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Working Party on Lighting and Light-Signalling (GRE)
(Fifty-second session, 30 March - 2 April 2004,
agenda item 10.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 70

(Rear marking plate for heavy and long vehicles)

Transmitted by the expert from Poland

Note: The text reproduced below was prepared by the expert from Poland, in order to avoid unclear and unfair situations on the rear marking plates. This proposal concerns rigidity tests of the rear marking plates.

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

A. PROPOSAL

Paragraphs 13.4. and 13.6., should be deleted

Paragraphs 13.5. and 13.7. to 13.9 (former), renumber as paragraphs 13.4. and 13.5. to 13.7. respectively.

Annex 10,

Paragraph 2., amend to read:

"2. When tested as described in paragraph 1. above, the maximum deflection of the plate under the test load shall not exceed one twentieth of the distance

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B. JUSTIFICATION

This proposal is related to the entry into force of Supplement 3 to the 01 series of amendments to Regulation No.70, which removes paragraph 7.2. from the Regulation and forbids authorized laboratories to omit certain unnecessary tests. It has changed the common practice of laboratories regarding the rigidity test of the plate. As from 24 months after the date of entry into force of Supplement 3 to the 01 series of amendments, authorized laboratories can no longer omit the rigidity test described in annex 10. These changes do not apply for marking plates which are intended to be used as replacements for fitting on vehicles. In consequence, the rear marking plates, which were approved under the Regulation up to Supplement 2 to the 01 series of amendments, will be available for consumers indefinitely. Existence of rear marking plates of a different rigidity on the market is wrong and dangerous. Devices, which are used as replacements, should meet the same rigidity requirements as devices which are used for the first time, because of safety. Requirements for rear marking plates used on any long and heavy vehicle should be the same, because they are indistinguishable from each other. So it is proposed to delete paragraphs 13.4. and 13.6. from the Regulation.

Besides, it is proposed to moderate the requirements of the rigidity test, because they are too restrictive. It is proposed to raise the limit of deflection which is allowed during the rigidity test. The more important criterion in the rigidity test is to check if the residual deflection is small enough.
