

Proposal for amendment of ECE/TRANS.WP.29/GRE/2009/56
(Taking into account GRE-62-05 (Japan))

Having studied the proposal and rationale in GRE-62-05, GTB agrees that amendment of ECE/TRANS.WP.29/GRE/2009/56 is necessary as there is an inconsistency between the existing photometric requirements of the passing beam and the adaptive driving beam. However GTB concludes that this is due to an editorial problem and proposes the following solution that avoids the necessity to change the content of Table 7, Part A. The modifications to the text of ECE/TRANS.WP.29/GRE/2009/56 are marked in bold or strikethrough characters.

A. PROPOSAL

Annex 3, the new table 7, amend to read:

" Table 7: Requirements concerning the gradual adaptation of the main-beam according to paragraph 6.3.6 of this Regulation.

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

Part B	Test Point	Position /degrees <u>*/</u>		Min. Intensity <u>**/</u>	
		Horizontal	Vertical	(cd)	(lx)
	50R	1.72 R	D 0.86	3750	6
	50V	V	D 0.86	3750	6
	50L	3.43 L	D 0.86	2625	4.2
	25LL	16 L	D 1.72	875	1.4
	25RR	11 R	D 1.72	875	1.4

*/ — Angular positions for the passing beam photometric requirements (indicated for right hand traffic)

*/ **Angular positions indicated for right-hand traffic.**

**/ [To be defined].

Each of the lines defined in part A of table 7, in conjunction with the test points as prescribed in part B of table 7 shall be measured individually corresponding to the signal provided by the signal generator.

~~In the case where the gradual adaptation will be activated partially, depending upon the settings represented by the signal generator corresponding to the presence of oncoming and preceding vehicles, the measurements for part A of table 7 shall be determined in each of the horizontal sections where the partially gradual adaptation is activated.~~

In the case that the passing beam, which meets the requirements of paragraph 6.2., is continuously operated in conjunction with the adaptive driving beam, the photometric requirements in Part B of the table below do not apply."

B. JUSTIFICATION

This amendment proposal clarifies that:

- (a) Part A of Table 7 ensures that, when the adaptive driving beam is operated alone, discomfort to the oncoming and preceding drivers is avoided.
- (b) Part B of Table 7 ensures that when the adaptive driving beam is operated alone there is sufficient road surface illumination at all times.
- (c) The angular positions of the test points in Part B relate to the driving beam and not to the passing beam as stated in ECE/TRANS.WP.29/GRE/2009/56. They have been introduced to ensure that the adaptive driving beam is providing sufficient road illumination in its partially activated state. As the requirements are asymmetric it is necessary to define that they relate to "right-hand" traffic.

- (d) Paragraph 6.22.7.1.(b) of Regulation No.48 allows the dipped beam to remain switched on at the same time as the main-beam. Correspondingly, the proposed text clearly allows the passing beam to be operated in conjunction with the adaptive driving beam to satisfy the requirements of Part B of Table 7 and in this case the adaptive driving beam only has to meet the requirements of Part A of Table 7.
