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Working Party on Lighting and Light-Signalling (GRE)
(Fifty-first session, 15-19 September 2003,
agenda item 4.1.)

PROPOSAL FOR DRAFT AMENDMENTS TO
CANDIDATE DRAFT GLOBAL TECHNICAL REGULATION (gtr) 48H

(Uniform provisions concerning vehicles with regard to
the installation of lighting and light-signalling devices)

Transmitted by the expert from Germany

Note: The text reproduced below was prepared by the expert from Germany, in order to improve road safety by the deletion of manual headlamp-levelling devices.

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

A. PROPOSAL

Table of contents, annexes, amend to read:

Paragraph 6.2.6.2.2., should be deleted.

Paragraph 6.2.6.2.3. (former), renumber as paragraph 6.2.6.2.2. and amend to read:

"6.2.6.2.2. In the event of a failure of devices described in paragraph 6.2.6.2.1., the dipped-beam shall not assume a position in which the dip is less than it was at the time when the failure of the device occurred."

Paragraph 6.2.9., amend to read:

"6.2.9. Other requirements

The requirements of paragraph 5.5.2. shall not apply to dipped-beam headlamps. Dipped-beam headlamps with gas-discharge light sources shall only be permitted in conjunction with the installation of headlamp cleaning device(s) according to Regulation No. 45.

Only dipped-beam headlamps according to Regulations Nos. 98 or 112 may be used to produce bend lighting.

If bend lighting is produced by a horizontal movement of the whole beam or the kink of the elbow of the cut-off, it shall be activated only if the vehicle is in forward motion; this shall not apply if bend lighting is produced for a right turn in right hand traffic (left turn in left hand traffic)."

Annex 8, should be deleted.

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B. JUSTIFICATION

In the case where a headlamp-levelling device is necessary, automatic headlamp levelling devices are basically introduced into the proposal for a candidate draft global technical regulation (gtr) No. 48H.

At the time the levelling device was going to become mandatory in Regulation No. 48, the manual levelling device was incorporated for vehicle manufacturers relief, as a simple cheap solution for the beginning and for a transitional period.

The experience of the last years have shown that many vehicle drivers do not know how to handle such devices or use this intentionally or unintentionally in a wrong way. Especially the wrong use causes glare instead the originally intention to avoid glare.

The technical progress of recent years makes the manual operation super fluid anyway and offers safer sensor controlled solutions. Therefore the experts from Germany propose, as a step to improve road safety, the deletion of the manual operation of a levelling device.
