

Notes to R.48 Amend DRAFT

Informal Document No. 4
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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

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

Working Party on Lighting and Light-Signalling (GRE)

~~(Fiftieth session, 07 April — 11 April 2003,
agenda item 3.2.)~~

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 48

(Installation of lighting and light-signalling devices)

Transmitted by the Expert from the Working Party "Brussels 1952" (GTB)

Note: At its forty-eighth session GRE discussed a proposal by GTB for amendments to Regulation No.48 concerning the AFS systems (TRANS/WP.29/GRE/2002/20) together with a proposal by GTB for a new draft Regulation on AFS (TRANS/WP.29/GRE/48, paragraph 8). It was agreed to deal with these amendments in conjunction with the draft Regulation on AFS at an informal meeting from 2 - 4 July 2002 in Frankfurt.

Upon invitation by GRE the open issues of the informal discussion concerning TRANS/WP.29/GRE/2002/20 have been summarized in a separate Informal Document, reproduced below, also containing additional notes and alternative text proposals to a number of paragraphs of Informal Document No.3 which may require discussion in GRE.

Note 1:

The text of paragraph 6.3.6.1. (Informal Document No.3) has been amended for clarification according to the proposal of the Expert from OICA

Note 2:

The text of the paragraph 6.20.6.1.3. (Informal Document No.3) corresponds to that elaborated during the informal GRE-AFS July 2002, however with an editorial correction.

Note 3:

According to a proposal from the Expert from Germany the Expert from GTB proposes to amend paragraph 6.20.7.4.2. (Informal Document No.3) to read as follows, and to include the illumination conditions.

*"The V-mode(s), (V signal / V in the Approval Mark) may (optionally) be activated instead of the basic mode(s) **on roads with a reduced need for road illumination by front lighting of the vehicle** and at low speed; this condition shall be deemed to be satisfied if the vehicle's speed does not exceed 60 km/h."*

Note 4:

Paragraph 6.20.7.4.3. (Informal Document No.3). The Expert from the Czech Republic proposed a) to amend this paragraph to read as follows, being more related to driving parameters and b) to delete footnote 8/.

"The E-mode(s) (E signal / E in the Approval Mark) is/are allowed only when the road characteristics correspond to motorway conditions, where the motorway curve radius exceeds [550 m], the vehicle's speed is not less than 60 km/h and during the last [1 min] was permanently exceeding [100 km/h]."

Note 5:

Paragraph 6.20.7.4.3. (Informal Document No.3). The Expert from Japan proposed to amend this paragraph to read as follows, considering the usually higher speed driven on motorways.

"The E-mode(s) (E signal / E in the Approval Mark) is/are allowed only when the road characteristics correspond to motorway conditions 8/ and the vehicle's speed is not less than 80 km/h."

Note 6:

Paragraph 6.20.7.4.3. (Informal Document No.3). The Expert from GTB proposes to amend this paragraph to read as reproduced below, taking into account that it could be advantageous to derive the relevant road properties (i.e. the flatness and the lateral separation distance) from other information, including driving parameters.

*"The E-mode(s) (E signal / E in the Approval Mark) [~~is/are allowed~~] **may optionally be activated instead of the basic mode(s)** only when the road characteristics correspond to motorway conditions 8/ and the vehicle's speed is not less than 60 km/h.*

This shall be deemed to be satisfied if a continuous evaluation of one or more sets of information data is provided that can indicate motorway conditions, e.g. the vehicle's speed being essentially steady together with steering parameters, or, the width and the course of the road lanes as indicated by means of optical detection."

8/ As defined in Chapter I, Article 1 of the Convention on Road Traffic (Vienna 1968):

"(j) 'Motorway' means a road specially designed and built for motor

traffic, which does not serve properties bordering on it, and which:

- (i) Is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other either by a dividing strip not intended for traffic or, exceptionally, by other means;
- (ii) Does not cross at level with any road, railway or tramway track, or footpath; and
- (iii) Is specially signposted as a motorway;"

Note 7:

According to a proposal from the Expert from Germany the Expert from GTB proposes to amend paragraph 6.20.7.4.4. (Informal Document No.3) and to include the relevance of automatically detected wetness conditions to read:

*The W-mode(s) (W signal / W in the Approval Mark) **may optionally be activated instead of the basic mode(s)** only when*

- (a) *the front fog lamps, if any, are switched OFF, and*
- (b) *the road is wet and/or rain or snow fall is present;*

where said condition according to (b) above shall be deemed to be satisfied if:

- (i) *the windshield wiper is switched ON and its **continuous or automatically controlled** operation has occurred for a period of at least 2 minutes, and/or*
- (ii) *a **corresponding** wetness of the road has been detected automatically.*

Note 8:

The new paragraphs 6.20.7.5., 6.20.8.3. through 6.20.8.3.2. (Informal Document No.3) have been proposed tentatively by the Expert from GTB in view of the introduction of the "traffic change mode"

Note 9:

According to a proposal from the Expert from Germany the Expert from GTB proposes to amend paragraph 6.20.9.2.1.2. (Informal Document No.3) to read as follows.

where the AFS (itself) does not meet the requirements of paragraph 5.9.1. of Regulation No. xxx, any such failure shall be compensated temporarily by means of an automatic setting of

- (a) *the AFS, and in addition /or*
- (b) *any other lighting function(s) being or part of, however under the condition that these function(s) shall also remain operational in the original function(s),*

into a state

- (i) *which can, according to the Applicants documentation / demonstration, comply with the provisions of paragraph 5.9.1. of Regulation No. xxx, and*
 - (ii) *which may depend on the type of failure which has occurred, and*
 - (iii) *which has to be specified by the Applicant in the type Approval documents.*
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