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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

World Forum for Harmonization of Vehicle Regulations

Working Party on Lighting and Light-Signalling

Sixty-second session  
Geneva, 29 - 31 March 2010  
Item 7 of the provisional agenda

**REGULATION No. 19**  
**(Front fog lamps)**

**Proposal for Supplement 1 to the 04 series of amendments to**  
**Regulation No. 19**

**Submitted by the expert from the Working Party "Brussels 1952" \*/**

The text reproduced below was prepared by the expert from the Working Party "Brussels 1952" (GTB) in order to simplify the photometric testing requirements for the class "B" front fog lamps. The modifications to the current text, including the draft 04 series of amendments to Regulation No. 19, are marked in bold or strikethrough characters.

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\*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Paragraph 6.3.5., amend the table to read:

"6.3.5. The illumination (see Annex 4, paragraph 2.1.) shall meet the following requirements:

...	...	...	...	...
Zone D	1.75°D to 3.5°D	12°L to 12°R	1700 cd min	At least one point on each vertical line
			<del>11500 cd max</del>	
Zone E	1.75°D to 3.5°D	12°L to 22°L	810 cd min	At least one point on each vertical line
		and 12°R to 22°R	<del>11500 cd max</del>	
			<b>11500 cd max</b>	<b>Whole zone</b>
...				

...."

B. JUSTIFICATION

The current provisions in paragraph 6.3.5. relating to the class B front fog lamps require that compliance with the minimum intensity requirements in zones D and E is confirmed by "at least one point on each vertical line" and this is necessary to ensure that a minimum performance is guaranteed throughout the zone. However, the same requirement relating to the verification of compliance of the maximum intensity provision involves much unnecessary testing time when it is sufficient to specify a maximum value for the complete zone.

This proposal does not involve any change to the maximum and minimum photometric requirements and follows the practice already adopted for the class F3 front fog lamp.

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