, the lamps referred to in 5.11 may remain switched OFF provided that throughout the entire period that these lamps are switched OFF, a clear indication/warning is provided to the driver.
- (e) the front fog lamps are switched ON.

[(f)]

The automatic operation of the dipped-beam headlamps shall be resumed as soon as the conditions in this paragraph described in paragraph 6.2.7.5.1. no longer exist.

~~6.2.7.5.2. Irrespective of the requirements of paragraph 6.2.7.5., under conditions requiring the dipped beam headlamps to be switched ON, it shall be possible to switch OFF manually the dipped beam headlamps that shall remain switched OFF, unless manually switched ON again, while the following conditions exist:~~

~~(a) the automatic operation of the dipped beam headlamps as indicated in 6.2.7.5. is resumed each time the device which starts and/or stops the propulsion system is set in a position which makes it possible for the propulsion system to operate;~~

~~(b) throughout the entire period that the dipped beam headlamps remain switched OFF, a clear indication/warning is provided to the driver.~~

~~This indication/warning shall only be extinguished when:~~

~~(i) the device which starts and/or stops the propulsion system is set in a position which makes it impossible for the propulsion system to operate, or~~

~~(ii) the automatic operation of the dipped beam headlamps as indicated in 6.2.7.5. has been resumed.]~~

Paragraph 6.2.7.6., new to read:

6.2.7.6. Irrespective of the requirements of paragraph 6.2.7.5., it shall always be possible to switch the dipped beam headlamps ON manually.

Paragraph 6.2.7.7., new to read:

**6.2.7.7. ~~The automatic operation of the dipped beam headlamps shall be resumed as soon as the conditions described in paragraph 6.2.7.5.1. no longer exist.~~
The driver shall at all times be able to engage the automatic operation.**

Paragraph 6.2.7.7., amend to read:

6.2.7.78 Without prejudice 6.2.7.56.1., Irrespective of In addition to the requirements of paragraph 6.2.7.5., Notwithstanding the provisions of paragraph 6.2.7.5., in cases where the ambient illuminance is 1,000 lx or more the dipped-beam headlamps may switch ON and OFF automatically relative to other factors such as time or ambient conditions (e.g. time of the day, vehicle location, rain, fog,

Paragraph 6.2.8.2., amend to read:

- “6.2.8.2. A visual tell-tale whether flashing or not is mandatory:**
- (a) In the case where the whole beam or the kink of the elbow of the cut-off is moved to produce bend lighting; or
 - (b) If one or more LED modules are used to produce the principal dipped-beam, except when they are wired so that the failure of any one LED module causes all of them to stop emitting light.

It shall be activated:

- (a) In the event of a malfunction of the displacement of the kink of the elbow of the cut-off; or
- (b) In case of a failure of any one of the LED module(s) producing the principal dipped-beam, except when they are wired so that the failure of any one LED module causes all of them to stop emitting light.

It shall remain activated while the failure is present. It may be cancelled temporarily, but shall be repeated whenever the device, which starts and stops the **engine propulsion system**, is switched ~~on~~ **ON** and ~~off~~ **OFF**.”

Paragraph 6.2.9., amend to read:

“6.2.9. Other requirements

The requirements of paragraph 5.5.2. shall not apply to dipped-beam headlamps.

Dipped-beam headlamps with a light source or LED module(s) producing the principal dipped-beam and having a total objective luminous flux which exceeds 2,000 lumen shall only be installed in conjunction with the installation of headlamp cleaning device(s) according to Regulation No. 45¹.

With respect to vertical inclination the provisions of paragraph 6.2.6.2.2. above shall not be applied for dipped-beam headlamps with a light source or LED module(s) producing the principal dipped beam and having an objective luminous flux which exceeds 2,000 lumens.

In the case of filament lamps for which more than one test voltage is specified, the objective luminous flux which produces the principal dipped-beam, as indicated in the communication form for the type approval of the device, is applied.

In the case of dipped-beam headlamps equipped with an approved light source, the applicable objective luminous flux is the value at the relevant test voltage as given in the relevant data sheet in the Regulation, according to which the applied light source was approved, without taking into account the tolerances to the objective luminous flux specified on this datasheet.

Only dipped-beam headlamps according to Regulation Nos. 98, ~~or~~ 112 **or** [RID] may be used to produce bend lighting.

If bend lighting is produced by a horizontal movement of the whole beam or the kink of the elbow of the cut-off, it shall be ~~activated~~ **switched ON** only if the vehicle is in forward motion; this shall not apply if bend lighting is produced for a right turn in right hand traffic (left turn in left hand traffic).

¹ Contracting Parties to the respective UN Regulations can still prohibit the use of mechanical cleaning systems when headlamps with plastic lenses, marked "PL", are installed.”

Paragraph 6.4.7.1., amend to read:

“6.4.7.1. They shall be such that the lamp can ~~light up~~ **be switched ON** only if the reverse gear is engaged and if the device which controls the starting and stopping of the ~~engine~~ **propulsion system** is in such a position that operation of the ~~engine~~ **propulsion system** is possible. It shall not ~~light up~~ **switch ON** or remain ~~lit~~ **ON** if either of the above conditions is not satisfied.”

Paragraph 6.4.7.2., amend to read:

“6.4.7.2. Moreover, the electrical connections of the two optional devices mentioned in paragraph 6.4.2.2. shall be such that these devices cannot ~~illuminate~~ **be switched ON** unless the lamps referred to in paragraph 5.11. are switched ~~on~~ **ON**.

The devices fitted on the side of the vehicle may be switched ~~on~~ **ON** for slow manoeuvres in forward motion of the vehicle up to a maximum speed of ~~10 km/h~~ **15 km/h**, provided that the following conditions are fulfilled:

(a) The devices shall be switched ON and OFF manually by a separate ~~switch~~ **control**;

(b) If so switched ON, they may remain ON after reverse gear is disengaged;

(c) They shall be automatically switched ~~off~~ **OFF** if the forward speed of the vehicle exceeds ~~10 km/h~~ **15 km/h**, regardless of the position of the separate ~~switch~~ **control**; in this case they shall remain switched ~~off~~ **OFF** until deliberately being switched ~~on~~ **ON** again.”

Paragraph 6.5.7., amend to read:

“6.5.7. Electrical connections
Direction-indicator lamps shall switch ~~on~~ **ON** independently of the other lamps. All direction-indicator lamps on one side of a vehicle shall be switched ~~on~~ **ON** and ~~off~~ **OFF** by means of one control and shall flash in phase.

On M₁ and N₁ vehicles less than 6 m in length, with an arrangement complying with paragraph 6.5.5.2. above, the amber side-marker lamps, when mounted, shall also flash at the same frequency (in phase) with the direction-indicator lamps.”

Paragraph 6.6.7.2., amend to read:

“6.6.7.2. The hazard warning signal may be ~~activated~~ **switched ON** automatically in the event of a vehicle being involved in a collision or after ~~the de-activation of~~ the emergency stop signal **has been switched OFF**, as specified in paragraph 6.23. below. In such cases, it may be ~~turned off~~ **switched OFF** manually.

In addition, the hazard warning signal may be switched ~~on~~ **ON** automatically to indicate to other road-users the risk of imminent danger as defined by Regulations; in this case, the signal shall remain switched ~~on~~ **ON** until it is manually or automatically switched ~~off~~ **OFF**.”

Paragraph 6.6.9., amend to read:

“6.6.9. Other requirements
As specified in paragraph 6.5.9. If a power-driven vehicle is equipped to draw a trailer the hazard warning signal control shall also be capable of bringing the direction-indicator lamps on the trailer into action. The hazard warning signal shall be able to function even if the device which starts or stops the ~~engine~~ **propulsion system** is in a position which makes it impossible to start the ~~engine~~ **propulsion system**.”

Paragraph 6.7.7.1., amend to read:

“6.7.7.1. All stop lamps shall ~~light up~~ **be switched ON** simultaneously when the braking system provides the relevant signal defined in Regulations Nos. 13 and 13-H.”

Paragraph 6.7.7.2., amend to read:

- “6.7.7.2. The stop lamps need not function if the device, which starts and/or stops the ~~engine~~ **propulsion system**, is in a position that makes it impossible for the ~~engine~~ **propulsion system** to operate.”

Paragraph 6.8.9., amend to read:

- “6.8.9. Other requirements
When the rear registration plate lamp is combined with the rear position lamp, reciprocally incorporated in the stop lamp or in the rear fog lamp, the photometric characteristics of the rear registration plate lamp may be modified during the ~~illumination of~~ **entire time** the stop lamp or the rear fog lamp is switched **ON**.”

Paragraph 6.9.7., amend to read:

- “6.9.7. Electrical connections
In accordance with paragraph 5.11.

However, if a front position lamp is reciprocally incorporated with a direction-indicator the electrical connection of the front position lamp on the relevant side of the vehicle or the reciprocally incorporated part of it may be such that it is switched ~~off~~ **OFF** during the ~~entire~~ **period time** (both ON and OFF cycle) of ~~activation~~ **operation** of the direction-indicator lamp.”

Paragraph 6.9.8, amend to read:

- “6.9.8. Tell-tale
Circuit-closed tell-tale mandatory.

This tell-tale shall be non-flashing and shall not be required if the instrument panel lighting can only ~~be turned on~~ **switch ON** simultaneously with the front position lamps.

This requirement does not apply while the Daytime Running Lamps are switched ON.

However, a tell-tale indicating failure is mandatory if required by the component regulation.”

Paragraph 6.9.9.1., amend to read:

- “6.9.9.1. If one or more infrared radiation generator(s) is (are) installed inside the front position lamp, it (they) is (are) allowed to be ~~activated~~ **switched ON** only when the headlamp on the same side of the vehicle is switched ~~on~~ **ON** and the vehicle is in forward motion. In the event that the front position lamp or the headlamp on the same side fails, the infrared radiation generator(s) shall be automatically switched ~~off~~ **OFF**.”

Paragraph 6.10.7., amend to read:

- “6.10.7. Electrical connections
In accordance with paragraph 5.11.

However, if a rear position lamp is reciprocally incorporated with a direction-indicator, the electrical connection of the rear position lamp on the relevant side of the vehicle or the reciprocally incorporated part of it may be such that it is switched OFF during the ~~entire~~ **period time** (both ON and OFF cycle) of ~~activation~~ **operation** of the direction-indicator lamp.”

Paragraph 6.10.8, amend to read:

- “6.10.8. Tell-tale.
Circuit-closed tell-tale mandatory. It shall be combined with that of the front position lamps.
This requirement does not apply when Daytime Running Lamps are switched ON.
However, a tell-tale indicating failure is mandatory if required by the component regulation.”

Paragraph 6.11.7. and related sub-paragraph, amend to read:

- “6.11.7. Electrical connections
These shall be such that:
- 6.11.7.1. The rear fog-lamp(s) cannot be switched ~~on~~ **ON** unless the main beams, dipped-beams or front fog-lamps are ~~not~~ **switched ON**;
- 6.11.7.2. The rear fog-lamp(s) can be switched ~~off~~ **OFF** independently of any other lamp;
- 6.11.7.3. Either of the following applies:
- 6.11.7.3.1. The rear fog lamp(s) may continue to operate until the position lamps are switched ~~off~~ **OFF**, and the rear fog lamp(s) shall then remain ~~off~~ **OFF** until deliberately switched ~~on~~ **ON** again;
- 6.11.7.3.2. A warning, at least audible, additional to the mandatory tell-tale (paragraph 6.11.8.) shall be given if the ignition is switched ~~off~~ **OFF** or the ignition key is withdrawn and the driver's door is opened, whether the lamps in (paragraph 6.11.7.1.) are ~~on~~ **ON** or ~~off~~ **OFF**, whilst the rear fog lamp ~~switch~~ **control** is in the ~~on~~ **ON** position.
- 6.11.7.4. Except as provided in paragraphs 6.11.7.1., 6.11.7.3. and 6.11.7.5., the operation of the rear fog lamp(s) shall not be affected by switching ~~on~~ **ON** or ~~off~~ **OFF** any other lamps.
- 6.11.7.5. The rear fog lamp(s) of a drawing motor vehicle may be automatically switched ~~off~~ **OFF** while a trailer is connected and the rear fog lamp(s) of the trailer is (are) ~~activated~~ **switched ON**.”

Paragraph 6.12.7., amend to read:

- “6.12.7. Electrical connections
The connection shall allow the parking lamp(s) on the same side of the vehicle to be ~~not~~ **switched ON** independently of any other lamps.

The parking lamp(s) and, if applicable, the front and rear position lamps according to paragraph 6.12.9. below, shall be able to operate even if the device which starts the ~~engine~~ **propulsion system** is in a position which makes it impossible for the ~~engine~~ **propulsion system** to operate. A device which automatically ~~deactivates~~ **switches OFF** these lamps as a function of time is prohibited.”

Paragraph 6.12.9., amend to read:

- “6.12.9. Other requirements

The functioning of this lamp may also be performed by simultaneously switching ~~on~~ **ON** the front and rear position lamps on the same side of the

vehicle. In this case, lamps that meet the requirements of front or rear position lamps are deemed to meet the requirements of parking lamps.”

Paragraph 6.18.9., amend to read:

- “6.18.9. Other requirements
When the rearmost side-marker lamp is combined with the rear position lamp reciprocally incorporated with the rear fog-lamp or stop lamp, the photometric characteristics of the side-marker lamp may be modified during the ~~illumination~~ **entire time** of the rear fog lamp or stop lamp **are switched ON**.
Rear side-marker lamps shall be amber if they flash with the rear direction-indicator lamp.”

Paragraph 6.19.7.1., amend to read:

- 6.19.7.1. The daytime running lamps shall be switched ON automatically when the device which starts and/or stops the ~~engine~~ (propulsion system) is set in a position which makes it possible for the ~~engine~~ (propulsion system) to operate **and neither of the following exist**
- (a) **the front fog lamps are switched ON;**
 - (b) **the headlamps are manually switched ON, except when they are used to give intermittent luminous warnings at short intervals;**
 - (c) **conditions of Annex 13 for automatic switching ON of dipped-beam headlamps exist.**

Paragraph 6.19.7.2., new to read:

- 6.19.7.2. ~~However,~~ Irrespective of the requirements of paragraphs 6.19.7.1 and **6.19.7.5. 6.19.7.4.**, under conditions requiring the daytime running lamps to be switched ON, the daytime running lamps may remain OFF or, **once automatically switched ON, may be switched OFF manually and remain OFF** while at least one of the following conditions exists:
- ~~6.19.7.1.1~~ (a) ~~the automatic transmission control is in the park position; or~~
 - ~~6.19.7.1.2~~ (b) ~~the parking brake is in the locked position;~~
 - ~~6.19.7.1.3~~ (c) ~~P~~**p**rior to the vehicle being set in motion for the first time after each manual activation of **the device, which starts and/or stops** the propulsion system.
 - 6.19.7.2. (d) ~~The daytime running lamps may be switched OFF manually when the vehicle speed does not exceed 15 km/h, provided they switch ON automatically when the vehicle speed exceeds 10 km/h or when the vehicle has travelled more than 100 m] and they remain ON until deliberately switched off again.~~

Paragraph 6.19.7.3., new to read:

- 6.19.7.3. **The automatic operation of the daytime running lamps shall be resumed as soon as the conditions described in paragraph 6.19.7.2. no longer exist.**

Paragraph 6.19.7.3., amended to read:

- 6.19.7.34. The daytime running lamp shall switch OFF automatically when the device which starts and/or stops the propulsion system is set in a position which makes it impossible for the propulsion system to operate ~~or~~ **as well as when either of the following conditions exists:**
- (a) **the front fog lamps are switched ON; or**

- (b) the headlamps are manually switched ON, except when ~~the later~~ they are used to give intermittent luminous warnings at short intervals⁴⁵;
- (c) conditions of Annex 13 for automatic switching ON of dipped-beam headlamps exist.

Paragraph 6.19.7.4., amended to read:

[6.19.7.45. When daytime running lamps are switched ON, at least the rear position lamps shall be switched ON. Other lamps may also be switched ON according to paragraph 5.11.]

Paragraph 6.19.7.5., amended to read:

Proposal from OICA because of the replacement of “may” by “shall”

- 6.19.7.56. If the distance between the **[edges of the apparent surfaces in the direction of the reference axis of the]** front direction-indicator lamp **[of categories 1, 1a or 1b and that edge of]** the daytime running lamp **[on the same side of the vehicle]** is equal or less than 40 mm, the electrical connections of the daytime running lamp **[on the relevant side of the vehicle]** **[may shall]** be such that **[during the entire period (both ON and OFF cycle) of activation operation of the direction indicator lamp,** either:
- ~~(a) It is switched OFF; or~~
 - ~~(b) Its luminous intensity is reduced during the entire period (both ON and OFF cycle) of activation of a front direction indicator lamp.~~

6.19.7.6.1. for category 1 front direction-indicator lamp either:

- (a) the daytime running lamp on the relevant side of the vehicle is switched OFF during the entire period (both ON and OFF cycle) of operation of the front direction-indicator lamp; or**
- (b) the luminous intensity of the daytime running lamp on the relevant side of the vehicle is reduced during the entire period (both ON and OFF cycle) of operation of the front direction-indicator lamp, to attain not more than 140 cd in any direction the lamp is visible. The conformity to this requirement shall be verified at the time of the daytime running lamp type approval and indicated in the related communication form.**

6.19.7.6.2. for category 1a or 1b front direction-indicator lamp such that either:

- (a) the daytime running lamp on the relevant side of the vehicle is switched OFF during the entire period (both ON and OFF cycle) of operation of the front direction-indicator lamp; or**
- (b) the luminous intensity of the daytime running lamp on the relevant side of the vehicle is reduced during the entire period (both ON and OFF cycle) of operation of the front direction-indicator lamp, to attain not more than 140 cd in any direction the lamp is visible. The conformity to this requirement shall be verified at the time of the daytime running lamp type approval and indicated in the related communication form; or**
- (c) the daytime running lamp is not switched OFF as required under (a) of this paragraph nor dimmed as mentioned under (b) of this paragraph provided that the luminous intensity in HV of the daytime running lamp is less or equal to that in HV of the direction indicator lamp. The concerned value, verified at the time of both lamps type approval, shall be indicated in the related communication form."]**

Paragraph 6.19.7.6., amended to read:

"6.19.7.67. If a **[front]** direction-indicator lamp is reciprocally incorporated with a daytime running lamp **[in such a way that they have:**

6.19.7.6.1. totally common apparent surfaces, the electrical connections **[of the daytime running lamp on the same side of the vehicle]** shall be such that the daytime running lamp **function** on the relevant side of the vehicle is switched OFF during the entire period (both ON and OFF cycle) **[activation operation]** of the **[front]** direction-indicator lamp; **[or**

6.19.7.6.2. partially common apparent surfaces, the electrical connections of the daytime running lamp shall be such that:

- (a) the whole daytime running lamp function on the relevant side of the vehicle is switched OFF during the entire period (both ON and OFF cycle) of activation of the front direction-indicator lamp; or**
- (b) the daytime running lamp function on the relevant side of the vehicle is switched off for the part of apparent surface being in common with the one of the front direction indicator lamp and the remaining part [of the apparent surface] is reduced, during the entire period (both ON and OFF cycle) of operation of the front direction-indicator**

lamp, to attain not more than 140 cd in any direction the lamp is visible. The conformity to this requirement shall be verified at the time of the daytime running lamp type approval and indicated in the related communication form.]”

Paragraph 6.20.7., amend to read:

“6.20.7. Electrical connections
The cornering lamps shall be so connected that they cannot be ~~activated~~ **switched ON** unless the main-beam headlamps or the dipped-beam headlamps are switched ON at the same time.”

Paragraph 6.20.7.2., amend to read:

“6.20.7.2. When the reversing lamp is switched ON, both cornering lamps may be switched ~~on~~ **ON** simultaneously, independently from the steering wheel **position** or direction-indicator ~~position operation.~~
If so ~~activated~~ **switched ON**, both cornering lamps shall be switched OFF either:

- (a) When the reversing lamp is switched OFF;
- or
- (b) When the forward speed of the vehicle exceeds ~~10 km/h~~ **15 km/h.**”

Paragraph 6.20.9., amend to read:

“6.20.9. Other requirements
The cornering lamps shall not be ~~activated~~ **switched ON** at vehicle speeds above 40 km/h.”

Paragraph 6.22.7.1.1., amend to read:

“6.22.7.1.1. The lighting units for the main-beam may be ~~activated~~ **switched ON** either simultaneously or in pairs. For changing over from the dipped-beam to the main-beam at least one pair of lighting units for the main-beam shall be ~~activated~~ **switched ON**. For changing over from the main-beam to the dipped-beam all lighting units for the main-beam shall be ~~de-activated~~ **switched OFF** simultaneously.”

Paragraph 6.22.7.1.3., amend to read:

“6.22.7.1.3. It shall always be possible to switch the main-beam headlamps, adaptive or non-adaptive, ON and OFF manually and to manually ~~switch OFF~~ **deactivate** the automatic control. Moreover, the switching OFF, of the main-beam headlamps and **the deactivation** of their automatic control shall be by means of a simple and immediate manual operation; the use of sub-menus is not allowed.”

Paragraph 6.22.7.1.5., amend to read:

“6.22.7.1.5. Where four concealable lighting units are fitted their raised position shall prevent the simultaneous operation of any additional headlamps fitted, if these are intended to provide light signals consisting of intermittent ~~illumination~~ **switching ON** at short intervals (see paragraph 5.12.) in day-light.”

Paragraph 6.22.7.2., amend to read:

“6.22.7.2. Passing-beam lighting:

- (a) The control for changing over to the dipped-beam shall switch ~~off~~ **OFF** all main-beam headlamps or ~~de-activated~~ **switch OFF** all AFS lighting units for the main-beam simultaneously;
- (b) The dipped-beam may remain switched ~~on~~ **ON** at the same time as the main-beams;

- (c) In the case of lighting units for the dipped-beam being equipped with gas discharge light sources, the gas-discharge light sources shall remain switched ~~on~~ **ON** during the main-beam operation.”

Paragraph 6.22.7.3., amend to read:

“6.22.7.3. **The dipped-beam headlamps** ~~Switching ON and OFF of the passing-beam is subject to~~ **shall fulfil** the requirements for "Electrical connection" in paragraph 5.12. and 6.2.7. of this Regulation.”

Paragraph 6.22.7.4.4., amend to read:

- “6.22.7.4.4. The class W-mode(s) of the passing-beam shall not operate unless the front fog lamps, if any, are switched OFF and one or more of the following conditions is/are automatically detected (W-signal applies):
- (a) The wetness of the road has been detected automatically;
 - (b) The windshield wiper is ~~switched ON~~ **operating** and its continuous or automatically controlled operation has occurred for a period of at least two minutes.”

Paragraph 6.22.8.2., amend to read:

“6.22.8.2. A visual failure tell-tale for AFS is mandatory. It shall be non-flashing. It shall be activated whenever a failure is detected with respect to the AFS control signals or when a failure signal is received in accordance with paragraph 5.9. of Regulation No. 123. It shall remain activated while the failure is present. It may be cancelled temporarily, but shall be repeated whenever the device which starts and stops the ~~engine~~ **propulsion system** is switched ~~on~~ **ON** and ~~off~~ **OFF.**”

Paragraph 6.22.9.3.1.3., amend to read:

“6.22.9.3.1.3. The adaptive main-beam shall be switched ~~off~~ **OFF** when the illuminance produced by ambient lighting conditions exceeds 7,000 lx.
Compliance with this requirement shall be demonstrated by the applicant, using simulation or other means of verification accepted by the Type Approval Authority. If necessary the illuminance shall be measured on a horizontal surface, with a cosine corrected sensor on the same height as the mounting position of the sensor on the vehicle. This may be demonstrated by the manufacturer by sufficient documentation or by other means accepted by the Type Approval Authority”

Paragraphs 6.23., amend to read:

[6.23. Emergency stop signal

6.23.1. Presence

~~Optional.~~ Mandatory on motor vehicles

Optional on trailers.

The emergency stop signal shall be given by the simultaneous operation of all the stop or direction-indicator lamps fitted as described in paragraph 6.23.7.]

Paragraph 6.23.7.3. and related sub-paragraphs, amend to read:

- “6.23.7.3. The emergency stop signal shall be ~~activated and deactivated~~ **switched ON and OFF** automatically.
- 6.23.7.3.1. The emergency stop signal shall be ~~activated~~ **switched ON** only when the vehicle speed is above 50 km/h and the braking system is providing the emergency braking logic signal defined in Regulations Nos. 13 and 13-H.

6.23.7.3.2. The emergency stop signal shall be automatically ~~deactivated~~ **switched OFF** if the emergency braking logic signal as defined in Regulations Nos. 13 and 13-H is no longer provided or if the hazard warning signal is activated.”

Paragraph 6.24.9.1., amend to read:

“6.24.9.1. The exterior courtesy lamp shall not be ~~activated~~ **switched ON** unless the vehicle is stationary and one or more of the following conditions is satisfied:

- (a) The ~~engine~~ **propulsion system** is stopped; or
- (b) A driver or passenger door is opened; or
- (c) A load compartment door is opened.

The provisions of paragraph 5.10. shall be met in all fixed positions of use.”

Paragraph 6.24.9.2., amend to read:

“6.24.9.2. Approved lamps emitting white light with the exception of main beam head lamps, day time running lamps and reversing lamps may be ~~activated~~ **switched ON** as courtesy lamp function. They may also be ~~activated~~ **switched ON** together with the exterior courtesy lamps and the condition of paragraphs 5.11. and 5.12. above may not apply.”

Paragraphs 6.25.7.3. to 6.25.7.6., amend to read:

“6.25.7.3. The rear-end collision alert signal shall be ~~activated and deactivated~~ **switched ON and OFF** automatically.

6.25.7.4. The rear-end collision alert signal shall not be ~~activated~~ **switched ON** if the direction indicator lamps, the hazard warning signal or the emergency stop signal is activated.

6.25.7.5. The rear-end collision alert signal may only be ~~activated~~ **switched ON** under the following conditions:

V_r	activation switch ON
$V_r > 30 \text{ km/h}$	$TTC \leq 1.4$
$V_r \leq 30 \text{ km/h}$	$TTC \leq 1.4 / 30 \times V_r$

" V_r (Relative Speed)": means the difference in speed between a vehicle with rear-end collision alert signal and a following vehicle in the same lane.

"TTC (Time to collision)": means the estimated time for a vehicle with rear-end collision alert signal and a following vehicle to collide assuming the relative speed at the time of estimation remains constant.

6.25.7.6. The ~~activation~~ **switch ON** period of the rear-end collision alert signal shall be not more than 3 seconds.”

Paragraph 6.26.7., amend to read:

“6.26.7. Electrical Connections
 Manoeuvring lamps shall be so connected that they cannot be ~~activated~~ **switched ON** unless the main-beam headlamps or the dipped-beam headlamps are switched ON at the same time.

The manoeuvring lamp(s) shall be ~~activated~~ **switched ON** automatically for slow manoeuvres up to 10 km/h provided that one of the following conditions is fulfilled:

- (a) Prior to the vehicle being set in motion for the first time after each manual activation of the propulsion system; or
- (b) Reverse gear is engaged; or
- (c) A camera based system which assists parking manoeuvres is ~~activated~~ **operating**.

The manoeuvring lamps shall be automatically switched ~~off~~ **OFF** if the forward speed of the vehicle exceeds ~~10 km/h~~ **15 km/h** and they shall remain switched ~~off~~ **OFF** until the **switch ON** conditions ~~for activation~~ are met again.”

Paragraph 12., at the end add a new paragraph 12.6. and its subparagraphs to read:

12.6. Transitional provisions applicable to 07 series of amendments.

12.6.1. Entry into force of the 07 series

As from the official date of entry into force of the 07 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 07 series of amendments.

12.6.2. New vehicle types

As of 1 September [20XX], Contracting Parties applying this Regulation shall not be obliged to accept type approvals [of new vehicle types] to the preceding series of amendments, first issued after 1 September [20XX].

12.6.3. New registrations

Proposal from OICA

12.6.3.1. Until 1 September [20YY], Contracting Parties applying this Regulation shall accept type-approvals without emergency stop signal installed, first issued before 1 September [20XX].

12.6.3.2. As from 1 September [20YY], Contracting Parties applying this Regulation shall not be obliged to accept type-approvals issued without emergency stop signal installed.

12.6.3.3. Until 1 September [20YY], Contracting Parties applying this Regulation shall accept type-approvals to the preceding series of amendments, first issued before 1 September [20XX].

12.6.3.4. As from 1 September [20YY], Contracting Parties applying this Regulation shall not be obliged to accept type-approvals issued to the preceding series of amendments to this Regulation.

12.6.4. Contracting parties applying 07 series after entry into force

Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept type-approvals which were granted in accordance with any of the preceding series of amendments to this Regulation.

Proposal from OICA

~~**12.6.5. Approvals of vehicles types not affected**~~

~~**Contracting Parties applying this Regulation shall continue to accept type approvals to the preceding series of amendments to this Regulation,**~~

~~for the vehicle types which are not affected by the changes introduced by the 07 series of amendments.~~

12.6.6. Granting of approvals according preceding series still possible

Contracting Parties applying this Regulation shall not refuse to grant type-approvals according to any preceding series of amendments to this Regulation or extensions thereof.”]

Annex 2 amend to read

“Arrangements of approval marks

Model A

(See paragraph 4.4. of this Regulation)

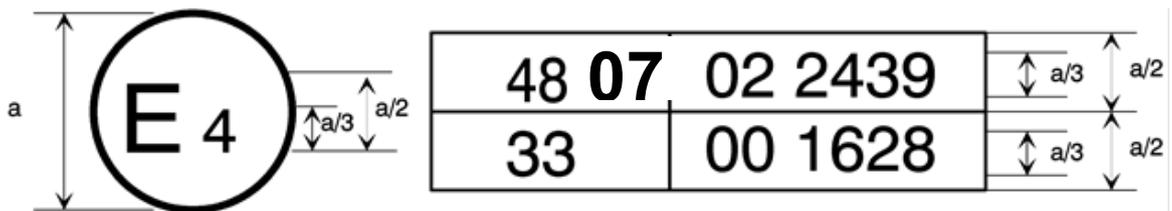


a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the installation of lighting and light-signalling devices, been approved in the Netherlands (E 4) pursuant to Regulation No. 48 as amended by the 07 series of amendments. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 48 as amended by the 07 series of amendments.

Model B

(See paragraph 4.5. of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to Regulation No. 48 as amended by the 07 series of amendments and Regulation No. 33.⁵ The approval number indicates that, at the dates when the respective approvals were given, Regulation No. 48 was amended by the 07 series of amendments and Regulation No. 33 was still in its original form.

⁵ The second number is given merely as an example.”

Annex 6, Paragraph 5.4.3., amend to read

5.4.3. Vehicles with non-conventional suspension, where the ~~engine~~ **propulsion system** has to be running

Before making any measurement wait until the vehicle has assumed its final attitude with the ~~engine~~ **propulsion system** running.