

Proposed amendments to ECE/TRANS/WP29/GRE/2007/21

The modifications are marked in **bold** or ~~strikethrough~~ characters.

Delete paragraph 6.5.3. :

~~"6.5.3. — Arrangements (see figure below)~~

~~————— A: Two front direction indicator lamps of the following categories:~~

~~————— 1 or 1a or 1b,~~

~~if the distance between dipped beam headlamp and/or the front fog lamp, **if present, and/or the daytime running lamp, if present**, is at least 40 mm;~~

~~————— 1a or 1b,~~

~~if the distance between dipped beam headlamp and/or the front fog lamp, **if present, and/or the daytime running lamp, if present**, is greater than 20 mm and less than 40 mm;~~

~~————— 1b,~~

~~if the distance between dipped beam headlamp and/or the front fog lamp, **if present, and/or the daytime running lamp, if present**, is less than or equal to 20 mm.~~

~~**However, the requirements concerning the distance between the edge of the apparent surface in the direction of the reference axis of the direction indicator lamp and that of the apparent surface in the direction of the reference axis of the daytime running lamp shall not apply, if the electrical connections are such that the daytime running lamp on the relevant side of the vehicle is switched off during the entire period (both on and off cycle) of activation of the direction indicator lamp.**~~

~~————— two rear direction indicator lamps (category 2a or 2b);~~

Add two new sub-paragraphs after paragraph 6.19.7. :

6.19.7.1. The daytime running lamp on the relevant side of the vehicle may be automatically switched OFF during the entire period (both on and off cycle) of activation of the direction-indicator lamp.

6.19.7.2. If the daytime running lamp and the direction indicator lamp are reciprocally incorporated, the electrical connections shall be such that the daytime running lamp on the relevant side of the vehicle is automatically switched OFF during the entire period (both on and off cycle) of activation of the direction-indicator lamp. "

JUSTIFICATION

This proposal for minimum distance of DRLs from Direction Indicator Lamps was prompted by perceived concerns of direction indicator lamp conspicuity, as a result of the increase in the maximum intensity of DRLs. When the proposal to increase maximum DRL intensity (also a GTB proposal) was reviewed by GRE, it was agreed that the higher intensity would not result in any safety issue and OICA is not aware of any evidence that any safety issue, such as direction indicator conspicuity, has subsequently been demonstrated.

In OICA's opinion there is therefore no justification for specifying minimum separation distances and this part of ECE/TRANS/GRE/2007/21 should be deleted.

However, ECE/TRANS/GRE/2007/21 also provides for the DRLs to be switched off during operation of the direction indicator lamp (mandatory if reciprocally incorporated with direction indicator lamp), and OICA believes that this part of the proposal should be retained.

It would however be more appropriate to specify this in the part of the text which describes "Electrical Connections" and therefore OICA have proposed to add suitable text to paragraph 6.19.7.
