

6 August 2013

Agreement

Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions*

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 97 – Regulation No. 98

Revision 3 - Amendment 3

Supplement 4 to the 01 series of amendments – Date of entry into force: 15 July 2013

Uniform provisions concerning the approval of motor vehicle headlamps equipped with gas-discharge light sources



UNITED NATIONS

* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

Paragraph 1.5., amend to read:

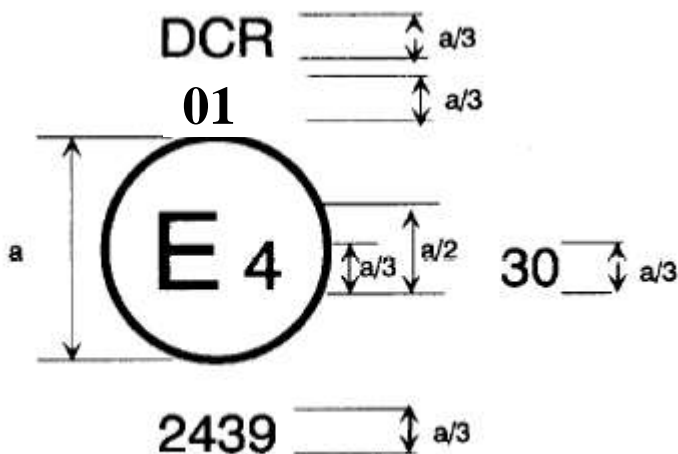
- "1.5. Headlamps of different "types" are headlamps which differ in such essential respects as:
- 1.5.1. The trade name or mark;
 - 1.5.2. The characteristics of the optical system;
 - 1.5.3. The inclusion or elimination of components capable of altering the optical effects by reflection, refraction, absorption and/or deformation during operation
 - 1.5.4. Suitability for right-hand or left-hand or for both traffic systems;
 - 1.5.5. The kind of beam produced (passing-beam or driving-beam or both);
 - 1.5.6. However, a device intended for the installation on the left side of the vehicle and the corresponding device intended for the installation on the right side of the vehicle shall be considered to be of the same type."

Annex 2, amend to read:

"Annex 2

Examples of arrangements of approval marks

Figure 1



$a \geq 8$ mm (on glass)

$a \geq 5$ mm (on plastic material)

..."

Annex 4,

Paragraph 1.1.2.2., amend to read:

"1.1.2.2. Photometric test:

To comply with the requirements of this Regulation, the photometric values shall be verified in the following points:

Passing-beam:

50 R - B 50 L – 25 L for headlamps designed for right-hand traffic

50 L - B 50 R – 25 R for headlamps designed for left-hand traffic

Driving-beam: Point I_{\max}

Another aiming may be carried out to allow for any deformation of the headlamp base due to heat (the change of the position of the cut-off line is covered in paragraph 2. of this annex).

Except for point B 50 L, a 10 per cent discrepancy between the photometric characteristics and the values measured prior to the test is permissible including the tolerances of the photometric procedure. The value measured at point B 50 L shall not exceed the photometric value measured prior to the test by more than 170 cd."

Annex 5,

Paragraph 2.6.1.2., amend to read:

"2.6.1.2. Results

After the test, the results of photometric measurements carried out on the headlamp in accordance with this Regulation shall not exceed:

(a) By more than 30 per cent the maximum values prescribed at points B 50 L and HV and by more than 10 per cent below the minimum values prescribed at point 75 R (in the case of headlamps intended for left-hand traffic, the points to be considered are B 50 R, HV and 75 L)

or

(b) By more than 10 per cent below the minimum values prescribed for HV in the case of a headlamp producing driving-beam only."