

Proposal for draft amendments to Regulation No. 48 (Installation of lights)

(Amendment to document ECE/TRANS/WP29/2007/20/Rev 1)

Note: proposed changes in respect to the ECE/TRANS/WP29/2007/20/Rev 1 text are marked in **bold** or ~~strikethrough~~ characters.

A – Proposal

6.2.7 Electrical connections

The control for changing over to the dipped-beam must switch off all main-beam headlamps simultaneously.

The dipped beam may remain switched on at the same time as the main beams.

In the case of dipped-beam headlamps according to Regulation No. 98, the gas-discharge light sources shall remain switched on during the main-beam operation.

One additional light source, located inside the dipped-beam headlamps or in a lamp (except the main-beam headlamp) grouped or reciprocally incorporated with the respective dipped-beam headlamps, may be activated to produce bend lighting, provided that the horizontal radius of curvature of the trajectory of the centre of gravity of the vehicle is 500 m or less. This may be demonstrated by the manufacturer by calculation or by other means accepted by the authority responsible for type approval.

~~Dipped beam headlamps may be switched ON or Off automatically. However, it shall be always possible to switch these dipped-beam headlamps ON and OFF manually.~~

On vehicles on which daytime running lamps are installed, when the headlamp switch(es) is(are) not in any manual ON position, the dipped-beam headlamps shall be switched ON or OFF automatically ~~They shall be switched ON when it is required to drive with the dipped-beam headlamps switched on~~ due to low ambient lighting conditions. (e.g. ~~during nighttime driving conditions, reduced visibility, tunnels, etc.~~).

[On other vehicles the dipped-beam headlamps may be switched ON or OFF automatically.]

However, it shall be always possible to manually override the automatic switching **between the Daytime Running Lamps and of** the dipped-beam headlamps.

After each **manual [voluntary]** re-start of the engine, **provided it has been inoperative for a continuous period of more than 30 minutes**, the automatic switching between the daytime running lamps and the dipped-beam headlamps shall be re-activated.

As an alternative to the manual activation and on the request of the manufacturer, the sensitivity of the **sensor device to control the automatic switching between the Daytime Running Lamps and the dipped-beam headlamps** may ~~shall~~ be adjustable ~~providing at least two changes to the preset value, one at brighter ambient conditions and one at a lower ambient light level.~~

6.19.7. Electrical connections

~~If installed, t~~ The daytime running lamps shall be switched ON automatically when the device which starts and/or stops the engine is in a position which makes it possible for the engine to operate. ~~It shall be possible to activate and deactivate the automatic switching ON of daytime running lamps without the use of tools.~~

The daytime running lamp shall switch OFF automatically when **the front fog lamps^[KA1] or the [dipped beam or the driving beam]** headlamps are switched ON, except when the latter are used to give intermittent luminous warnings at short intervals.

Furthermore, the lamps referred to in paragraph 5.11. are not switched ON when the daytime running lamps are switched ON.

12. Transitional provisions

12.1 to 12.12 NO CHANGES

~~12.13. As from 30 months for vehicles of categories M₁ and N₁ and 48 months for vehicles of other categories after the date of entry into force of the 04 series of amendments, Contracting Parties applying this Regulation shall grant ECE approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 04 series of amendments with the exception of the requirements of paragraph 6.2.7.1.~~

12.14-13 As from 42 months for vehicles of categories M1 and N1 and 60 months for vehicles of other categories after the official date of entry into force of the 04 series of amendments, Contracting Parties applying this Regulation shall grant ECE approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 04 series of amendments. ~~including the requirements of paragraph 6.2.7.1.~~

12.15 to 12.20 Renumber as 12.14 to 12.19

B - Justification

First of all Italy wish to reiterate its opposition to the proposed mandatory fitting of the automatic switching on and off between daytime running lamps and headlamps; as said in other occasion, we deem the photometric characteristics of the DRL such that the automatic switching is not necessary. However, in the case where, in GRE or in WP29, the majority decides to mandate the fitting of the automatic switching we deem necessary, as other Countries and NGO, to at least improve the technical requirements proposed in document ECE/TRANS/WP29/2007/20/Rev1.

The proposals above are a summary of our own modification proposals and of some of the proposals presented by other Countries, on which Italy agrees.

Please find below the detailed justifications:

- Paragraph 6.2.7: in the sixth sentence we propose to simplify the requirements linking directly the automatic switching to the low ambient light condition and avoiding the reference to the in-use requirements (not aligned in the different Countries). Moreover the proposed change clarifies that the “reduced visibility” conditions shall not be covered by the automatic switching, since they are too much variable and not clearly defined. For these reasons we deem safer to left to the driver the responsibility of switching ON and OFF their front fog or/and dipped beam headlamps in the suitable way in relation to the fog or dust cloud or heavy rain or snowfall conditions during day light time, as it is presently. The other changes in this paragraph are those proposed by Japan, United Kingdom and Nederland on which Italy agrees. Since the possibility that the daytime running lamps and the related automatic switching are not fitted on the vehicle exists, we have introduced, for better clarity, the reference to the possibility to fit automatic switching, as a manufacturers option, also on vehicle on which its fitting is not prescribed. Being not a fundamental issue the proposal is between square brackets.
- Paragraph 6.19.7 we have introduce, as a reminder, the reference to front fog lamps already proposed and approved at the 57th GRE session. Moreover we have added for better clarity, the indication of which headlamps are influencing the switching OFF of the daytime running lamps. Being not a fundamental issue the proposal is between square brackets.
- Paragraph 12. We reiterate the proposal from United Kingdom for simplification of the transitional provisions, since we agree on it. We have also introduced, for better clarity, the other necessary changes to paragraph 12. , related to the United Kingdom proposal.

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