COMMISSION

COMMISSION DIRECTIVE

of 17 March 1982

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

(82/244/EEC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community,

Having regard to Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers (1), as last amended by Directive 80/1267/EEC (2) and by the Act of Accession of Greece, and in particular Article 11 thereof,

Having regard to Council Directive 76/756/EEC of 27 July 1976 on the approximation of the laws of the Member States relating to the installation of lighting and light-signalling devices on motor vehicles and their trailers (3), as amended by Commission Directive 80/233/EEC (4), and in particular Article 4 thereof,

Whereas, in the light of experience gained and in view of technical progress, it is now possible not only to supplement certain requirements and bring them more into line with actual test conditions, but also to render them more stringent with a view to increasing the safety of both the occupants of the vehicles and other road users;

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

Annexes I and II to Directive 76/756/EEC are hereby amended as set out in the Annex to this Directive.

Article 2

1. With effect from 1 October 1982, no Member State may, on grounds relating to the installation of the lighting and light-signalling devices, whether mandatory or optional, listed in Items 1.5.7 to 1.5.20 of Annex I to Directive 76/756/EEC:

— refuse, in respect of a type of vehicle, to grant EEC 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,

if the installation of the said lighting and light-signalling devices on this type of vehicle or on these vehicles complies with the provisions of this Directive.

2. With effect from 1 January 1983, Member States:

— shall no longer issue the document referred to in the last indent of Article 10 (1) of Directive 70/156/EEC in respect of a type of vehicle in which the installation of the said lighting and light-signalling devices does not comply with the provisions of this Directive,

— may refuse to grant national type-approval in respect of a type of vehicle in which the installation of the said lighting and light-signalling devices does not comply with the provisions of this Directive.

(1) OJ No L 42, 23. 2. 1970, p. 1.
(2) OJ No L 375, 31. 12. 1980, p. 34.
(3) OJ No L 262, 27. 9. 1976, p. 1.
(4) OJ No L 51, 25. 2. 1980, p. 8.

3. With effect from 1 October 1984, Member States may prohibit the entry into service of vehicles in respect of which a certificate pursuant to Article 10 of Directive 70/156/EEC concerning the installation of the said lighting and light-signalling devices was issued after 1 October 1979, where the installation of these devices does not comply with the provisions of this Directive.

Article 3

Member States shall bring into force the provisions necessary in order to comply with this Directive not later than 1 October 1982 and shall forthwith inform the Commission thereof.

Article 4

This Directive is addressed to the Member States.

Done at Brussels, 17 March 1982.

For the Commission

Karl-Heinz NARJES

Member of the Commission

ANNEX

Amendments to the Annex to Directive 76/756/EEC

ANNEX I: INSTALLATION OF LIGHTING AND LIGHT-SIGNALLING DEVICES

Item 1.1 is hereby amended as follows:

'1.1. **Vehicle type with regard to the installation of lighting and light-signalling devices**

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 1.1.1-1.1.4.

The following are likewise considered not to be "vehicles of a different type": vehicles which differ within the meaning of Items 1.1.1-1.1.4, but not in such a way as to entail a change in the type, 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.'

After Item 1.1.2, the following new Items 1.1.3 and 1.1.4 shall be added:

'1.1.3. the headlamp levelling system.

1.1.4. the suspension system'

Item 1.10.4 is hereby amended as follows:

'1.10.4. of side direction indicator lamps, end-outline marker lamps, front and rear position (side) lamps, parking lamps and reflex reflectors'

Item 2.2.4 is hereby amended as follows:

'2.2.4. Lay out drawing(s) for each individual lamp showing the illuminating surfaces as defined in Item 1.6, the axis of reference as defined in Item 1.7 and the centre of reference as defined in Item 1.8.

This information is not necessary in the case of the rear registration plate lamp (Item 1.5.14).'

Item 4.2.6.1 is hereby amended as follows:

'4.2.6.1. After adjustment of the initial inclination, the vertical inclination of the dipped beam shall be measured in static conditions under all the loading conditions defined in Appendix 1. It shall remain between — 0·5 and — 2·5 % without manual adjustment. Initial adjustment shall be between — 1 and — 1·5 % in the "unladen vehicle" state with one person in the driving seat. The initial adjustments for each type of vehicle must be specified by the manufacturer and must be indicated in a clearly legible and indelible manner on each vehicle close to either the headlamp or the manufacturer's plate by the symbol shown in Appendix 6.'

Item 4.2.6.2.2 is hereby amended as follows:

'4.2.6.2.2. Devices which are adjusted manually, either continuously or non-continuously, shall nevertheless be permitted, provided they have a stop position at which the lamps can be returned to the initial inclination defined in Item 4.2.6.1 by means of the usual adjusting screws. These manually adjustable devices must be operable from the driving seat. Continually adjustable devices must have reference marks indicating the loading conditions that require adjustment of the dipped beam.

The number of positions on devices which are not continuously adjustable must be such as to ensure compliance, starting from an initial inclination of between — 1 and 1·5 %; with the range of values between — 0·5 and — 2·5 % for the loading conditions defined in Appendix 1. For these devices also, the loading conditions that require adjustment of the dipped beam shall be clearly marked near the control of the device (see Appendix 7).'

After Item 4.2.6.2.2, add:

'4.2.6.2.3. The measurement of the variation of dipped beam inclination as a function of load must be carried out in accordance with the test procedure set out in Appendix 5.'

Item 4.4.1. is hereby amended as follows:

'4.4.1. *Presence*

Mandatory on motor vehicles

Optional on trailers.'

Item 4.5.4.1 is hereby amended as follows:

'4.5.4.1. Width

The edge of the illuminating surface furthest from the median longitudinal plane of the vehicle must not be more than 400 mm from the extreme outer edge of the vehicle.

The distance between the inner edges of the two illuminating surfaces shall not be less than 600 mm. Where the vertical distance between the rear direction indicator lamp and the corresponding rear position (side) lamp is not more than 300 mm, the distance between the extreme outer edge of the vehicle and the outer edge of the illuminating surface of the rear direction indicator lamp must not exceed, by more than 50 mm the distance between the extreme outer edge of the vehicle and the outer edge of the illuminating surface of the corresponding rear position (side) lamp.'

Item 4.5.5 is hereby amended as follows:

'4.5.5. *Geometric visibility*

Horizontal angles: see Appendix 4.

Vertical angles: 15° above and below the horizontal. The vertical angle below the horizontal may be reduced to 5° if the lamps are less than 750 mm above the ground.'

Item 4.5.12 is hereby amended as follows:

'4.5.12. *Other requirements*

The light shall be a flashing light, flashing 90 ± 30 times per minute.

Operation of the light signal control shall be followed within not more than one second by the emission of light and within not more than one and one half seconds by its first extinction. If a motor vehicle is equipped to draw a trailer, the control of the direction indicator lamps on the drawing vehicle shall also be capable of operating the indicator lamps on the trailer.

In the event of the failure of one direction indicator lamp, which is not due to a short circuit, the others must continue to flash but, under these conditions, the frequency may be different from that specified.

For front direction indicator lamps, the illuminating surface must be not less than 40 mm from the illuminating surface of the dipped-beam headlamps or front fog lamps if any. A smaller distance is permitted if the luminous intensity in the reference axis of the direction indicator lamp is not less than 400 cd.'

Item 4.7.8 is hereby amended as follows:

'4.7.8. Must not be "combined" with another lamp, unless the rear position lamp is reciprocally incorporated with the stop lamp and combined with the rear registration plate lamp.'

Item 4.7.10 is hereby amended as follows:

'4.7.10. *Electrical connections*

Must light up when the service brake is applied. The stop lamps need not function if the device which starts and/or stops the engine is in a position which makes it impossible for the engine to operate.'

Item 4.7.12 shall be deleted.

After Item 4.8.8, add the following new Item 4.8.8.1:

'4.8.8.1. When the rear position lamps are reciprocally incorporated with the stop lamps, the photometric characteristics of the rear registration plate lamp may be modified during the illumination of the stop lamps.'

Item 4.8.10 is hereby amended as follows:

'4.8.10. *Electrical connections*

No individual specifications.'

Item 4.8.11 is hereby amended as follows:

'4.8.11. *Tell-tale*

Tell-tale optional. If it exists, its function must be carried out by the tell-tale required for the front and rear position (side) lamps.'

Item 4.9.11 is hereby amended as follows:

'4.9.11. *Tell-tale*

Circuit-closed tell-tale mandatory. This tell-tale shall be non-flashing and shall not be required if the instrument panel lighting can only be turned on simultaneously with the front position (side) lamps.'

Item 4.10.11 is hereby amended as follows:

'4.10.11. *Tell-tale*

Circuit-closed tell-tale mandatory. It must be combined with that of the front position (side) lamps.'

Item 4.11.4.1 is hereby amended as follows:

'4.11.4.1. Width:

If there is only one rear fog lamp, it must be on the opposite side of the median longitudinal plane of the vehicle to the direction of traffic prescribed in the country of registration; the centre of reference may also be situated on the median longitudinal plane of the vehicle.'

Item 4.11.10 is hereby amended as follows:

'4.11.10. *Electrical connections*

These must be such that the rear fog lamp can operate only when the dipped beam or main beam headlamps or the front fog lamps or a combination of these are switched on. They must be such that when the rear fog lamp is switched on it is capable of operating together with the main beam, the dipped beam and the front fog lamps.

When the rear fog lamp is switched on, operating the main-beam or dipped-beam control shall not extinguish the rear fog lamp.

If the front fog lamps exists, the extinguishing of the rear fog lamp must be possible independently from that of the front fog lamps.'