

No. 4789. 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 1958¹

ENTRY INTO FORCE OF REGULATION NO. 18 (UNIFORM PROVISIONS CONCERNING THE APPROVAL OF POWER-DRIVEN VEHICLES WITH REGARD TO THEIR PROTECTION AGAINST UNAUTHORIZED USE) AS AN ANNEX TO THE ABOVE-MENTIONED AGREEMENT

The said Regulation came into force on 1 March 1971 in respect of Belgium, France and the Netherlands, in accordance with article 1(5) of the Agreement.

Authentic texts : English and French.

Registered ex officio on 1 March 1971.

1. SCOPE

- 1.1. This Regulation applies to protective devices designed to prevent the unauthorized use of power-driven vehicles having at least four wheels, or having three wheels when the technical maximum weight exceeds one metric ton.
- 1.2. For the purposes of this Regulation a protective device is constituted by combining a device preventing the engine from being started by means of the normal control with one of the following devices :
 - a device acting on the steering;
 - a device acting on the gear-shift control;
 - a device acting on the transmission; or
 - a device preventing the engine from running.
- 1.3. Devices preventing release of the vehicle's brakes are not covered by this Regulation.

2. DEFINITIONS

For the purposes of this Regulation,

- 2.1. "approval of a vehicle" means the approval of a vehicle type with regard to its protection against unauthorized use;
- 2.2. "vehicle type" means a category of power-driven vehicles which do not differ in such essential respects as :
 - 2.2.1. the manufacturer's description of the vehicle type;
 - 2.2.2. the arrangement and design of the vehicle component or components on which the protective device acts;
 - 2.2.3. the type of protective device;
- 2.3. "protective device" means the totality of the components designed to prevent

¹ United Nations, *Treaty Series*, vol. 335, p. 211; for subsequent actions, see references in Cumulative Indexes Nos. 4 to 8, as well as annex A in volumes 601, 606, 607, 609, 630, 631, 652, 656, 659, 667, 669, 672, 673, 680, 683, 686, 696, 723, 730, 740, 752, 754, 756, 759 and 764.

the unauthorized use of the vehicle. The protective device may belong to any of the following categories; that is to say, it may be a protective device :

- Acting on the steering;
- acting on the gear-shift control;
- acting on the transmission; or
- preventing starting of the engine.

Protective devices preventing release of the vehicle's brakes shall not be permitted;

- 2.4. it shall not be possible to start the engine or to meet the requirements of paragraph 5.1 otherwise than by the action of a single key on a single lock;
- 2.5. "steering mechanism" means the steering control, the steering column and its accessory cladding, the steering shaft, the steering gear box, and all such other components as those designed to participate in absorbing energy in the event of collision with the steering-wheel.

3. APPLICATION FOR APPROVAL

- 3.1. The application for approval of a vehicle type with regard to a protective device to prevent its unauthorized use shall be submitted by the vehicle manufacturer or by his duly accredited representative.
- 3.2. It shall be accompanied by the undermentioned documents in triplicate and by the following particulars :
 - 3.2.1. a detailed description of the vehicle type with regard to the arrangement and design of the control or of the unit on which the protective device acts;
 - 3.2.2. drawings, on an appropriate scale and in sufficient detail, of the protective device and of its mounting on the vehicle;
 - 3.2.3. a technical description of the device.
- 3.3. There shall be submitted to the technical service responsible for conducting the approval tests :
 - 3.3.1. a vehicle representative of the vehicle type to be approved; and
 - 3.3.2. at the request of the technical service, such components of the vehicle as that service deems essential for the checks prescribed in paragraphs 5 and 6 of this Regulation.

4. APPROVAL

- 4.1. If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of paragraphs 5 and 6 below, approval of that vehicle type shall be granted.
- 4.2. An approval number shall be assigned to each type approved. The same Contracting Party may not assign the same number either to the same vehicle type equipped with another type of protective device or whose protective device is mounted differently, or to another vehicle type.
- 4.3. Notice of approval or of refusal of approval of a vehicle type pursuant to this Regulation shall be communicated to the Parties to the Agreement which apply this Regulation by means of a form conforming to the model in annex 1 to the Regulation and of drawings of the protective device and its mounting

supplied, by the applicant for approval, in a format not exceeding A4 (210 × 297 mm) or folded to that format and on an appropriate scale.

- 4.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark consisting of:
 - 4.4.1. a circle surrounding the letter “E” followed by the distinguishing number of the country which has granted approval;*
 - 4.4.2. the number of this Regulation, followed by the letter “R”, a dash and the approval number, below the circle.
 - 4.5. The approval mark shall be clearly legible and be indelible.
 - 4.6. Annex 2 to this Regulation gives an example of the arrangement of the approval mark.
5. GENERAL SPECIFICATIONS
- 5.1. The protective device shall be so designed that it is necessary to put it out of action in order to enable :
 - 5.1.1. the engine to be started by means of the normal control; or
 - 5.1.2. the vehicle to be driven or shifted forward under its own power.
 - 5.2. When the device is in action, those of its parts which are necessary for complying with the condition of paragraph 5.1.2 above shall be incapable of being rendered ineffective by simple means.
 - 5.3. The requirements of paragraph 5.1 shall be met by the action of one key acting on a single lock; except in the case contemplated in paragraph 6.1.6, the key shall not be capable of being completely removed from the lock unless the protective device referred to in paragraph 5.1 has come into action or been set to act.
 - 5.4. The protective device referred to in paragraph 5.1 above shall be so designed that it cannot, rapidly and without attracting attention, be opened, rendered ineffective or destroyed.
 - 5.5. The protective device shall be mounted on the vehicle as an item of permanent equipment. It shall be fitted in such a way that even after removal of its housing it cannot, when in the blocked condition, be dismantled otherwise than with special tools. If it would be possible to render the protective device ineffective by the removal of screws, the screws shall, unless they are non-removable screws, be covered by parts of the blocked protective device.
 - 5.6. The lock shall be securely assembled in the protective device.
 - 5.7. The locks used shall comprise not less than 1,000 different combinations, i.e.,

* 1 for the Federal Republic of Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for Czechoslovakia, 9 for Spain, 10 for Yugoslavia and 11 for the United Kingdom; subsequent numbers shall be assigned to other countries in the chronological order in which they ratify the Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, or in which they accede to that Agreement, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.

the key appropriate to one combination shall not be capable of opening more than an average of one lock in 1,000. In the vehicles of one type the frequency of occurrence of each combination shall be roughly 1 per 1,000.

- 5.8. Protective devices shall be such as to exclude any risk, while the vehicle is in motion, of accidental blockage likely to compromise safety.
- 5.9. If the operation of the protective device requires the use of an energy reserve other than the energy of the driver, that energy reserve shall be used only to actuate the device's locking and unlocking system. The protective device shall be kept in position by purely mechanical means.
- 5.10. If the protective device is additionally equipped with an external acoustic and/or visual warning device, the signals emitted by the warning device shall be brief and shall end automatically after not more than 30 seconds; they shall recommence only if the device is actuated again. In addition,
 - 5.10.1. if the signal is acoustic, it shall be emitted by the audible warning device normally fitted to the vehicle;
 - 5.10.2. if the signal is visual, it shall be produced solely by flashing of the vehicle's passing lights.

6. PARTICULAR SPECIFICATIONS

In addition to the general specifications prescribed in paragraph 5, if the protective device is of a type acting on the steering, on the transmission or on the gear-shift control it shall comply with the particular conditions prescribed below for such types of device.

- 6.1. *Protective devices acting on the steering*
 - 6.1.1. A protective device acting on the steering shall block the steering.
 - 6.1.2. It shall not be possible for the steering to be blocked inadvertently when the key is in the lock of the protective device, even if the device preventing starting of the engine has come into action or been set to act.
 - 6.1.3. It shall not be possible to switch on the ignition of a petrol-engined vehicle, or to start the engine of a diesel-engined vehicle by means of the normal control, until a lock acting on the steering has been opened.
 - 6.1.4. When the protective device is set to act, it shall not in any event be possible to prevent engagement of the bolt in its counterpart.
 - 6.1.5. The bolt shall engage to a sufficient depth to ensure that the protective device continues to be effective even after it has undergone some degree of wear.
 - 6.1.6. If the protective device is such that the key can be removed in a position other than the position in which the steering is locked, it shall be so designed that the manoeuvre required to reach that position and remove the key cannot be effected inadvertently.
 - 6.1.7. The protective device shall be strong enough to withstand, without damage to the steering mechanism likely to compromise safety, the application in both directions parallel to the axis of the steering shaft, and in static conditions, of a torque of 19.6 mdaN (20 mkgf; 1736 inch-lb.).

6.2. *Protective devices acting on the transmission*

A protective device acting on the transmission shall prevent the rotation of the vehicle's driving wheels.

6.3. *Protective devices acting on the gear-shift control*

- 6.3.1. A protective device acting on the gear-shift control shall be capable of preventing any change of gear.
- 6.3.2. In the case of manual gear-boxes it shall be possible to block the gear-shift lever in the following positions only : reverse plus neutral, or reverse only.
- 6.3.3. In the case of automatic gear-boxes, blocking shall be possible in the "Parking" position only; additional blocking in the "neutral" position shall be permissible.

7. MODIFICATIONS OF VEHICLE TYPE OR OF THE VEHICLE'S PROTECTIVE DEVICE

- 7.1. Every modification of the vehicle type or of the vehicle's protective device shall be notified to the administrative department which approved the vehicle type. The department may then either :
- 7.1.1. consider that the modifications made are unlikely to have an appreciable adverse effect, and that in any case the vehicle still meets the requirements; or
- 7.1.2. require a further test report from the technical service responsible for conducting the tests.
- 7.2. Notice of confirmation of approval or of refusal of approval, specifying the modifications, shall be communicated by the procedure specified in paragraph 4.3 above to the Parties to the Agreement which apply this Regulation.

8. CONFORMITY OF PRODUCTION

- 8.1. Every vehicle bearing an approval mark as prescribed under this Regulation shall, with regard to the type of protective device, to the mounting of the latter on the vehicle, and to the components on which the protective device acts, conform to the vehicle type approved.
- 8.2. In order to verify conformity as prescribed in paragraph 8.1. above, a sufficient number of random checks shall be performed on serially-produced vehicles bearing the approval mark required by this Regulation.

9. PENALTIES FOR NON-CONFORMITY OF PRODUCTION

- 9.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirements laid down in paragraph 8.1 above are not complied with.
- 9.2. If a Party to the Agreement which applies this Regulation withdraws an approval it has previously granted, it shall forthwith notify the other Contracting Parties applying this Regulation thereof by means of a copy of the approval form bearing at the end, in large letters, the signed and dated annotation "APPROVAL WITHDRAWN".

10. REMARK CONCERNING ACOUSTIC OR VISUAL WARNING DEVICES PROVIDED ADDITIONALLY

Approval under this Regulation may be granted in respect of a protective device additionally equipped with an acoustic or visual warning device; the

Contracting Parties to the Agreement which apply this Regulation shall not be deemed to be precluded by the provisions of article 3 of the Agreement to which the Regulation is annexed from prohibiting such additional devices on vehicles registered by them.

11. NAMES AND ADDRESSES OF TECHNICAL SERVICES CONDUCTING APPROVAL TESTS : AND OF ADMINISTRATIVE DEPARTMENTS

The Parties to the Agreement applying this Regulation shall communicate to the Secretariat of the United Nations the names and addresses of the technical services conducting approval tests and of the administrative departments which grant approval and to which forms certifying approval or refusal or withdrawal of approval, issued in other countries, are to be sent.

ANNEX 1

(Maximum format : A4 (210 × 297 mm))



NAME OF ADMINISTRATION

Communication concerning the approval (or refusal or withdrawal of approval) of a type of power-driven vehicle with regard to its protection against unauthorized use, pursuant to Regulation No. 18

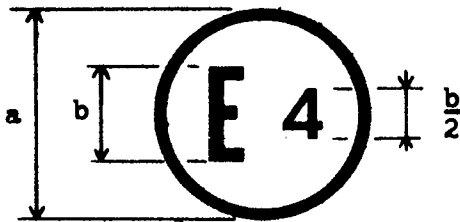
- Approval No.
1. Trade name or mark of the power-driven vehicle
2. Vehicle type
3. Manufacturer's name and address
4. If applicable, name and address of manufacturer's representative
5. Brief description of the protective device, of its mounting, and of the vehicle component or function on which it acts (apart from starting of the engine), i.e. steering/gear-shift control/transmission/prevention of running of engine*
6. The vehicle is additionally equipped with an acoustic/visual* warning device of the following type :
7. Vehicle submitted for approval on

* Strike out what does not apply.

8. Technical service conducting approval tests
9. Date of report issued by that service
10. Number of report issued by that service
11. Approval granted/refused*
12. Position of approval mark on the vehicle
13. Place
14. Date.....
15. Signature.....
16. The following documents, bearing the approval number shown above, are annexed to this communication :
 - ... drawings, diagrams and plans of the protective device, of its mounting, and of the vehicle components on which it acts;
 - ... photographs of the protective device and of the other components contributing to the protection of the vehicle against unauthorized use.

ANNEX 2

ARRANGEMENT OF THE APPROVAL MARK



	a	b
Minimum dimensions	12	5.6

(millimetres)

18 R-2439 $\frac{b}{2}$

The above approval mark affixed to a vehicle shows that, pursuant to Regulation No. 18, the vehicle type concerned has, with regard to its protection against unauthorized use, been approved in the Netherlands (E 4) under approval number 2439.

* Strike out what does not apply.

ENTRY INTO FORCE OF REGULATION NO. 19 (UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLE FOG LIGHTS) AS AN ANNEX TO THE AGREEMENT OF 20 MARCH 1958¹

The said Regulation came into force on 1 March 1971 in respect of Belgium and the Netherlands, in accordance with article 1 (5) of the Agreement.

Authentic texts : English and French.

Registered ex officio on 1 March 1971.

1. DEFINITIONS

For the purposes of this Regulation,

- 1.1. "fog light" means that light on a vehicle which improves the illumination of the road in conditions of fog, snowfall, heavy rain or dust clouds;
- 1.2. fog lights of different "types" are fog lights which differ in such essential respects as :
 - 1.2.1. the trade name or mark;
 - 1.2.2. the characteristics of the optical system;
 - 1.2.3. the inclusion of components capable of altering the optical effects by reflection, refraction or absorption; and
 - 1.2.4. the type of lamp.

2. APPLICATION FOR APPROVAL

- 2.1. The application for approval shall be submitted by the holder of the trade name or mark or by his duly accredited representative.
- 2.2. The application relating to each type of fog light shall be accompanied by :
 - 2.2.1. a brief technical specification. If the light is not of the sealed-beam type, the type of lamp or lamps shall be specified; it shall be one of those recommended for lamps under the international standards laid down for lamps by the Inland Transport Committee of the Economic Commission for Europe or by such other body as may be appointed in place of that Committee, and its characteristics shall be as shown in annex 3 to this Regulation;
 - 2.2.2. drawings in triplicate, sufficiently detailed to permit identification of the type and showing the light in cross (longitudinal) section and in front elevation, with details of the fluting, if any, of the glass; and
 - 2.2.3. two samples of the type of fog light.

3. MARKINGS

- 3.1. The samples of a type of fog light which are submitted for approval shall bear the trade name or mark of the applicant, which shall be clearly legible and be indelible.
- 3.2. A space of sufficient size to accommodate the approval mark shall be provided both on the glass and on the main body of every light;* this space shall be shown on the drawings referred to in paragraph 2.2.2 above.

¹ See footnote 1, p. 300 of this volume.

* If the glass cannot be separated from the main body, the provision of such a space on the glass of every light will suffice.

4. APPROVAL

- 4.1. If the samples of a type of fog light which are submitted in conformity with the provisions of paragraph 2 above meet the requirements of paragraphs 5, 6 and 7 of this Regulation, approval shall be granted.
- 4.2. An approval number shall be assigned to each type approved. The same Contracting Party may not assign the same number to another type of fog light covered by this Regulation.
- 4.3. Notice of approval or of refusal of approval of a type of fog light shall be communicated to the Parties to the Agreement which apply this Regulation by means of a form conforming to the model in annex 1 to this Regulation and of a drawing of the fog light, supplied by the applicant for approval, in a format not exceeding A4 (210 × 297 mm) where possible, or folded to that format, and on a scale of 1:1.
- 4.4. In addition to the mark prescribed in paragraph 3.1, the following particulars shall be affixed in the spaces referred to in paragraph 3.2 above to every fog light conforming to a type approved under this Regulation :

4.4.1. an international approval mark * consisting of :

- 4.4.1.1. a circle surrounding the letter " E " followed by the distinguishing number of the country which has granted approval;**
- 4.4.1.2. the approval number, below the circle; and
- 4.4.1.3. the letter " B " in a square above the circle.

- 4.5. The marks and symbols referred to in paragraphs 4.4.1.1 and 4.4.1.2 above shall be clearly legible and be indelible even when the fog light is mounted on the vehicle.
- 4.6. Annex 2 to this Regulation shows the arrangement of the approval mark referred to above.

5. GENERAL SPECIFICATIONS

- 5.1. Each sample submitted in conformity with paragraph 2.2.3 above shall meet the specifications set forth in paragraphs 6 and 7 of this Regulation.
- 5.2. The fog lights shall be so designed and constructed that in normal use, despite the vibration to which they may then be subjected, their satisfactory operation continues to be ensured and they retain the characteristics prescribed by this Regulation. The correct position of the glass shall be clearly

* If different types of fog lights have an identical glass, the glass may bear the several approval marks of those types of fog lights on condition that the main body of the fog light, even if it cannot be separated from the glass, is also provided with the space referred to in paragraph 3.2 above and bears the approval mark of the type of fog light. If different types of fog lights have an identical main body, it may bear the several approval marks of those types of fog lights.

** 1 for the Federal Republic of Germany; 2 for France; 3 for Italy; 4 for the Netherlands; 5 for Sweden; 6 for Belgium; 7 for Hungary; 8 for Czechoslovakia; 9 for Spain; 10 for Yugoslavia and 11 for the United Kingdom; subsequent numbers shall be assigned to other countries in the chronological order in which they ratify the Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, or in which they accede to that Agreement, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.

marked and the glass and reflector shall be so secured as to prevent any rotation during use.

- 5.3. Conformity with the requirements of this paragraph shall be verified by visual inspection and, where necessary, by a trial fitting.

6. ILLUMINATION

- 6.1. Fog lights shall be so designed as to provide illumination with limited dazzle.
- 6.2. The illumination produced by the fog light shall be determined by means of a vertical screen set up 25 m forward of the glass of the fog light. The point HV is the base of the perpendicular from the centre of the light to the screen. The line hh is the horizontal through HV (See annex 5 to this Regulation).
- 6.3. In the case of a type of construction other than a sealed-beam type, a colourless-bulb standard (reference) lamp of the type specified by the manufacturer in conformity with the requirements of paragraph 2.2.1 and of annex 4 to this Regulation, designed for a rated voltage of 12 V and supplied by the manufacturer, shall be used; it shall be supplied with electric current at a voltage such that it produces the flux prescribed for the tests corresponding to its type. In the case of a sealed-beam type of construction, current shall be supplied at the test voltage (6 V, 12 V or 24 V, as appropriate).
- 6.4. The beam shall produce on the screen, over a width of not less than 2.25 m on both sides of the line VV, a symmetrical cut-off approximating sufficiently closely to the horizontal to enable adjustment to be performed with its aid.
- 6.5. The fog light shall be so directed that the cut-off on the screen is 50 cm below the line hh.
- 6.6. When so adjusted, the fog light shall meet the requirement set out in paragraph 6.7 below.
- 6.7. The illumination produced on the screen (see annex 5) shall meet the following requirements :

Position on measuring screen		Illumination required, in lux
<i>Zone</i>	<i>Zone limits</i>	
On the line hh between points h_1 and h_2	225 cm ($5^{\circ}15'$) on both sides of the line VV	≥ 0.3
A	225 cm ($5^{\circ}15'$) on both sides of the line VV and 75 cm ($1^{\circ}72'$) above hh	≥ 0.15 and ≤ 1
B	1250 cm ($26^{\circ}5'$) on both sides of the line VV and 150 cm ($3^{\circ}44'$) above hh, including hh (except zone A)	≤ 1

Position on measuring screen		Illumination required, in lux
<i>Zone</i>	<i>Zone limits</i>	
C	1250 cm (26°5) on both sides of the line VV and starting from 150 cm above hh	≤ 0.5
D	450 cm (10°20) on both sides of the line VV and comprised between the parallels to hh respectively situated 75 and 150 cm below hh	On each vertical line in this zone there shall be at least one point (a, b, c) where the illumination is ≥ 1.5
E	From 450 cm (10°20) to 1000 cm (21°45) on both sides of zone D and comprised between the parallels to hh respectively situated 75 and 150 cm below hh	On each vertical line in this zone there shall be at least one point where the illumination is ≥ 0.5

The illumination shall be measured either in white light or in coloured light as prescribed by the manufacturer for use of the fog light in normal service. No variations in illumination detrimental to satisfactory visibility shall exist in either of the zones B and C.

6.8. The screen illumination referred to in paragraph 6.7 above shall be measured by means of a photo-electric cell having a useful area comprised within a square of 65 mm side.

7. COLOUR

Approval may be obtained for a type of fog light emitting either white or selective-yellow* light. The colouring, if any, of the beam may be obtained either through the lamp bulb or through the glass of the fog light or by any other suitable means.

8. DETERMINATION OF DISCOMFORT (DAZZLE)

The discomfort dazzle caused by the fog light shall be determined.**

9. OBSERVATION CONCERNING COLOUR

Any approval under this Regulation is granted, pursuant to paragraph 7 above, to a type of fog light emitting either white or selective-yellow light; article 3 of the Agreement to which the Regulation is annexed shall accordingly not prevent the Contracting Parties from prohibiting the use on vehicles registered by them of fog lights emitting a beam of white light or a beam of

* Definitions of "selective yellow": Purity factor: at least equal to 0.820; limits towards white ($y \geq -x + 0.966$) then becoming: $y \geq -x + 0.940$ and $y = 0.440$.

** This determination will be the subject of a recommendation to Administrations.

selective-yellow light. A fog light approved for white light may also be approved for selective-yellow light under the same number, subject to a check of the colorimetric characteristics of the components enabling such colour to be obtained.

10. CONFORMITY OF PRODUCTION

Every fog light bearing an approval mark as prescribed under this Regulation shall conform to the type approved and satisfy the photometric requirements set out above.*

11. PENALTIES FOR NON-CONFORMITY OF PRODUCTION

11.1. The approval granted in respect of a type of fog light may be withdrawn if the requirements laid down in the foregoing are not complied with or if a fog light bearing the marks referred to in paragraph 4.4.1 fails to conform to the type approved.

11.2. If a Contracting Party to the Agreement which applies this Regulation withdraws an approval it has previously granted, it shall forthwith notify the other Contracting Parties applying this Regulation thereof by means of a copy of the approval form bearing at the end, in large letters, the signed and dated annotation "APPROVAL WITHDRAWN".

12. NAMES AND ADDRESSES OF TECHNICAL SERVICES CONDUCTING APPROVAL TESTS, AND OF ADMINISTRATIVE DEPARTMENTS

The Contracting Parties to the Agreement which apply this Regulation shall communicate to the Secretariat of the United Nations the names and addresses of the technical services conducting approval tests and of the administrative departments which grant approval and to which forms certifying approval or refusal or withdrawal of approval, issued in other countries, are to be sent.

ANNEX I

(Maximum format : A4 (210 × 297 mm))



NAME OF
ADMINISTRATION

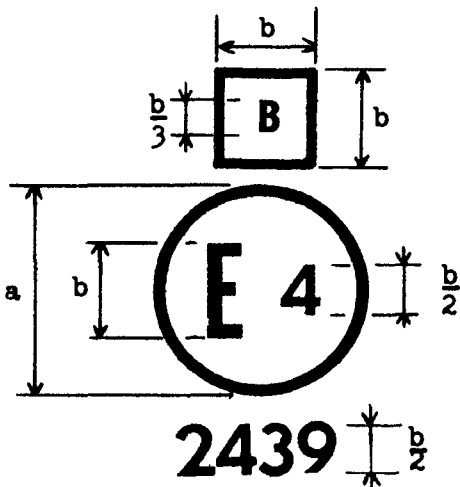
*Communication concerning the approval
(or refusal or withdrawal of approval)
of a type of fog light
pursuant to Regulation No. 19*

* How this requirement is to be interpreted for the purposes of serial manufacture will be the subject of a recommendation to Administrations.

- Approval No.
1. Fog light designed to emit white/selective-yellow light*
 2. Fog light using a lamp of type F₁, F₂ F₃, H₁, H₂, H₃*
 3. Nominal voltage (in the case of a sealed-beam light) ... volts
 4. Trade name or mark
 5. Manufacturer's name
 6. If applicable, name of manufacturer's representative
 7. Address
 8. Submitted for approval on.....
 9. Technical service conducting approval tests
 10. Date of report issued by that service
 11. Number of report issued by that service
 12. Approval granted/refused*.....
 13. Place
 14. Date
 15. Signature
 16. The attached drawing No. ... shows the fog light in front elevation, with the fluting of the glass, and in cross section,

ANNEX 2

ARRANGEMENT OF THE APPROVAL MARK



	a	b
Dimensions	12	5.6
(min.)	18	8.5

(millimetres)

For each Contracting State a distinguishing number for the State shall be placed to the right of the letter "E" within the circle. (For the list of these numbers, see footnote on page 316). The approval number shall be placed below the circle.

* Strike out what does not apply.

ANNEX 4

STANDARD (REFERENCE) LAMPS FOR FOG LIGHTS

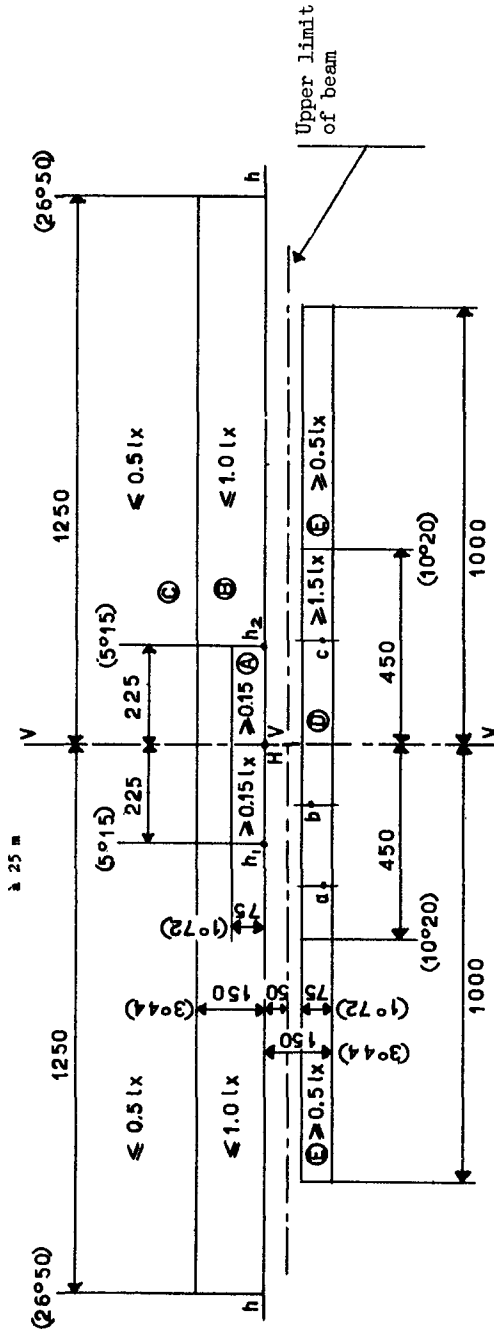
Types	F ₁	F ₂	F ₃	H ₁	H ₂	H ₃
<i>Dimensions (mm)*</i>						
D	29 max	36 max	41 max	10 max		
b	46 max	50 max	45 max	49 max		
c	21.5 ± 0.15	30 ± 0.15	28.5 ± 0.15	25 ± 0.15		
d ₁	± 0.2	± 0.2	± 0.2	± 0.2	Under consideration	
d ₂				± 0.25		
		**				
f	6 to 7.5	4 to 7	5 ± 1	5.5 ± 0.5		
β	90° ± 3°	90° ± 3°				
Test voltage	13.2 V	13.5 V	13.2 V	13.2 V		
Wattage at test voltage	55.5 W ± 10%	35 W ± 10%	45 W ± 10%	62 W ± 7.5%		
Luminous flux for testing fog lights	800 lm	540 lm	650 lm	1,150 lm		

* For dimensions not given here, see document WP/TRANS/WP29/216/Rev.1. Nevertheless, for standard lamp H₁ the tolerance on dimension C shown on plate HL₃ of Regulation No. 8 is reduced from ±0.5 d to ±0.25 d.

** The dimension from the end of the filament to the reference axis should be 2.5 ± 0.2.

ANNEX 5

MEASURING SCREEN



1. Dimensions in cm
2. The figures following the degree sign are one-hundredths of a degree

HV : point of intersection of lines hh and VV