

16 October 2014

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## 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 that entered into force on 16 October 1995)

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## Addendum 47: Regulation No. 48

### Revision 12

Covering all series including the 06 series of amendments:

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### **Uniform provisions concerning the approval of vehicles with regard to the installation of lighting and light-signalling devices**



UNITED NATIONS

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\* 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.



## Regulation No. 48

### Uniform provisions concerning the approval of vehicles with regard to the installation of lighting and light-signalling devices

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## 1. Scope

This Regulation applies to vehicles of categories M, N, and to their trailers (category O)<sup>1</sup> with regard to the installation of lighting and light-signalling devices.

## 2. Definitions

For the purpose of this Regulation:

2.1. "*Approval of a vehicle*" means the approval of a vehicle type with regard to the number and mode of installation of the lighting and light-signalling devices.

2.2. "*Vehicle type with regard to the installation of lighting and light-signalling devices*" means vehicles which do not differ in the essential respects mentioned in paragraphs 2.2.1. to 2.2.4.

The following are likewise considered not to be "vehicles of a different type": vehicles which differ within the meaning of paragraphs 2.2.1. to 2.2.4., but not in such a way as to entail a change in the kind, number, positioning and geometric visibility of the lamps and the inclination of the dipped-beam prescribed for the vehicle type in question, and vehicles on which optional lamps are fitted or are absent:

2.2.1. The dimension and the external shape of the vehicle;

2.2.2. The number and positioning of the devices;

2.2.3. The headlamp-levelling system;

2.2.4. The suspension system.

2.3. "*Transverse plane*" means a vertical plane perpendicular to the median longitudinal plane of the vehicle.

2.4. "*Unladen vehicle*" means a vehicle without driver, crew, passengers and load, but with a full supply of fuel, spare wheel and the tools normally carried.

2.5. "*Laden vehicle*" means a vehicle loaded to its technically permissible maximum mass, as stated by the manufacturer, who shall also fix the distribution of this mass between the axles in accordance with the method described in Annex 5.

2.6. "*Device*" means an element or an assembly of elements used to perform one or more functions.

2.6.1. "*Lighting function*" means the light emitted by a device to illuminate the road and objects in the direction of vehicle movement.

2.6.2. "*Light-signalling function*" means the light emitted or reflected by a device to give to other road users visual information on the presence, identification and/or the change of movement of the vehicle.

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<sup>1</sup> As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.3, para. 2 - [www.unecce.org/trans/main/wp29/wgs/wp29gen/wp29resolutions.html](http://www.unecce.org/trans/main/wp29/wgs/wp29gen/wp29resolutions.html)



- 2.7.11. "*Direction-indicator lamp*" means the lamp used to indicate to other road-users that the driver intends to change direction to the right or to the left.  
A direction-indicator lamp or lamps may also be used according to the provisions of Regulation No. 97.
- 2.7.12. "*Stop lamp*" means a lamp used to indicate to other road users to the rear of the vehicle that the longitudinal movement of the vehicle is intentionally retarded.
- 2.7.13. "*Rear-registration plate illuminating device*" means the device used to illuminate the space reserved for the rear registration plate; such a device may consist of several optical components.
- 2.7.14. "*Front position lamp*" means the lamp used to indicate the presence and the width of the vehicle when viewed from the front.
- 2.7.15. "*Rear position lamp*" means the lamp used to indicate the presence and width of the vehicle when viewed from the rear.
- 2.7.16. "*Retro-reflector*" means a device used to indicate the presence of a vehicle by the reflection of light emanating from a light source not connected to the vehicle, the observer being situated near the source.  
For the purposes of this Regulation the following are not considered as retro-reflectors:
- 2.7.16.1. Retro-reflecting number plates;
- 2.7.16.2. The retro-reflecting signals mentioned in the ADR (European Agreement concerning the international carriage of dangerous goods by road);
- 2.7.16.3. Other retro-reflective plates and signals which shall be used to comply with national requirements for use as regards certain categories of vehicles or certain methods of operation;
- 2.7.16.4. Retro-Reflecting materials approved as ClassD orE according to Regulation No. 104 and used for other purposes in compliance with national requirements, e.g. advertising.
- 2.7.17. "*Conspicuity marking*" means a device intended to increase the conspicuity of a vehicle, when viewed from the side or rear (or in the case of trailers, additionally from the front), by the reflection of light emanating from a light source not connected to the vehicle, the observer being situated near the source.
- 2.7.17.1. "*Contour marking*" means a conspicuity marking intended to indicate the horizontal and vertical dimensions (length, width and height) of a vehicle.
- 2.7.17.1.1. "*Full contour marking*" means a contour marking that indicates the outline of the vehicle by a continuous line.
- 2.7.17.1.2. "*Partial contour marking*" means a contour marking that indicates the horizontal dimension of the vehicle by a continuous line, and the vertical dimension by marking the upper corners.
- 2.7.17.2. "*Line marking*" means a conspicuity marking intended to indicate the horizontal dimensions (length and width) of a vehicle by a continuous line.
- 2.7.18. "*Hazard warning signal*" means the simultaneous operation of all of a vehicle's direction-indicator lamps to show that the vehicle temporarily constitutes a special danger to other road-users.

- 4.7. The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer.
- 4.8. Annex 2 to this Regulation gives examples of arrangements of approval marks.

## 5. General specifications

- 5.1. The lighting and light-signalling devices shall be so fitted that under normal conditions of use as defined in paragraphs 2.24., 2.24.1. and 2.24.2. and notwithstanding any vibrations to which they may be subjected, they retain the characteristics prescribed by this Regulation and enable the vehicle to comply with the requirements of this Regulation. In particular, it shall not be possible for the lamps to be inadvertently maladjusted.
- 5.2. The illuminating lamps described in paragraphs 2.7.9., 2.7.10. and 2.7.19. shall be so installed that correct adjustment of their orientation can easily be carried out.
  - 5.2.1. In the case of headlamps fitted with measures to prevent discomfort to other road-users in a country where traffic operates on the side of the road opposite to that of the country for which the headlamp was designed, such measures shall be achieved automatically or by the vehicle user with the vehicle in the park condition without the need for special tools (other than those provided with the vehicle<sup>6</sup>). Detailed instructions shall be provided by the vehicle manufacturer with the vehicle.
- 5.3. For all light-signalling devices, including those mounted on the side panels, the reference axis of the lamp when fitted to the vehicle shall be parallel to the bearing plane of the vehicle on the road; in addition it shall be perpendicular to the median longitudinal plane of the vehicle in the case of side retro-reflectors and of side-marker lamps and parallel to that plane in the case of all other signalling devices. In each direction a tolerance of  $\pm 3^\circ$  shall be allowed. In addition, any specific instructions as regards fitting laid down by the manufacturer shall be complied with.
- 5.4. In the absence of specific instructions, the height and orientation of the lamps shall be verified with the vehicle unladen and placed on a flat, horizontal surface, in the condition defined in paragraphs 2.24., 2.24.1. and 2.24.2. and, in the case where an AFS is installed, with the system in its neutral state.
- 5.5. In the absence of specific instructions lamps constituting a pair shall:
  - 5.5.1. Be fitted to the vehicle symmetrically in relation to the median longitudinal plane (this estimate to be based on the exterior geometrical form of the lamp and not on the edge of its illuminating surface referred to in paragraph 2.9.);
  - 5.5.2. Be symmetrical to one another in relation to the median longitudinal plane, this requirement is not valid with regard to the interior structure of the lamp;
  - 5.5.3. Satisfy the same colorimetric requirements and have substantially identical photometric characteristics. This shall not apply to a matched pair of Class F3 front fog lamps;

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<sup>6</sup> This does not apply to dedicated objects that may be added to the exterior of the headlamp.



	Side-marker lamp:	Amber; however the rearmost side-marker lamp can be red if it is grouped or combined or reciprocally incorporated with the rear position lamp, the rear end-outline marker lamp, the rear fog lamp, the stop lamp or is grouped or has part of the light emitting surface in common with the rear retro-reflector.
	End-outline marker lamp:	White in front, red at the rear
	Daytime running lamp:	White
	Rear retro-reflector, non- triangular:	Red
	Rear retro-reflector, triangular:	Red
	Front retro-reflector, non- triangular:	Identical to incident light <sup>8</sup>
	Side retro-reflector, non- triangular:	Amber; however the rearmost side retro-reflector can be red if it is grouped or has part of the light emitting surface in common with the rear position lamp, the rear end outline marker lamp, the rear fog lamp, the stop-lamp, the red rearmost side-marker lamp or the rear retro-reflector, non- triangular.
	Cornering lamp:	White
	Conspicuity marking:	White to the front; White or yellow to the side; Red or yellow to the rear. <sup>9</sup>
	Adaptive front-lighting systems (AFS):	White
	Exterior courtesy lamp:	White
	Manoeuvring lamp:	White
5.16.	Number of lamps	
5.16.1.	The number of lamps mounted on the vehicle shall be equal to the number indicated in the individual specifications of this Regulation.	
5.17.	Any lamp may be installed on movable components provided that the conditions specified in paragraphs 5.18., 5.19. and 5.20. are fulfilled.	
5.18.	Rear position lamps, rear direction-indicators and rear retro-reflectors, triangular as well as non-triangular, may be installed on movable components only:	
5.18.1.	If at all fixed positions of the movable components the lamps on the movable components meet all the position, geometric visibility, colorimetric and photometric requirements for those lamps.	

<sup>8</sup> Also known as white or colourless retro-reflector.

<sup>9</sup> Nothing in this Regulation shall preclude the Contracting Parties applying this Regulation from allowing the use of white conspicuity markings to the rear in their territories.

- 5.28.3. If, when the lamp is installed, any part of the apparent surface of the lamp is hidden by any further parts of the vehicle, proof shall be furnished that the part of the lamp not hidden by obstacles still conforms to the photometric values prescribed for the approval of the device.
- 5.28.4. When the vertical angle of geometric visibility below the horizontal may be reduced to 5° (lamp at less than 750 mm above the ground measured according to the provisions of paragraph 5.8.1. above) the photometric field of measurements of the installed optical unit may be reduced to 5° below the horizontal.
- 5.28.5. In the case of an interdependent lamp system the geometric visibility requirements shall be fulfilled when all its interdependent lamps are operated together.
- 5.29. A LED module does not need to be replaceable, if so stated in the communication sheet of the component type approval.

## **6. Individual specifications**

- 6.1. Main-beam headlamp (Regulations Nos. 98 and 112)
- 6.1.1. Presence  
Mandatory on motor vehicles. Prohibited on trailers.
- 6.1.2. Number  
Two or four, type approved according to Regulations Nos. 98 or 112, excluding Class A headlamp.  
For vehicles of the category N<sub>3</sub>: 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, at short intervals (see paragraph 5.12. above) in daylight.
- 6.1.3. Arrangement  
No individual specifications.
- 6.1.4. Position
- 6.1.4.1. In width: No individual specifications.
- 6.1.4.2. In height: No individual specifications.
- 6.1.4.3. In length: At the front of the vehicle. This requirement shall be deemed to be satisfied if the light emitted does not cause discomfort to the driver either directly or indirectly through the devices for indirect vision and/or other reflecting surfaces of the vehicle.
- 6.1.5. Geometric visibility  
The visibility of the illuminating surface, including its visibility in areas which do not appear to be illuminated in the direction of observation considered, shall be ensured within a divergent space defined by generating lines based on the perimeter of the illuminating surface and forming an angle of not less than 5° with the axis of reference of the headlamp. The origin of

- 6.20.6. Orientation  
Such that the lamps meet the requirements for geometric visibility.
- 6.20.7. Electrical connections  
The cornering lamps shall be so connected that they cannot be activated unless the main-beam headlamps or the dipped-beam headlamps are switched ON at the same time.
- 6.20.7.1. The cornering lamp on one side of the vehicle may only be switched ON automatically when the direction-indicators on the same side of the vehicle are switched ON and/or when the steering angle is changed from the straight-ahead position towards the same side of the vehicle.  
The cornering lamp shall be switched OFF automatically when the direction-indicator is switched OFF and/or the steering angle has returned in the straight-ahead position.
- 6.20.7.2. When the reversing lamp is switched ON, both cornering lamps may be switched on simultaneously, independently from the steering wheel or direction-indicator position. In this case, the cornering lamps shall be switched OFF when the reversing lamp is switched OFF.
- 6.20.8. Tell-tale  
None.
- 6.20.9. Other requirements  
The cornering lamps shall not be activated at vehicle speeds above 40 km/h.
- 6.21. Conspicuity markings (Regulation No. 104)
- 6.21.1. Presence
- 6.21.1.1. Prohibited: on vehicles of categories M<sub>1</sub> and O<sub>1</sub>.
- 6.21.1.2. Mandatory:
- 6.21.1.2.1. To the rear:  
Full contour marking on vehicles exceeding 2,100 mm in width of the following categories:
- (a) N<sub>2</sub> with a maximum mass exceeding 7.5 tonnes and N<sub>3</sub> (with the exception of chassis-cabs, incomplete vehicles and tractors for semi-trailers);
  - (b) O<sub>3</sub> and O<sub>4</sub> (with the exception of incomplete vehicles)
- 6.21.1.2.2. To the side:
- 6.21.1.2.2.1. Partial contour marking on vehicles exceeding 6,000 mm in length (including the drawbar for trailers) of the following categories:
- (a) N<sub>2</sub> with a maximum mass exceeding 7.5 tonnes and N<sub>3</sub> (with the exception of chassis-cabs, incomplete vehicles and tractors for semi-trailers);
  - (b) O<sub>3</sub> and O<sub>4</sub> (with the exception of incomplete vehicles)
- 6.21.1.2.3. A line marking may be installed instead of the mandatory contour marking if the shape, structure, design or operational requirements of the vehicle make it impossible to install the mandatory contour marking.

6.21.1.2.4. If the exterior surfaces of the bodywork are partially constituted of flexible material, this line marking shall be installed on (a) rigid part(s) of the vehicle. The remaining portion of conspicuity markings may be fitted on the flexible material. However, if the exterior surfaces of the bodywork are fully constituted of flexible material, requirements of paragraph 6.21. shall be met.

6.21.1.2.5. In cases where the manufacturer, after verification by the Technical Service, can prove to the satisfaction of the Type Approval Authority that it is impossible, due to the operational requirements which may require special shape, structure or design of the vehicle, to comply with the requirements contained in paragraphs 6.21.2. to 6.21.7.5. below, then partial fulfilment of some of these requirements is acceptable. This is conditional upon a portion of the requirements being met where possible, and the application of conspicuity markings that partially meet requirements maximised on the vehicle structure. This may include fitting of additional brackets or plates containing material compliant with Regulation No. 104 where structure is available to ensure clear and uniform signalling compatible with the objective of conspicuity.

Where partial fulfilment is deemed acceptable, retro-reflective devices like retro-reflectors of class IVA of Regulation No. 3 or brackets containing retro-reflecting material compliant with photometric requirements of Class C of Regulation No. 104 may substitute part of the required conspicuity markings. In this case, at least one of these retro-reflective devices shall be installed per 1,500 mm.

The necessary information shall be indicated in the communication form.

6.21.1.3. Optional:

6.21.1.3.1. To the rear and to the side:

On all other categories of vehicles, not otherwise specified in paragraphs 6.21.1.1. and 6.21.1.2. above, including the cab of tractor units for semi-trailers and the cab of chassis-cabs.

Partial or full contour marking may be applied instead of mandatory line markings, and full contour marking may be applied instead of mandatory partial contour marking.

6.21.1.3.2. To the front:

Line marking on vehicles of categories O<sub>2</sub>, O<sub>3</sub> and O<sub>4</sub>.

Partial or full contour marking may not be applied to the front.

6.21.2. Number

According to the presence.

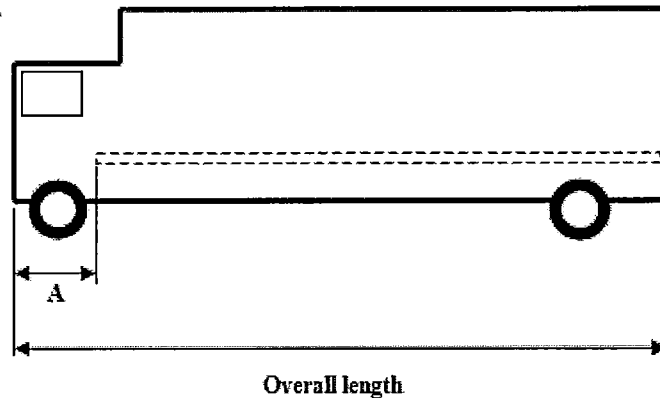
6.21.3. Arrangement

The conspicuity markings shall be as close as practicable to horizontal and vertical, compatible with the shape, structure, design and operational requirements of the vehicle; if this is not possible, the full or partial contour markings, when fitted, shall follow as close as practicable the contour of the outer shape of the vehicle.

Furthermore, the conspicuity markings shall be spaced as evenly as possible over the horizontal dimensions of the vehicle such that the total length and/or width of the vehicle can be identified.

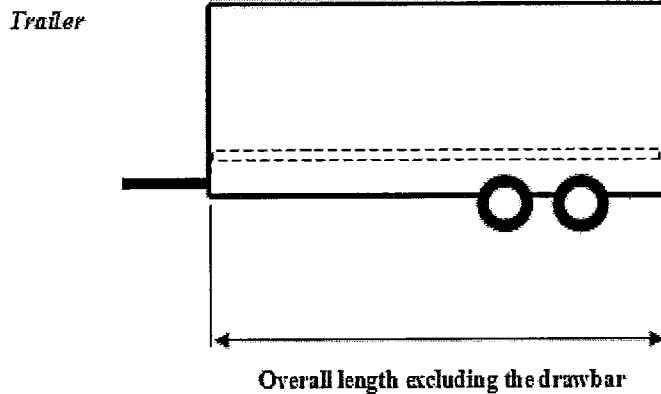
- 6.21.4. Position
- 6.21.4.1. Width
- 6.21.4.1.1. The conspicuity marking shall be as close as practicable to the edge of the vehicle.
- 6.21.4.1.2. The cumulative horizontal length of the conspicuity marking elements, as mounted on the vehicle, shall equate to at least 70 per cent of the overall width of the vehicle, excluding any horizontal overlap of individual elements.
- 6.21.4.2. Length
- 6.21.4.2.1. The conspicuity marking shall be as close as practicable to the ends of the vehicle and reach to within 600 mm of each end of the vehicle.
- 6.21.4.2.1.1. For motor vehicles, each end of the vehicle, or in the case of tractors for semi-trailers each end of the cab;
- However, an alternative marking mode within 2,400 mm from the front end of the motor vehicle is allowed where a series of retro-reflectors of Class IVA of Regulation No. 3 or Class C of Regulation No. 104 are mounted followed by the required conspicuity marking as follows:
- (a) Retro-reflector size minimum 25 cm<sup>2</sup>;
  - (b) One retro-reflector mounted not more than 600 mm from the front end of the vehicle;
  - (c) Additional retro-reflectors spaced not more than 600 mm apart;
  - (d) The distance between the last retro-reflector and the start of the conspicuity marking shall not exceed 600 mm;
- 6.21.4.2.1.2. For trailers, each end of the vehicle (excluding the drawbar).
- 6.21.4.2.2. The cumulative horizontal length of the conspicuity marking elements, as mounted on the vehicle, excluding any horizontal overlap of individual elements, shall equate to at least 70 per cent of:
- 6.21.4.2.2.1. For motor vehicles, length of vehicle, or in the case of tractors for semi-trailers, if fitted, the length of the cab; however, when using the alternative marking mode per paragraph 6.21.4.2.1.1., the distance beginning within 2,400 mm from the front end of vehicle to its rear end.

*Motor vehicle*



A is the distance between the foremost conspicuity marking and the front end of the vehicle. The maximum value of A is 2,400 mm (see paragraph 6.21.4.2.1.1.).

6.21.4.2.2.2. For trailers, the overall length of the vehicle (excluding the drawbar).



6.21.4.3. Height

6.21.4.3.1. Line markings and contour markings lower element(s)

As low as practicable within the range:

Minimum: not less than 250 mm above the ground.

Maximum: not more than 1,500 mm above the ground.

However, a maximum mounting height of 2,500 mm may be accepted where the shape, structure, design or operational conditions of the vehicle prevent compliance with the maximum value of 1,500 mm or, if necessary, to fulfil the requirements of paragraphs 6.21.4.1.2., and 6.21.4.2.2., or the horizontal positioning of the line marking or the lower element(s) of the contour marking.

The necessary justification for installation of conspicuity material higher than 1,500 mm shall be indicated in the communication form.

6.21.4.3.2. Contour markings upper element(s):

As high as practicable, but within 400 mm of the upper extremity of the vehicle.

6.21.5. Visibility

The conspicuity marking shall be considered visible, if at least 70 per cent of the illuminating surface of the installed marking is visible when viewed by an observer positioned at any point within the observation planes defined below:

6.21.5.1. For rear and front conspicuity markings (see Annex 11, Figures 1a and 1b) the observation plane is perpendicular to the longitudinal axis of the vehicle situated 25 m from the extreme end of the vehicle and bounded by:

6.21.5.1.1. In height, by two horizontal planes 1 m and 3.0 m respectively above the ground;

6.21.5.1.2. In width, by two vertical planes which form an angle of 4° outwards from the vehicle's median longitudinal plane and which pass through the intersection of the vertical planes parallel to the vehicle's median longitudinal plane delimiting the vehicle's overall width, and the plane perpendicular to the longitudinal axis of the vehicle that delimits the end of the vehicle.

- 6.21.5.2. For side conspicuity markings (see Annex 11, Fig. 2) the observation plane is parallel to the longitudinal median plane of the vehicles situated 25 m from the extreme outer edge of the vehicle and bounded by:
- 6.21.5.2.1. In height, by two horizontal planes 1.0 m and 1.5 m respectively above the ground;
- 6.21.5.2.2. In width, by two vertical planes which form an angle of 4° outwards from a plane perpendicular to the vehicle's longitudinal axis and which pass through the intersection of the vertical planes perpendicular to the vehicle's longitudinal axis delimiting the vehicle's overall length and the extreme outer edge of the vehicle.
- 6.21.6. Orientation
- 6.21.6.1. To the side:  
As close as practicable to being parallel to the median longitudinal plane of the vehicle, compatible with the shape, structure, design and operation requirements of the vehicle; if this is not possible, it shall follow as close as practicable the contour of the outer shape of the vehicle.
- 6.21.6.2. To the rear and to the front:  
As close as practicable to being parallel to the transverse plane of the vehicle, compatible with the shape, structure, design and operation requirements of the vehicle, if this is not possible, it shall follow as close as practicable the contour of the outer shape of the vehicle.
- 6.21.7. Other requirements
- 6.21.7.1. Conspicuity markings shall be considered continuous if the distance between adjacent elements are as small as possible and do not exceed 50 per cent of the shortest adjacent element length. However, if the manufacturer can prove to the satisfaction of the Type Approval Authority that it is impossible to respect the value of 50 per cent, the distance between adjacent elements may be larger than 50 per cent of the shortest adjacent element, and it shall be as small as possible and not exceed 1,000 mm.
- 6.21.7.2. In the case of a partial contour marking, each upper corner shall be described by two lines at 90°, to each other and each at least 250 mm in length; if this is not possible, the marking shall follow as close as practicable the contour of the outer shape of the vehicle.
- 6.21.7.3. The distance between the conspicuity marking fitted to the rear of a vehicle and each mandatory stop lamp should be greater than 200 mm.
- 6.21.7.4. Where rear marking plates conforming to the 01 series of amendments to Regulation No. 70 are installed these may be considered, at the discretion of the manufacturer, as part of the conspicuity marking to the rear, for the purposes of calculating the length of the conspicuity marking and its proximity to the side of the vehicle.
- 6.21.7.5. The locations on the vehicle designated for conspicuity markings shall allow for the installation of markings of at least 60 mm in width.
- 6.22. Adaptive front lighting system (AFS) (Regulation No. 123)  
Where not otherwise specified below, the requirements for main-beam headlamps (paragraph 6.1.) and for dipped-beam headlamps (paragraph 6.2.) of this Regulation apply to the relevant part of the AFS.

## **11. Names and addresses of Technical Services responsible for conducting approval tests and of Type Approval Authorities**

The Contracting Parties to the 1958 Agreement applying this Regulation shall communicate to the United Nations Secretary-General the names and addresses of the Technical Services responsible for conducting approval tests and of the Type Approval Authorities which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval, issued in other countries, are to be sent.

## **12. Transitional provisions**

### **12.1 General**

- 12.1.1. As from the official date of entry into force of the most recent series of amendments, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by this most recent series of amendments.
- 12.1.2. As from the official date of entry into force of the most recent series of amendments, no Contracting Party applying this Regulation shall refuse national or regional type approval to a vehicle type approved under this Regulation as amended by this most recent series of amendments.
- 12.1.3. During the time period from the official date of entry into force of the most recent series of amendments and its mandatory application to new type approvals, 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 all the applicable preceding series of amendments.
- 12.1.4. Existing approvals under this Regulation granted before the date of mandatory application of the most recent series of amendment shall remain valid indefinitely and Contracting Parties applying this Regulation shall continue to recognize them and shall not refuse to grant extensions of approvals to them (except for what indicated in paragraph 12.1.5. below).
- 12.1.5. When the vehicle type approved to any of the preceding series of amendments meets the requirements of this Regulation as amended by the most recent series of amendments, the Contracting Party which granted the approval shall notify the other Contracting Parties applying this Regulation thereof.
- 12.1.6. Notwithstanding paragraph 12.1.4. 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.
- 12.1.7. Until the United Nations Secretary-General is notified otherwise, Japan declares that in relation to the installation of lighting and light signalling 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>.



12.2. Transitional provisions applicable to 03 series of amendments.

Contracting Parties applying this Regulation:

- (a) From 10 October 2007 (12 months after the date of entry into force), shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 03 series of amendments;
- (b) Up to 09 October 2009 (36 months after the date of entry into force) shall not refuse national or regional type approval of a vehicle type approved to any of the preceding series of amendments to this Regulation.
- (c) From 10 October 2009 (36 months after the entry into force) may refuse first national or regional entry into service of a vehicle of categories N<sub>2</sub> (with a maximum mass exceeding 7.5 tonnes), N<sub>3</sub>, O<sub>3</sub> and O<sub>4</sub> exceeding 2,100 mm in width (for rear markings) and exceeding 6,000 mm in length (for side markings), except tractors for semi-trailers and incomplete vehicles, which do not meet the requirements of the 03 series of amendments to this Regulation.
- (d) Notwithstanding paragraph 12.1.4., from 10 October 2011 (60 months after the date of entry into force) shall no more recognize approvals to this Regulation granted to type of vehicles of categories N<sub>2</sub> (with a maximum mass exceeding 7.5 tons), N<sub>3</sub>, O<sub>3</sub> and O<sub>4</sub> exceeding 2,100 mm in width (for rear markings) and exceeding 6,000 mm in length (for side markings), except tractors for semi-trailers and incomplete vehicle, under any preceding series of amendment, that ceases to be valid.
- (e) From 12 June 2010 (36 months from the entry into force of Supplement 3 to the 03 series of amendments) shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by Supplement 3 to the 03 series of amendments.
- (f) Up to 11 January 2010 (18 months after the official date of entry into force of Supplement 4 to the 03 series of amendments) shall continue to grant approvals to new vehicle types which do not meet the requirements on vertical orientation of front fog lamps (paragraph 6.3.6.1.1.) and/or on direction indicator operating tell-tale (paragraph 6.5.8.) and/or on daytime running lamps switching off (paragraph 6.19.7.3.).
- (g) Up to 10 October 2011 (60 month after the official date of entry into force) shall continue to grant approvals to new vehicle types which do not meet the requirements on cumulative length of conspicuity markings (paragraph 6.21.4.1.3.).<sup>20</sup>

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<sup>20</sup> Note by the secretariat: for paragraph 6.21.4.1.3., please refer to the text of the 03 series of amendments as contained in document E/ECE/324/Rev.1/Add.47/Rev.6 - E/ECE/TRANS/505/Rev.1/Add.47/Rev.6

