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Item 4(a) of the provisional agenda

UN Regulation No. 48 (Installation of lighting and light-signalling devices)

Proposal for Supplement 10 to the 04 series of amendments

Submitted by the expert from the Netherlands*

The text reproduced below was prepared by the expert from the Netherlands in order to clarify the requirements for the mandatory manual override for ADB (automatic/adaptive driving beam) control. 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 6.1.7.2., amend to read:

"6.1.7.2. It shall always be possible to switch the main-beam headlamps ON and OFF manually and to manually switch off the automatic control of the main-beam headlamps. **In all cases, the switching shall be by means of a single step manual operation.**"

Paragraph 6.22.7.1.3., amend to read:

"6.22.7.1.3. It shall always be possible to switch the main-beam headlamps, adaptive or non adaptive, ON and OFF manually and to manually switch off the automatic control. **In all cases, the switching shall be by means of a single step manual operation.**"

II. Justification

1. This proposal aims to clarify the intent of the regulation, regarding the mandatory manual override of the automatic/adaptive driving beam (ADB) control, by clearly stating that such manual switching shall be done by means of a single step operation.
2. During the discussions on the manual override switching, the word "always" has been essential for the correct understanding of the intent of this requirement, in our view. It was meant to ensure safety at all time, by offering the possibility for the driver to immediately respond to any incorrect, or undesired, automatic operation.
3. Also, in view of respecting the principle that the driver is ultimately responsible for safe operation of the vehicle, the driver has to have full and immediate control of ADB. Not only in the case of a malfunction (e.g. glaring oncoming vehicle), but at all times. Consequently, a single step operation is, effectively, also required to obey this principle.
4. The additional clarifying text is proposed for two relevant paragraphs (both for automatic and adaptive driving beam) in this regulation.