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World Forum for Harmonization of Vehicle Regulations**Working Party on Lighting and Light-Signalling****Sixty-eighth session**

Geneva, 16–18 October 2012

Item 4(a) of the provisional agenda

Regulation No. 48 (Installation of lighting and light-signalling devices):**Proposal for amendments to the 04 series of amendments****Proposal for Supplement 11 to the 04 series of amendments
to Regulation No. 48 (Installation of lighting and light-
signalling devices)****Submitted by the experts from the Netherlands and the United
Kingdom of Great Britain and Northern Ireland***

The text reproduced below was prepared by the experts from the Netherlands and the United Kingdom to further clarify the test conditions for the requirements on the sensitivity of the sensor system for ADB (automatic/adaptive driving beam). It is a revision of ECE/TRANS/WP.29/GRE/2012/22, distributed during the sixty-seventh session of the Working Party on Lighting and Light-Signalling (GRE). The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106, ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Paragraph 6.1.9.3.1.2., amend to read:

"6.1.9.3.1.2. The sensor system shall be able to detect on a straight level road:

- (a) an oncoming power driven vehicle at a distance extending to at least 400 m;
- (b) a preceding power driven vehicle or a vehicle-trailers combination at a distance extending to at least 100 m;
- (c) an oncoming bicycle at a distance extending to at least 75 m, its illumination represented by a white lamp with a luminous intensity of 150 cd with a light emitting area of $10 \text{ cm}^2 \pm 3 \text{ cm}^2$ and a height above a ground of 0.8 m.

To verify compliance with (a) and (b) above, the oncoming and preceding power driven vehicle (or vehicle-trailer combination) shall have position lamps and dipped-beam headlamps switched ON."

II. Justification

1. This proposal aims to clarify the original intent of the Regulation for the automatic/adaptive driving beam (ADB) by further specifying the conditions for the requirements for sensitivity of the sensor system for ADB.

2. The proposed addition to paragraph 6.1.9.3.1.2. is intended to further clarify the requirement by indicating the condition, of the oncoming/preceding vehicle, that was meant. This also reflects the real life situation on the road during night-time driving conditions, when power driven vehicles are required by law to have at least their dipped-beam headlamps and accompanying position lamps switched on (e.g. National traffic circulation laws, Vienna Convention '1968').

3. During a first exchange of views at its sixty-seventh session, GRE agreed in principle with this proposal. However, GRE invited the experts from the Netherlands and the United Kingdom to prepare a revised proposal with clearer wording.

4. Editorial correction for indent (b), to read "vehicle-trailer" instead of "vehicle-trailers".