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Working Party on Lighting and Light-Signalling (GRE)

(Fiftieth session, 7-11 April 2003,
agenda item 6.11.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 87

(Daytime running lamps)

Transmitted by the expert from Italy

Note: The text reproduced below was prepared by the expert from Italy, in order to amend in the Regulation the provisions of the illuminating surface. The new proposed text is marked in **bold** characters.

Note: This document is distributed to the Experts on Lighting and Light-Signalling only.

A. PROPOSAL

Paragraph 8., amend to read:

"8. ILLUMINATING SURFACE

The area of the illuminating surface shall be not less than **25 cm²**."

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B. JUSTIFICATION

The above-mentioned amendment to Regulation No. 87 is based on the following considerations:

- The request for driving during the day with some lights on in the front of the vehicle is no more a fact of "Northern Countries", but is more and more wider spread also in "Southern Countries" where the ambient daytime illumination is totally different.
- This means that lamps, to be sufficiently conspicuous in these conditions, need to improve their luminance; this can be achieved by increasing the light output or decreasing the illuminating surface (without changing the light output).
- This second solution was chosen as well as a value of 25 cm² minimum (i.e. 15 cm² less than the previously requested minimum area); the primary reason for this choice is that this solution is included in the more "scientific" and complex (and consequently longer to be examined and approved) proposals presented by many experts particularly in GTB; it is also the simplest one from the point of view of design and installation of the DRL.
- It is not the intention to "kill" the surely better proposals under examination by GTB but just offer a quick "ad interim" solution giving to the "Southern Countries" the immediate opportunity of using lamps which are more efficient for the ambient light conditions of their territory.
- Moreover, the reduced dimensions of these devices will encourage car manufacturers to adopt them (which represent in any case the best solution to perform the DRL function), solving at the same time some problems due to the use of the normal dipped beams (such as light sources life and energy consumption).
