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agenda item 1.1.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 48
and TO THE PROPOSAL FOR A CANDIDATE DRAFT GLOBAL TECHNICAL REGULATION
CONCERNING THE 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 allow the automatic switching ON and OFF of passing beam headlamps and to clarify the conditions for activation and deactivation of daytime running lamps (DRL). The new text is marked in **bold** type. Concerning the candidate draft global technical regulation, the proposal refers in principal to document TRANS/WP.29/GRE/2001/6.

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

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A. PROPOSAL

Paragraph 6.2.7., amend to read: */

"6.2.7. Electrical connections

The control ...

... remain switched on during the main-beam operation.

Dipped-beam headlamps may be operated automatically. Such a system is optional and shall be used as drivers assistance and it shall be always possible to switch ON or OFF the function manually. In that case an operation tell-tale is mandatory."

Paragraphs 6.19.7. and 6.19.8. amend to read:

"6.19.7. Electrical connections

The daytime running lamp must be so connected that it cannot be ON unless the rear position lamps are ON at the same time.

The daytime running lamps shall be activated when the device which starts and/or stops the engine is in a position which makes it possible for the engine to operate. A manual deactivation of daytime running lamps shall be possible.

The daytime running lamp shall switch OFF automatically when the headlamps are switched ON, except when the latter are used to give intermittent luminous warnings at short intervals.

6.19.8. Tell-tale

Mandatory"

* * *

B. JUSTIFICATION

Re. para. 6.2.7.:

In ECE Regulation No. 48 and in the proposal for the draft global technical regulation (document TRANS/WP.29/GRE/2001/6) there are no requirements on a possibility for automatic operating of the dipped-beam headlamps.

During the discussions, which are taking place within the European Union for introducing Daytime Running Lamps (DRL), Germany supports the following proposal:

*/ Other amendments to this paragraph are proposed in documents TRANS/WP.29/GRE/2000/16/Rev.1 and TRANS/WP.29/GRE/2001/15/Rev.1.

"In adverse illumination conditions the lighting and light-signalling devices could be switched ON and OFF automatically by sensors and should be considered as an alternative to the daytime running lamp (DRL)."

The main reasons are the following:

- (a) To avoid accidents by vehicles having no lights ON, the lighting equipment shall be switched ON automatically, and
- (b) To save energy, a DRL in an ON position is deemed not to be always necessary, and
- (c) The conspicuity of motorcycles shall be maintained.

Re. paras. 6.19.7. and 6.19.8.:

During the discussions, which are taking place within the ECE and the European Union for introducing Daytime Running Lamps (DRL), it is shown that the opinions about the application, which is mainly regulated by national law (e.g. road codes, etc.), are different.

Germany supports the above-given proposal, because the conditions for activation of the Daytime Running Lamps are clearer and the mandatory possibility for deactivation gives enough freedom to get a European Vehicle Type Approval with the special device Daytime Running Lamps (DRL) installed in vehicles, without any conflict later on with the application rules based on a national law.

As a consequence of the amendments as proposed to paragraph 6.19.7. above, it is necessary to require a mandatory tell tale.

Summarizing, the proposal promotes the acceptance for the installation of Daytime Running Lamps (DRL) on vehicles.
