

Proposal for amendment of ECE/TRANS.WP.29/GRE/2009/56

The modifications to the text of ECE/TRANS.WP.29/GRE/2009/56 are marked in bold or strikethrough characters.

A. PROPOSAL

Paragraph 1.9., amend to read:

"1.9. "Neutral state" means.... or of the main beam, **if any**, in the maximum position of activation, ~~if any~~, is produced, and no AFS control signal applies;"

Paragraph 6.3.6., amend to read:

"6.3.6. In the case of a gradual adaptation of the main-beam function the system shall meet the requirements of the above paragraphs only when this main- beam function is in the maximum position of activation.

Under the conditions of gradual adaptation, the main-beam function shall meet the requirements **for all the cases of Right-Hand and Left-Hand traffic specified in Part A** of Table 7 in Annex 3 to this Regulation. These requirements shall be verified during the type approval testing in conjunction with a signal generator to be provided by the applicant. This signal generator shall reproduce the signals provided by the vehicle and cause the gradual adaptation of the main-beam and in particular shall represent the settings so that the photometric compliance can be verified."

Annex 1, insert a new paragraph 18.5., to read:

"18.5. **The system is designed to provide ~~an adaptive~~ a gradual adaptation of the main-beam:  yes  no "**

Annex 3, Table 7 Part A, amend to read:

Part A	Test Point	Position / deg.		Max. Intensity **	
		Horizontal	Vertical	(cd)	(lx)
	Line 1 Left Oncoming vehicle at 50m in the case of Right-Hand Traffic	4.8°L to 2°L	0.57°Up	440	0.7
	Line 1 Right Oncoming vehicle at 50m in the case of Left- Hand Traffic	2°R to 4.8°R	0.57°Up	440	0.7
	Line 2 Left Oncoming vehicle at 100m in the case of Right-Hand Traffic	2.4°L to 1°L	0,3°Up	1300	2.0
	Line 2 Right Oncoming vehicle at 100m in the case of Left-Hand Traffic	1°R to 2.4°R	0,3°Up	1300	2.0
	Line 3 Left Oncoming vehicle at 200m in the case of Right-Hand Traffic	1.2°L to 0.5°L	0,15°Up	3800	6.0
	Line 3 Right Oncoming vehicle at 200m in the case of Left-Hand Traffic	0.5°R to 1.2°R	0,15°Up	3800	6.0
	Line 4 Preceding vehicle at 50m in the case of Left-Hand Traffic and Right-Hand Traffic	1.7°L to 1.7°R	0,3°Up	1320	2.1
	Line 5 Preceding vehicle at 100m in the case of Left-Hand Traffic and Right-Hand Traffic	0.9°L to 0.9°R	0,14°Up	3900	6.2
	Line 6 Preceding vehicle at 200m in the case of Left-Hand Traffic and Right-Hand Traffic	0.45°L to 0.45°R	0.1°Up	11400	18

B. JUSTIFICATION

An AFS with gradual adaptation of the main beam designed for vehicles used in right hand traffic may operate incorrectly when visiting a country where traffic drives on the left hand side of the road (and vice-versa). To avoid this the system should be able to detect whether oncoming vehicles are approaching on the left or right side and adapt the main beam accordingly.

The proposed amendments to paragraph 6.3.6 and Annex 3 Table 7 will ensure that the system will differentiate between traffic approaching on the left or right and correctly adapt the main beam.

The amendment to paragraph 1.9 is an editorial correction.

There is no definition of the term "adaptive main beam" used in Annex 1 Paragraph 18.3. "gradual adaptation of the main beam" should be used for consistency with paragraph 5.7.2.

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