

PROPOSAL FROM THE GTB-AFS GROUP

Ref: Informal Document No.1 (Draft Reg. on AFS), Traffic-Change Mode

Insert a new paragraph 2.2.2.4. reading

**2.2.2.4. the means/procedures provided to achieve the traffic-change mode according to paragraph 5.4.1. below, if any, including relevant provisions according to paragraph 6.20.7.5. of INFORMAL NO.3 (R.48 Draft Amendments), and/or partial lens shielding according to paragraph 3.4. below, or a selective setting by the user;**

Amend paragraph 3.4. to read

3.4. In the case of a system designed to meet the requirements set out in the paragraph 5.4.1. below by means of, **or using additionally** an area on the front lens(es) of the installation unit(s) which can be occulted, this area must be outlined indelibly. This marking is not necessary, however, where the area is clearly apparent from the design.

Delete paragraph 5.1.1.

Amend paragraph 5.4.1. to read

5.4.1. Systems not complying with paragraph 5.4. above shall be **designed such that, if the passing beam is turned on, a traffic-change mode can be emitted** providing

- (a) not more than [1] lx in the zone IIIb according to the definition in table 3 of annex 3 to this Regulation, however mirrored horizontally for the opposite direction of traffic, and
- (b) not less than 6 lx in 50V,

when tested according to the provisions set out in annex 10 to this Regulation with the initial adjustment(s) left unchanged and, at any signal condition;

Annex1:

Insert a new paragraph 9.6. reading

**9.6. Traffic-change mode, if any: Conformity to paragraph 5.4.1. of this Regulation by means of the system..... yes/no**

Informal Document No.3 (R48 Draft Amendments on AFS)

Change paragraph 6.20.8.3. to read: ".paragraph 5.4.1. .."

Justification:

Paragraph 2.2.2.4., as proposed, is intended to require, as part of the system description, information regarding the design of the system to cover operation of the vehicle in countries with different directions of traffic. It is also considered useful to indicate in the type approval communication whether the system provides a traffic-change mode.

Paragraph 5.1.1. can be deleted as being covered by the revised paragraph 5.4.1. and the definition of traffic-change mode (paragraph 1.18.1.).

Some figures: the transit of motor vehicles via Eurotunnel amounted in the first half of 2002 to 1,059,825 cars, 30,189 coaches and 611,172 trucks which is still less than half of the whole volume of vehicle transit across/beneath the Channel; 50 millions of people live within 3 hours distance from the tunnel and the ferries.