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

Working Party on Lighting and Light-Signalling (GRE)
(Forty-sixth session, 27-30 March 2001,
agenda item 1.1.)

COMMENTS CONCERNING A PROPOSAL FOR DRAFT AMENDMENTS
(SUPPLEMENT 3 TO THE 02 SERIES) TO REGULATION No. 48

(Installation of lighting and light-signalling devices
electrical connections, document TRANS/WP.29/GRE/2000/16)

Transmitted by the Expert from the International Organization
of Motor Vehicle Manufacturers (OICA)

Note: The text reproduced below was prepared by OICA as a position on the proposal which had been submitted by the United Kingdom and considered during the forty-fifth session of GRE (TRANS/WP.29/GRE/45, para. 6).

Note: This document is distributed to the Experts on Lighting and Light-Signalling only.

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OICA is concerned with the documents and discussion at the forty-fifth session of GRE with regard to documents TRANS/WP.29/GRE/2000/16 and informal document No. 7, and wishes the following comments to be taken into account by GRE during its forty-sixth session.

The question of whether or not to permit or prohibit automatic switching is believed to be more complex than has been considered so far.

1. Automatic switching is already inherent in at least one of the requirements in Regulation No. 48. This is the requirement to illuminate the stop lamp when the service brake is applied by the driver.

The illumination of the stop lamp by active cruise control (ACC) would only be a further continuation of this automatic operation.

Furthermore, automatic illumination of the stop lamp at reduced voltage to act as a temporary rear position lamp is already permitted.

The automatic operation of the hazard warning lamps following a "crash" situation is still to be debated, but it could be tied in with the deployment of airbags.

2. What has not been addressed to any great degree is the option already fitted to some production vehicles of the fitment of controls to automatically switch on position lamps etc., as well as the passing beam, under certain conditions. These conditions do not relate solely to levels of ambient lighting but can include measures to give advanced operation such as when approaching tunnels.

This makes this aspect difficult to regulate, especially as these sensing systems are still being developed to yet more sophisticated levels. However, no concerns have been known to arise from systems which have now been in the field for some time.

Automatic switching will be part of advanced front lighting systems (AFS) which will be discussed within GRE quite soon.

3. What is therefore left for automatic switching?

It is OICA's contention that devices should be considered item by item on their individual merit rather than introduce an overall prohibition as proposed in TRANS/WP.29/GRE/2000/16, for which a large number of exclusions would be needed.

This is the basis of OICA's opposition to the proposal of document TRANS/WP.29/GRE/2000/16.
