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GTB Working Group Signal Lighting

Status Report (March 2012)

GTB

*The International Automotive Lighting
and Light Signalling Expert Group*

Groupe de Travail "Bruxelles 1952"

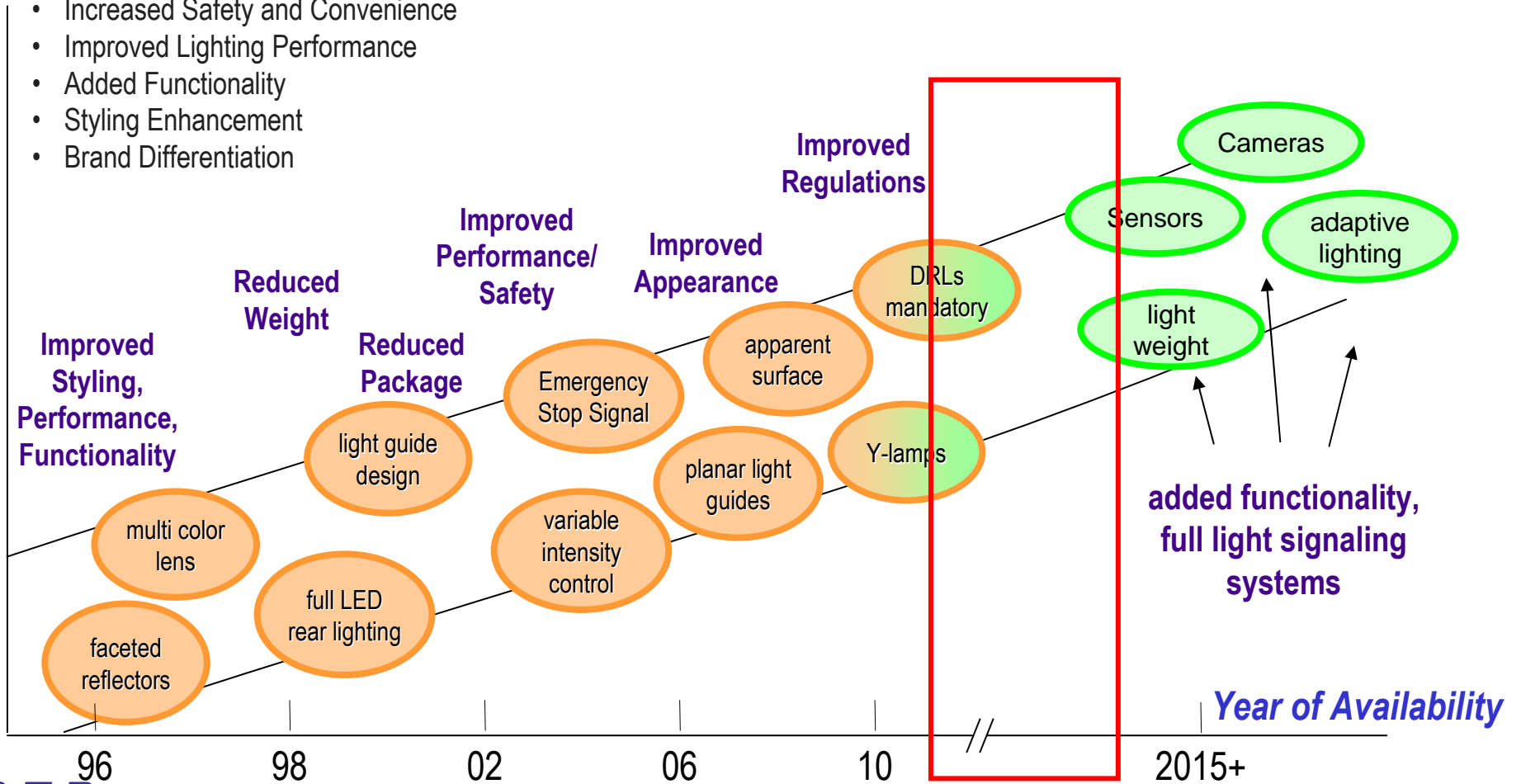
Status Report for Signal Lighting



Demands and Trends for Signal Lighting

Value

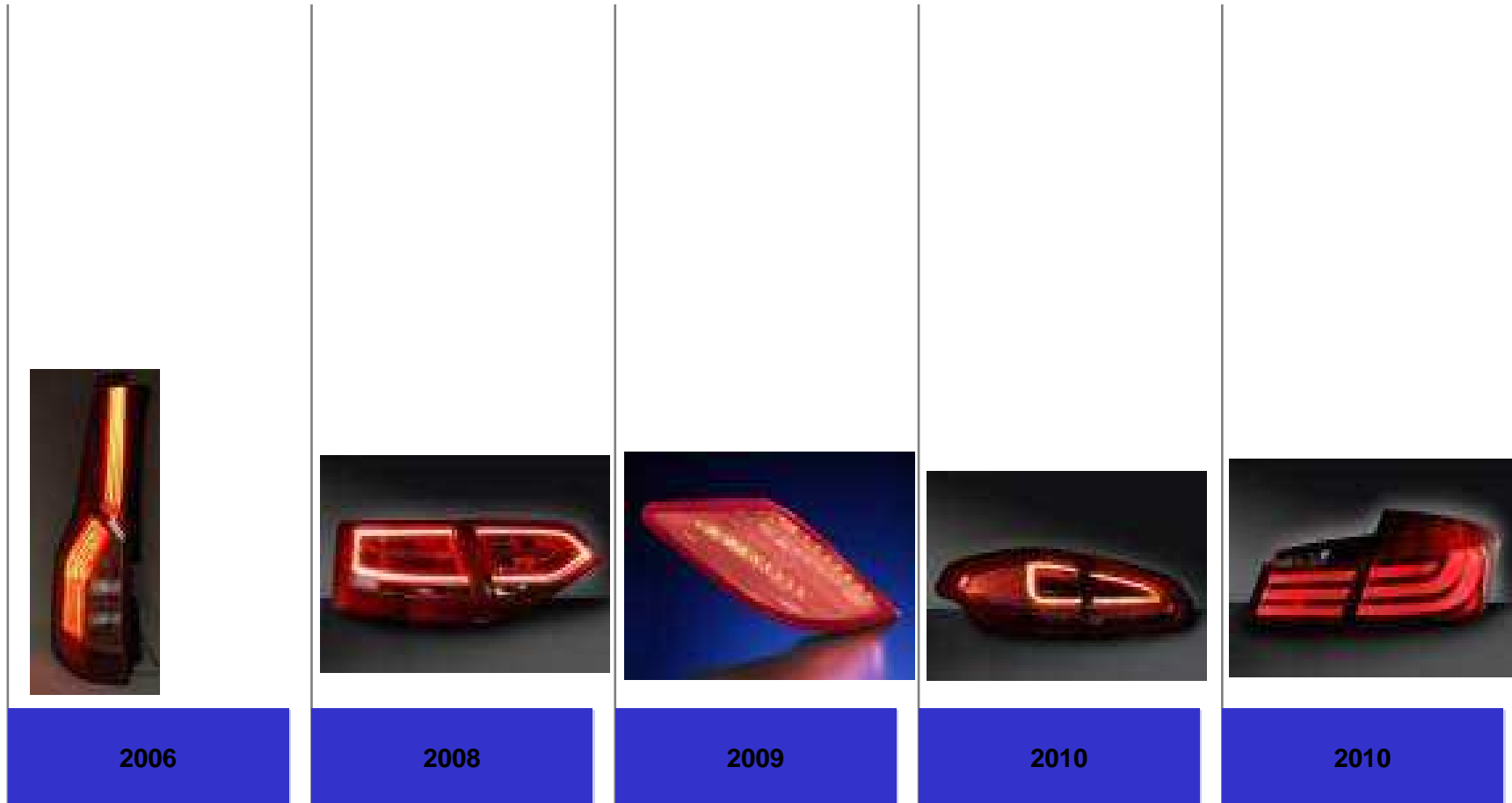
- Increased Safety and Convenience
- Improved Lighting Performance
- Added Functionality
- Styling Enhancement
- Brand Differentiation



Demands and Trends for Signal Lighting (History)



Demands and Trends for Signal Lighting



Status Report for Signal Lighting Y-Lamps Inclusion of Regs. 6, 38 and 87



Status Report for Signal Lighting Improved Failure Provisions (n-1)



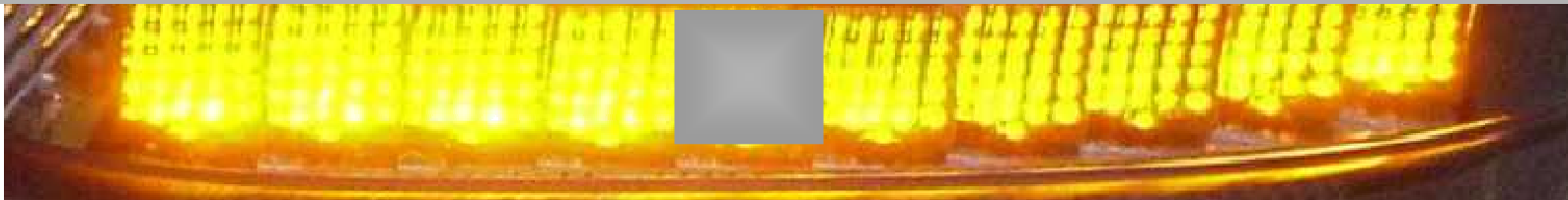
Status Report for Signal Lighting Improved Failure Provisions (n-1)



Status Report for Signal Lighting Improved Failure Provisions (n-1)

Do we need to take a different approach for failure of multiple light sources and LED arrays?

- a) How does the „n-1“ rule work in the context of many arrays of LEDs?
- b) How do we decide when to use the “one-out-all-out“ approach?
- c) What are the benefits / disadvantages of „n-1“ and “one-out-all-out“?



Status Report for Signal Lighting Improved Failure Provisions (DRL)



Status Report for Signal Lighting Adaptive DRL

What is an Adaptive DRL?

It is a daytime running lamp which adapts its intensity to the ambient light.

Why a Smart DRL?

Some DRLs are regarded as too bright in low ambient light conditions.
Some DRLs are regarded as too dim in bright ambient light conditions.

Smart DRL might generate a broader public acceptance.

Smart DRL may reduce fuel consumption due to a delayed headlighting use.

Status Report for Signal Lighting Adaptive DRL



Status Report for Signal Lighting Adaptive DRL



Status Report for Signal Lighting Adaptive DRL



Status Report for Signal Lighting Phantom Light / ~~Colour Wash-Out~~

Joint task with WG-Photometry



Thank you for your attention



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16