

Informal document No. **16**  
(50th GRE, 7-11 April 2003,  
agenda item 1.4.)

~~Distr.~~  
GENERAL

~~TRANS/WP.29/GRE/2003/xx~~  
February 2003

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Lighting and Light-Signalling (GRE)

~~(Fifth session, 8 April – 11 April 2003,  
-agenda item 1...)~~

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 48

(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**

Paragraph 6.2.6.2.2., should be deleted:

~~6.2.6.2.2. However, devices which are adjusted manually, either continuously or non-continuously, shall be permitted, provided they have a stop position at which the lamps can be returned to the initial inclination defined in paragraph 6.2.6.1.1. by means of the usual adjusting screws or similar means.~~

~~These manually adjustable devices must be operable from the driver's seat.~~

~~Continually adjustable devices must have reference marks indicating the loading conditions that require adjustment of the dipped beam.~~

~~The number of positions on devices which are not continuously adjustable must be such as to ensure compliance with the range of values prescribed in paragraph 6.2.6.1.2. in all the loading conditions defined in annex 5.~~

~~For these devices also, the loading conditions of annex 5 that require adjustment of the dipped beam shall be clearly marked near the control of the device (see annex 8).~~

\* \* \*

**B. JUSTIFICATION**

In the case where a headlamp-levelling device is necessary, automatic headlamp levelling devices are basically introduced into the Regulation No. 48.

At the time the levelling device was going to become mandatory, 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 the last years makes anyhow the manual operation super fluid 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.

---