COMMISSION

COMMISSION DIRECTIVE

of 21 November 1979

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

(80/233/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 78/547/EEC (2), and in particular Articles 11, 12 and 13 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),

Whereas in the light of the experience gained and the present state of the art it is now possible to amplify certain requirements and bring them more into line with actual test conditions;

Whereas these amendments are to be followed by further amendments at present being examined, the effect of which will be to render certain requirements more stringent with a view to increasing the safety both of the occupants of the vehicles and of 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 for the Removal of Technical Barriers to Trade in Motor Vehicles,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Directive 76/756/EEC is hereby amended as follows:

1. Articles 2 and 3 are replaced by a new Article 2 as follows:

'*Article 2*

1. With effect from 1 May 1980, 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:

— 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 1981, Member States:

— may 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

(1) OJ No L 42, 23. 2. 1970, p. 1.
(2) OJ No L 168, 26. 6. 1978, p. 39.
(3) OJ No L 262, 27. 9. 1976, p. 1.

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.

3. With effect from 1 October 1982, 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.'

2. Articles 4, 5, 6 and 7 become Articles 3, 4, 5 and 6 respectively.

3. Annexes I and II are amended in accordance with the Annex to this Directive.

Article 2

Member States shall bring into force the provisions necessary in order to comply with this Directive by 30 April 1980 and shall forthwith inform the Commission thereof.

Article 3

This Directive is addressed to the Member States.

Done at Brussels, 21 November 1979.

For the Commission

Étienne DAVIGNON

Member of the Commission

ANNEX

Amendments to the Annexes to Directive 76/756/EEC

ANNEX I: INSTALLATION OF LIGHTING AND LIGHT-SIGNALLING DEVICES

Item 1.3 is hereby amended as follows:

'1.3. **Unladen vehicle**

"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.'

Item 1.5.3 is hereby amended as follows:

'1.5.3. *Grouped lamps*

"Grouped lamps" means devices having separate lenses or separate parts of lenses, separate light sources, but a common lamp body.'

Item 1.5.4 is hereby amended as follows:

'1.5.4. *Combined lamps*

"Combined lamps" means devices having separate lenses or separate parts of lenses, but a common light source and a common lamp body.'

Item 1.5.20 is hereby amended as follows:

'1.5.20. *Reflex reflector*

"Reflex 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 reflex reflectors:

— retro-reflecting nunber 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 methods of operation.'

Item 1.6.1 is hereby amended as follows:

'1.6.1. *Illuminating surface of a lighting device*

"Illuminating surface of a lighting device" (1.5.7 to 1.5.10) 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 1.6.2 shall be applied. If the lamp glass (or glasses) extend(s) over 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 glass are adjustable relative to one another, the mean adjustment should be used.'

Item 1.6.4 is hereby amended as follows:

'1.6.4. *Apparent surface*

"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.'

After item 1.6.4 the following new item 1.6.5 shall be added:

1.6.5. *Light-emitting surface*

"Light-emitting surface" means all or part of the exterior surface of the transparent lens that encloses the lighting and light-signalling device and allows compliance with photometric and colorimetric requirements.'

Item 1.8 is hereby amended as follows:

'1.8. **Centre of reference**

"Centre of reference" means the intersection of the axis of reference with the light-emitting surface. This centre of reference is to be specified by the manufacturer of the lamp.'

Item 1.9 is hereby amended as follows:

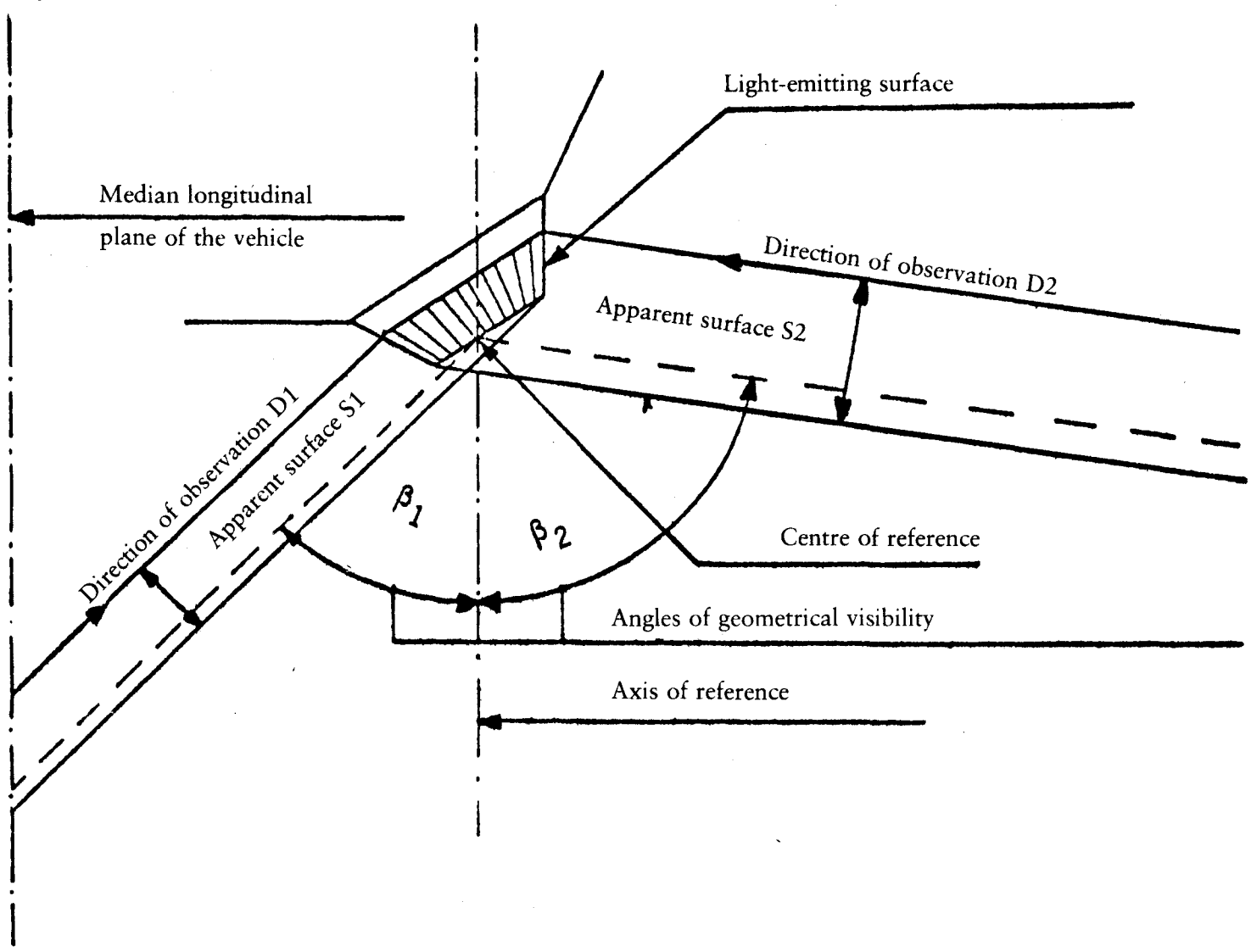
'1.9. **Angles of geometric visibility**

"Angles of geometric visibility" means the angles which determine the field of the minimum solid angle in which the apparent surface of the lamp must be visible. That field of the solid angle is determined by the segments of the sphere of which the centre coincides with the centre of reference of the lamp and the equator is parallel with the ground. These segments are determined in relation to the axis of reference. The horizontal angles β correspond to the longitude and the vertical angles α to the latitude. There must be no obstacle on the inside of the angles of geometric visibility to the propagation of light from any part of the apparent surface of the lamp observed from infinity.

If measurements are taken closer to the lamp, the direction of observation must be shifted parallel to achieve the same accuracy.

On the inside of the angles of geometric visibility no account is taken of obstacles, if they were already presented when the lamp was type-approved.

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 as an optical unit (see figure below).'



Item 1.12 is hereby amended as follows:

'1.12. **A single lamp**

"A single lamp" also means any combination of two or more lamps, whether identical or not, having the same function and emitting light of the same colour, if it comprises devices, the projection of whose aggregate illuminating surfaces in a given transverse plane occupies 60 % or more of the area of the smallest rectangle circumscribing the projections of those illuminating surfaces, provided that such combination is, where approval is required, approved as a single lamp.

This possible combination does not apply to main-beam headlamps, dipped-beam headlamps and front fog lamps.'

Item 1.14 is hereby amended as follows:

'1.14. **Distance between two lamps**

"Distance between two lamps" which face in the same direction means the shortest distance between the orthogonal projections in a plane perpendicular to the axes of reference of the outlines of the two illuminating surfaces as defined according to the case mentioned in 1.6. The distance between two lamps may, however, be measured without determining the outlines of the illuminating surfaces exactly, where the distance is clearly in excess of the minimum requirements of the Directive.'

After item 1.17 the following new item 1.18 shall be added:

'1.18. **Ground**

"Ground" means the surface on which the vehicle stands which should be substantially horizontal.'