

GRE/AFS MEETING - 6th SESSION

REMARKS OF THE FRENCH DELEGATION on the INFORMAL DOCUMENTS :

6 – 1 Report of 5th session :

Point 7 :

in proposed § 5.3.2, the last part of the sentence
“.....only light source approved according R37 and R99 are allowed”
contradicts the beginning of the paragraph.
The French delegation proposes to delete it.

6 - 3 Rxxx :

1 – points 1.2, 1.9 : definitions are different that those of proposal 6–2 R48 (and 6-6).
The sentence, point 1.1 says that the definitions given in R48 apply.
Isn't it enough to delete the definitions from this document ?

2 – point 2.2.2.1 (iii) : we propose to use the same wording than in § 3.4.4 of annex 18 of R13 :
“*(iii) gives access to the relevant documents demonstrating the system's performance concerning sufficient reliability and safe operation of the measures specified according to the paragraph 2.2.21. (i) above , for examples : a FMEA (Failure Mode and Effect Analysis), or a FTA (Fault Tree Analysis) or any similar process appropriate to system safety considerations*”

3 – point 2.2.3 bis : use the correct version of doc.6-1 :
“*and in case of a system according to paragraph 4.1.7. ~~above~~ below, a vehicle....*”

4 - point 5.3.2 : see remark of report 6 -1 ; we propose to delete the second sentence :
“*only light source approved according R37 and R99 are allowed*”

5 – annex 3 : table of photometric values p 35, headline of the table read :
“*tabled requirements expressed in lx @ 25m ~~candelas~~*”
France prefers the use of candela for all the photometric values.

6 - annex 8 : according to the decision of doc 6-1 point 8, we propose to put all the annex 8 in brackets, pending the revised GTB proposal of cut-off provisions.

6 - 7 Rxxx – proposal GTB/AFS :

Point 5 : what does “master” mean ?
It is not defined in any draft.

6 – 2 R48 :

- 1 – definitions : see our above remark in § “6–3 Rxxx” point 1.
France wishes to clarify the definitions of “class”, “mode” and their combination
- 2 - point 6.20.7.4.3 (proposals A / B), are not aligned with the point 20 of report 6.1;
The word “and” has been added at the end of (a).

France proposes to replace § 6.20.7.4.2 to 6.20.7.4.5 by those of the attached annex.

- 3 - point 6.20.9.1 : this point has to be revisited following the introduction of mandatory automatic levelling device, particularly in drawing up the existing conditions of R48 (dipped-beam headlamps with gas-discharge light sources or light source having an objective luminous flux which exceeds 2,000 lumen)

6 – 6 R48 proposal GTB/AFS :

- 1 - general remark on definitions ; see above § “6-3 Rxxx” , point 1
- 2 - point 6.20.7.4.3 : same remarks as for above § “6–2 R48” point 2
- 3 - point 6.20.9.1 : see the above remark in § “6–2 R48” point 3

6 – 5 R45 proposal :

See above § “6–6 R48 proposal GTB/AFS” point 3

ANNEX Concerning R48 doc. 6 - 2

Rationale :

The purpose of the following proposal is to find back in the text bellow a formal phrasing between the C, V, E, W classes and T bending mode descriptions of activating conditions, using the last 5th GRE/AFS version of the document.

6.20.7.4.2.

The class V mode(s) of the passing beam shall not operate unless the vehicle speed is under 80 km/h and one or both of the following conditions is/are automatically detected (V-signal applies) :

- (a) one or more of external factors which correspond to built-up areas or to roads equipped with a fixed road illumination (e.g. 1 cd/m² road surface luminance, 10 lx horizontal road illumination being exceeded continuously,...) ;*
- (b) continuous evaluation of one set of internal vehicle parameters which indicates the vehicle's speed does not exceed 50 km/h.*

6.20.7.4.3.

The class E mode(s) of the passing beam shall not operate unless the vehicle speed is above 70 km/h and one or both of the following conditions is/are automatically detected (E-signal applies) :

- (a) one or more of external factors which correspond to motorway conditions (e.g. roadway design for high speed and having separate carriageways,...) ;*
- (b) continuous evaluation of one set of internal vehicle parameters which indicates the vehicle's speed is not less than 85 km/h and vehicle parameters are essentially steady (e.g. vehicle speed, steering parameters, other parameters which provide equivalent information,...).*

6.20.7.4.4.

The class W mode(s) of the passing beam shall not operate unless the front fog lamps, if any, are switched off, and one or both of the following conditions is/are automatically detected (W-signal applies) :

- (a) one or more of external factors which correspond to adverse weather conditions (e.g. wetness on the roads,...) ;*
- (b) continuous evaluation of one set of internal vehicle parameters which indicates the windshield wiper is switched ON and its continuous or automatically controlled operation has occurred (e.g. frequency, lead-time of operating windshield wiper, other parameters which provide equivalent information,...).*

6.20.7.4.5.

Any class C, V, E or W mode(s) of the passing beam may be modified to become a bending mode of said class (T-signal applies in combination with C, V, E or W-signal of said passing beam class applies) if being based on one or both of the following conditions automatically detected :

- (a) one or more of external factors which correspond to curvature of the road ;*
- (b) continuous evaluation of one set of internal vehicle parameters which indicates the trajectory of the centre of gravity of the vehicle (e.g. the angle of lock of the steering, other parameters which provide equivalent information,...).*

In addition.....(no change)