

Proposal of amendments to Inf. Doc. N° 3 (R 48) Presented by France

2.7.26.5 THE DEFINITIONS OF THE LETTERS V, W, E AND T SHOULD BE ADDED IN THIS PARAGRAPH
[remark : in regulation Rxxx it reads in § 1.8 : "signal" means any AFS control signal as defined in R48 ; they are not defined in R48]

3/ The two symmetrically placed lighting units may differ with respect to their light-emitting surface, their illuminating surface, and their light output (photometric values); however, height and distance from the vehicle's longitudinal median plane of the SURFACIC centres of gravity of their apparent surfaces shall each differ by not more than 50 mm WHEN THE VEHICLE IS IN NEUTRAL STATE

2.9.1. Illuminating surface of a lighting device.....
In case an AFS is installed:
where a lighting function is produced by two or more simultaneously operated lighting units on a given side of the vehicle, the ~~sum~~ OVERALL SHAPE of their individual illuminating surfaces is the illuminating surface to be considered.

5.15. The colours
ADD : AFS WHITE

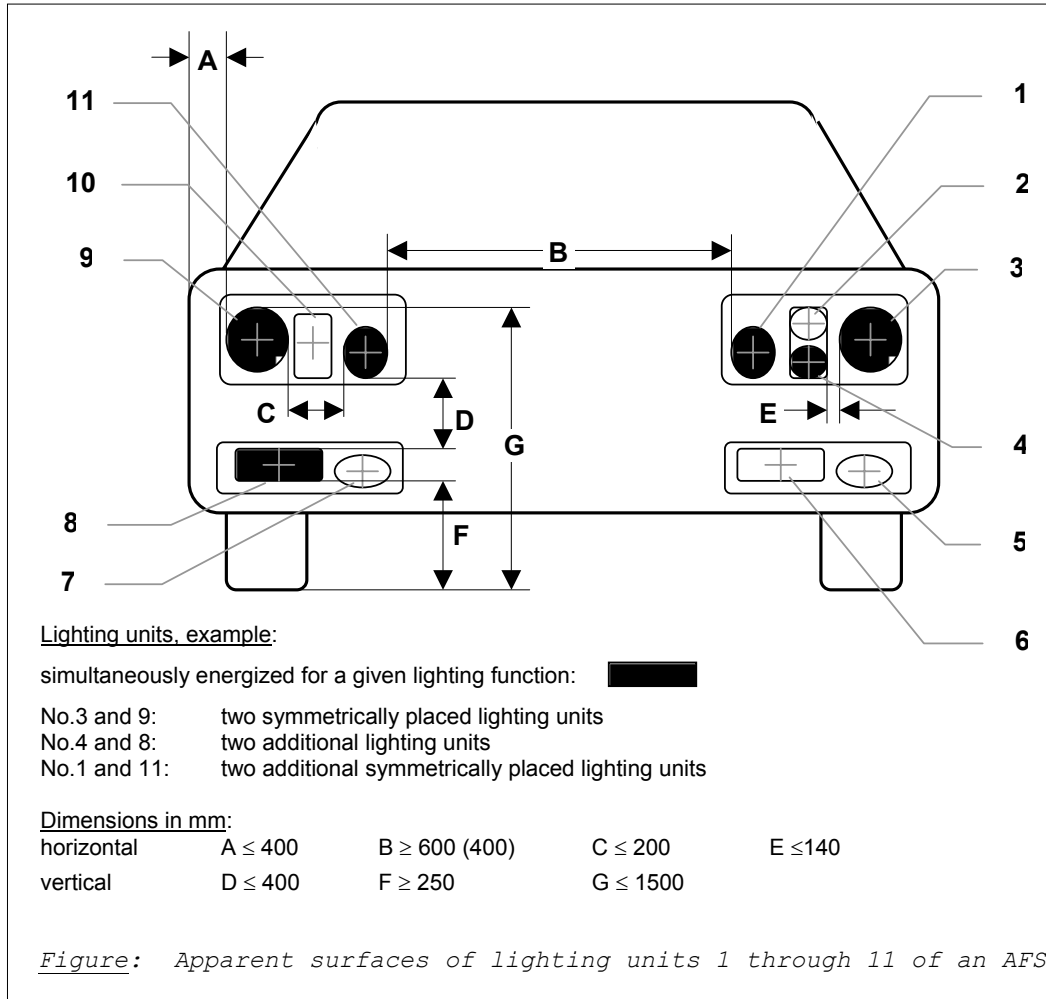
5.16. Number of lamps :
5.16.1. The number of lamps mounted on the vehicle should be equal to the number(s) specified in each of the paragraphs 6.1 to ~~6.19~~ 6.21

6.3.6.2. Vertical orientation
When the front fog lamps are ~~reciprocally incorporated with the~~ ACTIVATED AS PART OF AFS passing beam headlamps.....

6.20 RENUMBER AS 6.21 (all paragraphs)
[in the last amendment of R48 (sup. 4 to 02 series of amend. TRANS/WP 29/870 of 23/07/2002) point 6.20 is "cornering lamp"].

6.20.4.1.1 Figure :

	<u>Dimensions in mm:</u>			
horizontal	A ≤ 400	B ≥ 600 (400)	C ≤ 200	E ≤ 140 200
vertical	D ≤ 400	F ≥ 250	G ≤ 1500	



6.20.4.1.2. Additional lighting units, if any, on either side of the vehicle shall be positioned at a distance not exceeding ~~440~~ 200 mm
~~7/ In case of additional "two symmetrically placed lighting units" the horizontal distance may be 200 mm (CC in the figure).~~

6.20.5 Geometric visibility : On each sideprovided :
 the angles of geometric visibility prescribed for the respective lighting and light-signalling functions in paragraphs 6.1.5., 6.2.5. and 6.19.5. of this Regulation, shall be met by ~~one~~ THE lighting unit or by the assembly of the lighting units that are simultaneously energized

6.20.6.1.2.1. in case the basic dipped-beam is generated by several beams from different lighting units, the provisions according to paragraph 6.20.6.1.2. above apply to each said beam's "cut-off" (if any), which is designed to project into the angular zone **EXTENDING BETWEEN 8 L AND 8 R AND UPWARDS FROM A HORIZONTAL LINE POSITIONED AT 0.9 D**, as indicated under item 9.4.1. of the communication form conforming to the model in annex 1 to Regulation No.xxx.

6.20.6.1.3. Dipped-beam levelling device
 ... of the communication form conforming to the model in annex 1 to Regulation No.xxx, ~~either~~
~~(a) a combined objective luminous flux of 2000 lumen, and/or~~

~~(b) a combined light output of [650] lumen~~

THE SUM OF THE OBJECTIVE LUMINOUS FLUXES OF THE LIGHT SOURCES ON ONE SIDE IS GREATER THAN 2000 LUMENS.

[the value of 650 lm is still under consideration ; some experimental difficulties have arisen]

6.20.6.2 FRANCE DRAWS THE ATTENTION OF THE GRE ON THE DIFFICULTIES FOR THE AUTOMAKERS TO APPLY THIS SPECIFICATION. MUCH TIME WILL BE NEEDED ON THE ASSEMBLY LINE FOR AIMING THE LIGHTING UNITS THAT MAY BE NUMEROUS. THE SAFETY VALUE OF THE HORIZONTAL AIM MAY ALSO BE QUESTIONED.

6.20.7.2. THE VERB " MAY " DOES NOT ILLUSTRATE THE SPIRIT OF AFS AND CONTRADICTS 6.20.7.4. WHICH LIGHTING FUNCTIONS ARE CONCERNED ?

6.20.7.3. IT IS DOUBTFUL THESE PROVISIONS MAY BE IMPLEMENTED WITH THE STATE-OF-THE-ART TECHNIQUES OF THE AUTOMOTIVE INDUSTRY. FRANCE SUGGESTS SUPPRESSING THIS PARAGRAPH.

6.20.7.4.3 SUPPRESS THE REFERENCE TO FOOTNOTE 8/

6.20.7.4.5 *The T-mode(s) (T signal / T in the Approval Mark) may be activated in combination with any of the above dipped-beam modes according paragraphs 6.20.7.4.2. to 6.20.7.4.4., however, only in/for curves or during/for cornering at intersections ; this condition shall be deemed to be satisfied if :*

[THIS PROVISION CONTAINS THE ALLOWANCE OF ACTIVATING THE AFS FUNCTION AS SOON AS THE INTENTION OF CORNERING APPEARS TO THE DRIVER. THIS KIND OF ANTICIPATION IS NOT SUBSTANTIATED BY ANY TEST SPONSORED BY THE AFS GROUP IN THE PAST, AND THEREFORE ITS CONTRIBUTION TO ROAD SAFETY IS QUESTIONABLE. FRANCE ASKS FOR SUPPRESSION OF THIS PARAGRAPH PENDING CONVINCING TEST RESULTS].

(A)

(b) **IN CASE OF BENDING MODES OF CATEGORY 2, one or more lighting units may be additionally energized**

(c) **IN CASE OF BENDING MODES OF CATEGORY 1, a horizontal movement of the asymmetric cut-off sideward from the longitudinal axis of the vehicle, if any, is allowed only when the vehicle is in forward motion 8/ and shall be such**

6.20.7.5. ONLY A SMALL NUMBER OF LIGHTING TECHNIQUES ALLOWS IMPLEMENTING THIS PARAGRAPH. FRANCE THEREFORE ASKS FOR ITS SUPPRESSION.

6.20.8.3 to 6.20.8.3.2 THESE PARAGRAPHS ARE NOT NEEDED [in relation with deletion of § 6.20.7.5]

6.20.9.2.1. ~~At system failure conditions~~ IN CASE OF FAILURE, as notified in the type approval.....

6.20.9.2.1.2. where the AFS.....

(b)(ii) main-beam headlamps with reduced luminous intensity 10, OR WAYDOWN MISAIMED MAIN BEAM HEADLAMPS, or.....

6.20.9.3.1 **ADDITIONAL EXPLANATIONS SHOULD BE ADDED TO THIS PARAGRAPH**

6.20.9.5 **THIS PARAGRAPH IS NOT NEEDED [in relation with deletion of § 6.20.7.5]**

Annex 1 **RENUMBER 9.22 IN 9.23, AND CONSEQUENTLY 9.24 AND 9.25**