



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### Working Party on Lighting and Light-Signalling

#### Seventy-third session

Geneva, 14 – 17 April 2015

Item 7 (1) of the provisional agenda

**Other Regulations – Regulation No. 119 (Cornering lamps)**

## **Proposal for Supplement 5 to the 01 series of amendments to Regulation No. 119 (Cornering lamps)**

### **Submitted by the expert from Poland\***

The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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 1.1.*, renumber as 1.1.1.

*Insert a new paragraph 1.1.2.* to read:

**"1.1.2. "Side illuminating lamp" means a lamp used to provide supplementary illumination of the part of the road which is located on the left side of the vehicle to improve road visibility for oncoming drivers in situation when they are exposed for headlights glare."**

*Paragraph 1.2.*, amend to read:

**"1.2. "Cornering lamps or side illuminating lamp of different types" means lamps which differ in such essential respects as: ..."**

*Paragraphs 6.1. to 6.5.*, renumber as 6.1.1. to 6.1.5., respectively.

*Insert a new paragraph 6.1.* to read:

**"6.1. Cornering lamp"**

*Insert new paragraphs 6.2. to 6.2.3.* to read:

**"6.2. Side illuminating lamp"**

**6.2.1. The intensity of light emitted by lamp be at least the minimum intensity and not greater than the maximum intensity specified in paragraphs 6.2.2. and 6.2.3. The intensity shall be measured in relation to the axis of reference in the directions shown below (expressed in degrees of angle with the axis of reference).**

**6.2.2. The minimum intensity of the light between the specified measuring points shall be not less than 500 cd for 4 D and 150 cd for 12 D. Below the 4.0 D and above 12 D, 80 FRONT and 80 REAR line shall be not less than 200 cd. Below the 12 D and above 20 D, 80 FRONT and 80 REAR line shall be not less than 100 cd. At the specified measuring points shall be as follows:**

- (a) 4 D – 60 FRONT : 2500 cd
- (b) 4 D – 0 SIDE: 500 cd
- (c) 4 D – 60 REAR: 2500 cd
- (d) 12 D – 60 FRONT: 500 cd
- (e) 12 D – 0 SIDE: 150 cd
- (f) 12 D – 60 REAR: 500 cd

**6.2.3. The intensity of the light emitted in all directions shall not exceed:**

- (a) 50 cd above the 1.0 U, 90 FRONT and 90 REAR line;
- (b) 100 cd between the horizontal plane and the 1.0U, 80 FRONT and 80 REAR line; and
- (c) 14,000 cd below the 4 D, 80 FRONT and 80 REAR line;
- (d) 100 cd below the 2 D, in directions not prescribed above. "

*Annex 1*, amend to read:



2.2.1. Field of geometric visibility

Figure 3

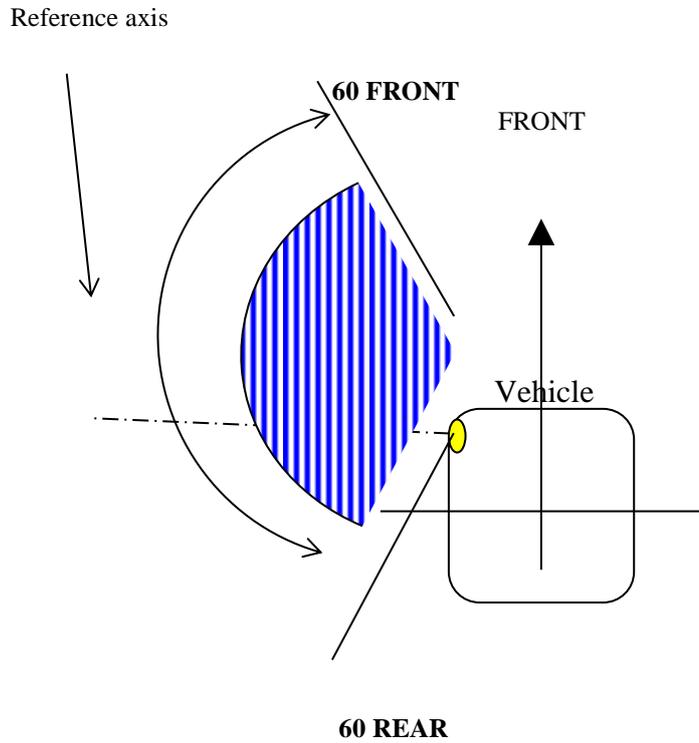
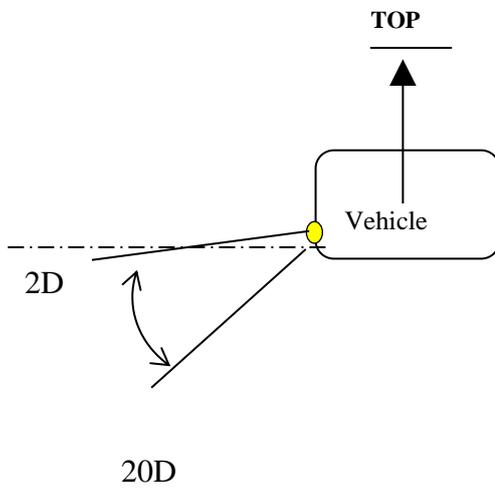


Figure 4



2.2.1.1. The directions  $H = 0^\circ$  and  $V = 0^\circ$  correspond to the axis of reference. On the vehicle, they are horizontal, perpendicular to the median longitudinal plane of the vehicle and oriented to the left side of vehicle. They pass through the centre of reference. The values shown in the table give the minimum intensities in cd for the various directions of measurement."

## II. Justification

When vehicles pass in the opposing direction, drivers are exposed to headlamp glare. Visibility is impaired. Also, the practical road illumination distance of passing beams without glare can be limited to 20-50 m. Visibility could be improved by introducing supplementary illumination/additional light for that part of the road which is located on the left side of approaching vehicles where pedestrians, animals, etc. are “invisible” to the glared driver in the short range of their vehicle’s headlights. Many following vehicles equipped with such lights can provide additional illumination at a much greater distance to oncoming drivers. Because these lights are directed down and to the side they will not hamper other road users. These are similar to cornering lights but are much less visible to other road users.

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