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**ECONOMIC COMMISSION FOR EUROPE**

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World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Lighting and Light-Signalling (GRE)

(Fifty-sixth session, 4-7 April 2006,  
agenda item 13.)

PROPOSAL FOR DRAFT 04 SERIES OF AMENDMENTS TO REGULATION No. 48

(Installation of lighting and light-signalling devices)

Transmitted by the expert from Japan

Note: The text reproduced below was prepared by the experts from Japan in order to prohibit the installation of headlamps producing poor illumination, i.e. headlamps approved according to Regulations Nos. 1 and 5 as well as Class A headlamps approved according to Regulation No. 112. The proposal is based on TRANS/WP.29/GRE/2005/35, discussed during fifty-fifth GRE session (TRANS/WP.29/GRE/55, para. 41). The modifications to the current text of the Regulation (up to Supplement 13 to the 02 series of amendments) are marked in **bold** characters.

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

**A. PROPOSAL**

Paragraph 6.1.2., amend to read:

"6.1.2. Number

**Two or four, the performances of which shall conform to the requirements concerning headlamps in Regulations Nos. 8, 20, 31, 98, or 112, excluding Class A headlamp.**

For vehicles of the category N<sub>3</sub>:

.... "

Paragraph 6.2.2., amend to read:

"6.2.2. Number

**Two, the performances of which shall conform to the requirements concerning headlamps in Regulations Nos. 8, 20, 31, 98, or 112, excluding Class A headlamp."**

Paragraphs 12. to 12.6., amend to read:

**"12. TRANSITIONAL PROVISIONS**

- 12.1. As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approvals according to this Regulation as amended by the 04 series of amendments.**
- 12.2. As from 24 months after the date of entry into force of the 04 series of amendments, Contracting Party applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 04 series of amendments.**
- 12.3. Contracting Parties applying this Regulation shall not refuse to grant extensions of approvals to the preceding series of amendments to this Regulation.**
- 12.4. Contracting Parties applying this Regulation shall continue to grant approvals to those types of vehicles which comply with the requirements of this Regulation as amended by the preceding series of amendments during the 24 month period which follows the date of entry into force of the 04 series of amendments.**
- 12.5. No Contracting Parties applying this Regulation shall refuse national or regional type approval of a vehicle type approved according to the 04 series of amendments to this Regulation.**

- 12.6. Until 60 months after the entry into force of the 04 series of amendments to this Regulation, no Contracting Parties applying this Regulation shall refuse national or regional type approval of a vehicle, type approved to the preceding series of amendments to this Regulation.**
- 12.7. Notwithstanding the transitional provisions above, Contracting Parties, whose application of this Regulation comes into force after the date of entry into force of the most recent series of amendments, are not obliged to accept approvals which were granted in accordance with any of the preceding series of amendments to this Regulation.**
- 12.8. Until the United Nations Secretary-General is notified otherwise, Japan declares that in relation to the installation of lighting the light signaling devices, Japan will only be bound by the obligations of the Agreement to which this Regulation is annexed with respect to vehicles of categories M<sub>1</sub> and N<sub>1</sub>."**

**B. JUSTIFICATION**

Following the discussion during the fifty-fifth GRE session, Japan has prepared this proposal for draft amendments to Regulation No. 48, instead of No. 112. The objective is deleting the requirements for headlamps in Regulations Nos. 1, 5, and Class A headlamp in Regulation No. 112 due to the fact that these incandescent light sources produce poor illumination and have not been widely used for many years. Currently, these incandescent headlamps are used only for some slow-moving and/or special-purpose vehicles, which have been continuously produced for a long time, and also for some motorcycles and mopeds. With the availability of more efficient light sources such as halogen and gas-discharge headlamps, these incandescent headlamps are no longer required and deletion of respective requirements would create no practical problems.

Although the number of such vehicles, fitting these incandescent headlamps, are very small, transitional provisions are necessary to allow manufacturers to replace them with other halogen and/or discharge headlamps.

Japan intends to accede to Regulation No. 112 after adopting this amendment, including the exclusion of Class A headlamp from this Regulation.

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