COMMISSION DIRECTIVE

of 10 December 1991

adapting to technical progress Council Directive 76/756/EEC relating to the installation of lighting and light-signalling devices on motor vehicles and their trailers

(91/663/EEC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 100A thereof,

Having regard to Council Directive 70/156/EEC of 6 February 1970 relating to the type-approval of motor vehicles and their trailers (1), as last amended by Directive 87/403/EEC of 25 June 1987 (2), and in particular Article 11 thereof,

Having regard to Council Directive 76/756/EEC of 27 July 1976 relating to the installation of lighting and light-signalling devices on motor vehicles and their trailers (3), as amended by Directives: 80/233/EEC of 21 November 1979 (4), 82/244/EEC of 17 March 1982 (5), 83/276/EEC of 26 May 1983 (6), 84/8/EEC of 14 December 1983 (7) and 89/278/EEC of 28 March 1989 (8),

Whereas for clarity it is now necessary to produce a consolidation of these Directives;

Whereas in the light of technical progress it is now possible to introduce further amendments, namely the colour of headlights will be required to be white only, side-marker lamps will be specified for certain vehicles and the requirement for lamps on movable components and other matters of detailed drafting can be clarified;

Whereas the measures provided for in this Directive are in accordance with the opinion of the Committee for the Adaptation to Technical Progress of Directives on the Removal of Technical Barriers to Trade in the Motor Vehicles Sector,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Directive 76/756/EEC is amended as follows:

1. the Articles are replaced by the following Articles to this Directive;

2. the Annexes are replaced by the Annexes to this Directive.

Article 2

For the purposes of this Directive, 'vehicle' means any vehicle to which Council Directive 70/156/EEC applies.

Article 3

1. With effect from 1 January 1993, no Member State may:

— refuse, in respect of a type of vehicle, to grant EC type-approval, to issue the document referred to in the last indent of Article 10 (1) of Directive 70/156/EEC, or to grant national type-approval, or

— prohibit the entry into service of vehicles

on grounds relating to the installation of the lighting and light-signalling devices on this type of vehicle or on these vehicles if these devices are installed in accordance with the requirements of this Directive.

2. With effect from 1 October 1993, Member States:

— shall no longer issue the document referred to in the last indent of Article 10 (1) of Directive 70/156/EEC, and

— may refuse to grant national type-approval

in respect of a type of vehicle on which the installation of the lighting and light-signalling devices is not in accordance with the requirements of this Directive.

3. With effect from 1 October 1994, Member States may prohibit the first entry into service of vehicles on which the installation of these devices is not in accordance with the requirements of this Directive.

Article 4

A Member State which has granted EC type-approval shall take the necessary measures to ensure that it is informed of any modification to any parts or characteristics referred to in item 1.1 of Annex I. The competent authorities of that Member State shall determine whether further tests should be

(1) OJ No L 42, 23. 2. 1970, p. 1.
(2) OJ No L 220, 8. 8. 1987, p. 44.
(3) OJ No L 262, 27. 9. 1976, p. 1.
(4) OJ No L 51, 25. 2. 1980, p. 8.
(5) OJ No L 109, 22. 4. 1982, p. 31.
(6) OJ No L 151, 9. 6. 1983, p. 47.
(7) OJ No L 9, 12. 1. 1984, p. 24.
(8) OJ No L 109, 20. 4. 1989, p. 38.

carried out on the modified vehicle type and a fresh report drawn up. Where such tests reveal failure to comply with the requirements of this Directive, the modification shall not be approved.

Article 5

Any amendments necessary in order to adapt the content of the Annexes to this Directive to take account of technical progress shall be adopted in accordance with the procedure laid down in Article 13 of Directive 70/156/EEC.

Article 6

1. Member States shall bring into force the legislative, regulatory and administrative provisions necessary in order to comply with this Directive before 1 January 1993 and shall forthwith inform the Commission thereof.

2. When the Member States adopt these provisions they shall make a reference to this Directive in their official publication. The form of this reference shall be determined by the Member States.

3. Member States shall ensure that the terms of the main provisions of national law which they adopt in the field covered by this Directive are communicated to the Commission.

Article 7

This Directive is addressed to the Member States.

Done at Brussels, 10 December 1991.

For the Commission
Martin BANGEMANN
Vice-President

ANNEX I

INSTALLATION OF LIGHTING AND LIGHT-SIGNALLING DEVICES

1. DEFINITIONS

For the purposes of this Directive:

1.1. **'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 items 1.1.1 to 1.1.4.

The following are likewise considered not to be 'vehicles of a different type': vehicles which differ within the meaning of items 1.1.1 to 1.1.4, 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;

1.1.1. the dimensions and the external shape of the vehicle;

1.1.2. the number and positioning of the devices;

1.1.3. the headlamp-levelling system;

1.1.4. the suspension system.

1.2. **'Transverse plane'**

means a vertical plane perpendicular to the median longitudinal plane of the vehicle.

1.3. **'Unladen vehicle'**

means the vehicle in running order, as defined in item 2.6 of Annex I, model information document, to Directive 70/156/EEC, but without driver.

1.4. **'Laden vehicle'**

means the 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 Appendix 1.

1.5. **'Device'**

means an element or an assembly of elements used to perform one or more functions.

1.6. **'Light source with regard to filament lamps'**

means the filament itself. (Where a lamp has several filaments, each one shall constitute a light source).

1.7. **'Lamp'**

means a device designed to illuminate the road or to emit a light signal. Rear registration plate lamps and retro reflectors are likewise regarded as lamps.

1.7.1. *'Equivalent lamps'*

means lamps having the same function and authorized in the country in which the vehicle is registered; such lamps may have different characteristics from those installed on the vehicle when it is approved on condition that they satisfy the requirements of this Annex.

1.7.2. *'Single-function lamp'*

means a part of a device which performs a single lighting or light-signalling function.

1.7.3. *'Independent lamps'* (1)

means devices having separate illuminating surfaces, separate light sources and separate lamp bodies.

(1) In the case of lighting devices for the rear number plate and the direction indicators (category 5), replace 'illuminating surface' by 'light-emitting surface' in the absence of an illuminating surface.

1.7.4. *'Grouped lamps'* (1)

means devices having separate illuminating surfaces and separate light sources, but a common lamp body.

1.7.5. *'Combined lamps'* (1)

means devices having separate illuminating surfaces, but a common light source and a common lamp body.

1.7.6. *'Reciprocally incorporated lamps'* (1)

Means devices having separate light sources or a single light source operating under different conditions (e.g. optical, mechanical or electrical differences), totally or partially common illuminating surfaces and a common lamp body.

1.7.7. *'Concealable lamp'*

means a lamp capable of being partly or completely hidden when not in use. This result may be achieved by means of a movable cover, by displacement of the lamp or by any other suitable means. The term 'retractable' is used more particularly to describe a concealable lamp, the displacement of which enables it to be inserted within the bodywork.

1.7.8. *'Main-beam headlamp'*

means the lamp used to illuminate the road over a long distance ahead of the vehicle.

1.7.9. *'Dipped-beam headlamp'*

means the lamp used to illuminate the road ahead of the vehicle without causing undue dazzle or discomfort to oncoming drivers and other road-users.

1.7.10. *'Front fog lamp'*

means the lamp used to improve the illumination of the road in case of fog, snowfall, rainstorms or dust clouds.

1.7.11. *'Reversing lamp'*

means the lamp used to illuminate the road to the rear of the vehicle and to warn other road-users that the vehicle is reversing or about to reverse.

1.7.12. *'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.

1.7.13. *'Hazard warning signal'*

means the simultaneous operation of all of a vehicle's direction indicator lamps to draw attention to the fact that the vehicle temporarily constitutes a special danger to other road-users.

1.7.14. *'Stop lamp'*

means the lamp used to indicate to other road-users to the rear of the vehicle that the latter's driver is applying the service brake.

1.7.15. *'Rear registration plate lamp'*

means the device used to illuminate the space intended to accommodate the rear registration plate; it may consist of different optical elements.

1.7.16. *'Front position lamp'*

means the lamp used to indicate the presence and the width of the vehicle when viewed from the front.

1.7.17. *'Rear position lamp'*

means the lamp used to indicate the presence and the width of the vehicle when viewed from the rear.

1.7.18. *'Rear fog lamp'*

means the lamp used to render the vehicle more readily visible from the rear in dense fog.

(1) In the case of lighting devices for the rear number plate and the direction indicators (category 5), replace 'illuminating surface' by 'light-emitting surface' in the absence of an illuminating surface.

1.7.19. *'Parking lamp'*

means the lamp used to draw attention to the presence of a stationary vehicle in a built-up area. In such circumstances it replaces the front and rear position lamps.

1.7.20. *'End-outline marker lamp'*

means the lamp fitted to the extreme outer edge as close as possible to the top of the vehicle and intended clearly to indicate the vehicle's overall width. This lamp is intended, for certain vehicles and trailers, to complement the vehicle's front and rear position lamps by drawing particular attention to its bulk.

1.7.21. *'Side-marker lamp'*

means a lamp used to indicate the presence of the vehicle when viewed from the side.

1.7.22. *'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 Directive the following are not considered as retro reflectors:

— retro-reflecting number plates,

— the retro-reflecting signals mentioned in the ADR (European Agreement concerning the international carriage of dangerous goods by road),

— other retro-reflecting plates and signals which must be used to comply with a Member State's specifications for use as regards certain categories of vehicles or certain modes of operation.

1.8. **'Light-emitting surface'**

means all or part of the exterior surface of the translucent material which helps to confer on the light its particular photometric and colorimetric properties. When only part of the exterior surface emits light, the light-emitting surface shall, in case of doubt, be specified by the competent authority after consultation with the vehicle and/or component manufacturer.

1.9. **Illuminating surfaces**

1.9.1. *'Illuminating surface of a lighting device'* (Item 1.7.8 to 1.7.11)

means the orthogonal projection of the full aperture of the reflector in a transverse plane. If the lighting device has no reflector, the definition of item 1.9.2 shall be applied. If the light-emitting surface of the lamp extends over a part only of the full aperture of the reflector, then the projection of that part only is taken into account.

In the case of a dipped-beam headlamp, the illuminating surface is limited by the apparent trace of the cut-off on to the lens. If the reflector and lens are adjustable relative to one another, the mean adjustment should be used.

1.9.2. *'Illuminating surface of a signalling lamp other than a retro reflector'* (Items 1.7.12 to 1.7.21)

means the orthogonal projection of the lamp in a plane perpendicular to its axis of reference and in contact with the exterior light-emitting surface of the lamp, this projection being bounded by the edges of the screens situated in this plane, each allowing only 98 % of the total luminous intensity of the light to persist in the direction of the axis of reference.

To determine the lower, upper and lateral limits of the illuminating surface, only screens with horizontal or vertical edges shall be used.

1.9.3. *'Illuminating surface of a retro reflector'* (Items 1.7.22)

means the illuminating surface of a retro reflector in a plane perpendicular to the axis of reference and bounded by planes touching the outer edges of the light projection surface of the retro reflector and parallel to this axis. To determine the lower, upper and lateral limits of the illuminating surface, only vertical and horizontal planes shall be used.

1.10. **'Apparent surface'**

for a defined direction of observation, means the orthogonal projection of the light-emitting surface in a plane perpendicular to the direction of observation (see drawing in Appendix 2) and tangential to the most exterior point of the lens.