

Notes from the AEBS/LDWS Secretariat :

- This document is the latest status of the text being currently revised within the informal group on AEBS/LDWS addressing the drafting of a proposal for a regulatory text on Lane Departure Warning System.
- Bold characters highlight
  - the items which are still subject to debate within the informal group
  - the guidance received by GRRF at its 67<sup>th</sup> session.
  - the proposal from the Task-Force on LDWS test marking.
  - Some editorial improvements proposed by the Secretariat.
- When relevant, some notes from the secretariat and the Chair are to be found under the paragraph they are addressing.

E/ECE/324  
E/ECE/TRANS/505

Rev.2/Add.LDWS

5 November 20XX

## AGREEMENT

**ADOPTION OF UNIFORM TECHNICAL PRESCRIPTIONS  
S, EQUIPMENT AND PARTS WHICH CAN BE FITTED  
WHEELED VEHICLES AND THE CONDITIONS FOR  
TION OF APPROVALS GRANTED ON THE BASIS OF  
THESE PRESCRIPTIONS \*/**

(Amendments which entered into force on 16 October 1995)

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**Annex XXX: Regulation No. LDWS+1**

Date of entry into force: XXX

### UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLES WITH REGARD TO THE LANE DEPARTURE WARNING SYSTEM



UNITED NATIONS

\_\_\_\_\_  
\*/ Former title of the Agreement:

Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

Regulation No. LDWS

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLES  
WITH REGARD TO THE LANE DEPARTURE WARNING SYSTEM

CONTENTS

REGULATION	<u>Page</u>
1. Scope .....	
2. Definitions .....	
3. Application for approval .....	
4. Approval .....	
5. Specifications .....	
6. Test procedure .....	
7. Modification of vehicle type and extension of approval .....	
8. Conformity of production .....	
9. Penalties for non-conformity of production .....	
10. Production definitely discontinued .....	
11. Names and addresses of Technical Services responsible for conducting approval tests, and of Administrative Departments .....	

ANNEXES

Annex 1: Communication concerning the approval or extension or refusal or withdrawal of approval or production definitely discontinued of a type of vehicle with regard to the lane departure warning system pursuant to Regulation No. LDWS

Annex 2: Arrangements of approval marks

CONTENTS (continued)

**[Annex 3: Visible lane marking identification]**

Note from the Secretariat:

*The Task-force on LDWS recommends an approach based on the testing on one lane marking identified in the relevant annex. If the Task-Force recommendations are adopted, a new Annex 3 will be added to the draft regulation, inspired from Annex A of ISO 17361:2007 .*

Annex 4:

1. SCOPE AND PURPOSE

1.1. This Regulation applies to the lane departure warning system of vehicles of category M<sub>2</sub>, N<sub>2</sub>, M<sub>3</sub> and N<sub>3</sub><sup>1/</sup>.

~~1.2. Vehicles of other categories may be approved at the request of the manufacturer.~~

Note from the Secretariat:

*This paragraph 1.2. was deleted from the AEBS skeleton paper, but erroneously kept in the LDWS skeleton paper.*

~~[1.3. Contracting Parties may mandate fitment of LDWS to specific category among M2, M3, N2 and N3 in their territory. In this case, at the time of application of this Regulation, Contracting Parties shall notify to the Secretary-General of the United Nations that they intend to mandate the fitment of LDWS specified in this regulation in their territory for which vehicle.]~~

Note from the Secretariat:

*GRRF-67 recommended deletion of this paragraph*

2. DEFINITIONS

For the purposes of this Regulation:

2.1. "Approval of a vehicle type" means the full procedure whereby a Contracting Party to the Agreement certifies that a vehicle type meets the technical requirements of this Regulation;

2.2. "Vehicle type with regard to its Lane Departure Warning System" means a category of vehicles which do not differ in such essential respects as:

- (a) the manufacturer's trade name or mark,
- (b) vehicle features which significantly influence the performances of the Lane Departure Warning System,
- (c) the type and design of the Lane Departure Warning System.

2.3. "Lane Departure Warning System (LDWS)" means a system to warn the driver of an unintentional drift of the vehicle out of its travel lane.

2.4. "Lane" means one of the longitudinal strips into which a roadway is divided.

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<sup>1/</sup> As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.1/Amend.2, as last amended by Amend.4).

2.5. “Visible lane marking” means delineators intentionally placed on the borderline of the lane that are directly visible by the driver while driving (e.g. not covered by snow, etc.).

2.6. “Rate of departure” means the subject vehicle’s approach velocity at a right angle to the lane boundary at the warning issue point.

### 3. APPLICATION FOR APPROVAL

3.1. The application for approval of a vehicle type with regard to the LDWS shall be submitted by the vehicle manufacturer or by his authorized representative.

3.2. It shall be accompanied by the documents mentioned below in triplicate and include the following particulars:

3.2.1. a description of the vehicle type with regard to the items mentioned in paragraph 5., together with dimensional drawings. The numbers and/or symbols identifying the vehicle type shall be specified; and

3.2.2. particulars of the primary reference marks in sufficient detail to enable them to be readily identified and the position of each in relation to the others and to the "R" point verified.

3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Technical Service conducting the approval tests.

### 4. APPROVAL

4.1. If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of paragraph 5. below, approval of that vehicle shall be granted.

4.2. An approval number shall be assigned to each type approved; its first two digits (00 for the Regulation in its initial form) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to the same vehicle type equipped with another type of field of vision, or to another vehicle type.

4.3. Notice of approval or of refusal or withdrawal of approval pursuant to this Regulation shall be communicated to the Parties to the Agreement which apply this Regulation by means of a form conforming to the model in Annex 1 and photographs and/or plans supplied by the applicant being in a format not exceeding A4 (210 x 297 mm), or folded to that format, and on an appropriate scale.

- 4.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark conforming to the model described in Annex 2, consisting of:
  - 4.4.1 a circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval 2/;
  - 4.4.2 the number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the circle prescribed in paragraph 4.4.1. above.
- 4.5. If the vehicle conforms to a vehicle type approved under one or more other Regulations, annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1. need not be repeated; in such a case, the Regulation and approval numbers and the additional symbols shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1. above.
- 4.6. The approval mark shall be clearly legible and be indelible.
- 4.7. The approval mark shall be placed close to or on the vehicle data plate.
- 5. SPECIFICATIONS
  - 5.1. General

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2/ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Serbia, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa, 48 for New Zealand, 49 for Cyprus, 50 for Malta, 51 for the Republic of Korea, 52 for Malaysia, 53 for Thailand, 54 and 55 (vacant) and 56 for Montenegro. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.

- 5.1.1. ~~[Subject to the requirements of paragraph 12,]~~ any vehicle fitted with a LDWS complying with the definition of paragraph 2.3 shall meet the performance requirements contained in paragraphs 5.1 to 5.4 of this regulation.

Note from the Secretariat:

*GRRF-67 recommended the deletion of the introductory provisions*

- 5.1.2. The effectiveness of the LDWS shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by compliance with Regulation No. 10, [03] Series of Amendments.

Note from the Secretariat:

*Reference to the proper series of amendments to Regulation N°10 will be introduced at the time of delivery to GRRF.*

- 5.2. Performance requirements

- 5.2.1. **Whenever the system is active, as specified in paragraph 5.2.2., the LDWS shall provide the driver with a warning signal if the vehicle crosses over a visible lane marking <sup>1</sup> for the lane in which it is running, on a road with a directional form that varies between straight and a curve having an inner lane marking with a minimum radius of 250 m, when there has been no purposeful demand to do so. Specifically, it shall:**

Footnote 1:

~~The LDWS shall be able to provide the driver with a lane departure warning signal for all lane markings, [as identified in ISO 17361:2007 Annex A], applicable to the [region/country] in which the vehicle is to be [sold]. [The vehicle manufacturer shall demonstrate compliance and may for that purpose use of documentation. Any such documentation shall be appended to the test report.]~~

Note from the Secretariat:

*The Task-force on LDWS recommends an approach based on the testing on one lane marking identified in the relevant annex combined with the manufacturer providing evidence that the system for which he is seeking approval complies with the requirements of this regulation in all variants proposed for type approval. If the Task-Force recommendations are adopted, footnotes 1 & 2 are not relevant anymore.*

- 5.2.1.1. **provide the driver with the warning specified in paragraph 5.4.1. when tested in accordance with the provisions of paragraph 6.6. <sup>2</sup> (departure warning test), and**

Footnote 2:

~~[The visible lane marking used in the tests shall be one of those identified in ISO 17361:2007 Annex A, with the actual markings being in good condition and of a material~~

~~conforming to the National standard for visible road surface markings of the country in which the testing is being carried out. The actual visible lane marking layout used for the testing shall be recorded.]~~

Note from the Secretariat:

*See above. In addition, the reference to paragraph 6.5. is now replaced by a reference to paragraph 6.6.*

5.2.1.2 provide the driver with the warning specified in paragraph 5.4.2. when tested in accordance with the provisions of paragraph **6.7.** (failure detection test).

Note from the Secretariat:

*The reference to paragraph 6.6. is now replaced by a reference to paragraph 6.7.*

5.2.1.3. [The warning mentioned in para 5.2.1.1. above may be suppressed when there is a driver action which indicates an intention to change lane.]

Note from the informal group Secretariat:

*Editorial improvement expected in the future. The Secretariat believes that this paragraph would better find place as a new paragraph 5.4.1.2.*

5.2.2. The LDWS shall be active at least at vehicle speeds above 60 km/h, unless manually de-activated as per paragraph 5.3. below.

5.3. If a vehicle is equipped with a means to disable the LDWS function, the following conditions shall apply as appropriate:

5.3.1. The LDWS function shall be automatically reinstated at the initiation of each new ignition “on” (run) cycle.

5.3.2. A constant optical warning signal shall inform the driver that the LDWS function has been disabled. The yellow warning signal specified in paragraph 5.4.2 below may be used for this purpose.

5.4. [Warning indication]

Note from the Secretariat:

*The warning strategy will be re-formulated and decided at IG05 (April 2010).*

5.4.1. The lane departure warning referred to in paragraph 6.5. shall be provided by means of at least **[one]** / **[two]** easily perceivable warning signal(s) **[means among acoustic, haptic and optical].**

Note from the Secretariat:



- *The informal group keeps in consideration the outcome of the discussions being held at the WP29-ITS informal group.*
- *Secretariat proposal: “The lane departure warning referred to in paragraph 5.2.1.1. shall...”.*

**[5.4.1.1 When an optical signal is used for lane departure warning, the optical signal for lane departure warning may be the flashing of the malfunction warning signal specified in paragraph 5.4.2. below.]**

5.4.2. The failure warning referred to in paragraph 6.6. shall be by means of a yellow optical warning signal.

Note from the Secretariat:

- *The informal group seeks common agreement based on the table below:*

	<b>optical (yellow)</b>	<b>haptic, acoustic</b>
<b>System off with failure</b>	<b>on</b>	-
<b>System is switched off (by driver)</b>	<b>on *</b>	-
<b>System off with "blindness"</b>	<b>(on)</b>	-
<b>System inactive (&lt;60km/h)</b>	<b>(on)</b>	-
<b>System inactive (no white strips)</b>	<b>(on)</b>	-
<b>System is active (lane departure)</b>	<b>(on/flashing)</b>	<b>at least one</b> (buses should be considered <b>IG05 - Berlin)</b>
<b>Bulb test</b>	<b>on</b>	-

**(...): optional**

**\*: second telltale is also possible**

- *Secretariat proposal: “The failure warning referred to in paragraph 5.2.1.2. shall...”.*

5.4.3. Any LDWS optical warning signal shall be activated either when the ignition (start) switch is turned to the "on" (run) position or when the ignition (start) switch is in a position between the “on” (run) and “start” that is designated by the manufacturer as a check position (bulb check). This requirement does not apply to warning signals shown in a common space.

5.4.4. The optical warning signals shall be visible even by daylight; the satisfactory condition of the signal must be easily verifiable by the driver from the driver's seat.

5.4.5. **[The failure warning signal specified in paragraph 5.4.2 may also be used to indicate that LDWS is temporarily not available.]**

## 6. TEST PROCEDURE

### 6.1. Test conditions

6.1.1. The test shall be performed on a flat, dry asphalt or concrete surface.

6.1.2. The ambient temperature shall be between 0° C and 45° C.

### **[6.1.3. Visible lane markings**

**6.1.3.1. The visible lane markings used in the tests shall be those of one of the Contracting Parties signatory to this Regulation as identified in Annex 3 to this Regulation, with the markings being in good condition and of a material conforming to the standard for visible road surface markings of that Contracting Party. The visible lane marking layout used for the testing shall be recorded.**

**6.1.3.2 The vehicle manufacturer shall demonstrate, through the use of documentation, compliance with the lane markings of the other Contracting Parties signatory to this Regulation as far as they are identified in Annex 3 to this Regulation. Any such documentation shall be appended to the test report.**

**6.1.3.3. In the case the vehicle type may be equipped with different variants of the system with regional specific adjustments, the manufacturer shall demonstrate through documentation that the requirements of this Regulation are fulfilled in all variants.]**

#### Note from the Secretariat:

- *Proposal from the Task Force of experts on LDWS lane markings. See also draft Annex 3 below.*
- *The Secretariat however believes that the proposed paragraph 6.1.3.2. and 6.1.3.3. would better find place as new paragraphs 6.6.3. and 6.6.4.*

6.1.4. The test shall be performed under visibility conditions that allow safe driving at the required test speed.

### 6.2. Accuracy of the measurements

6.2.1. Distances shall be measured with an accuracy of +/- 5cm.

- 6.2.2. Speeds shall be measured with an accuracy of +/- 3 km/h.
- 6.2.3. Rate of departure accuracy shall be measured with an accuracy of +/- 0.1 m/s.
- 6.4. Vehicle conditions

- 6.4.1. Test weight

The vehicle may be tested at any condition of load, the distribution of the mass among the axles being that stated by the vehicle manufacturer without exceeding any of the maximum permissible mass for each axle. No alteration shall be made once the test procedure has begun.

- 6.4.2. In the case where the LDWS is equipped with a user-adjustable warning threshold, the test as specified in paragraph 6.6.2 shall be performed with the warning threshold set at its maximum departure setting. No alteration shall be made once the test procedure has begun.

Note from the Secretariat:

*Proposal from the Secretariat to simply refer to paragraph 6.6.*

- 6.5. Optical warning signal verification test

With the vehicle stationary check that the optical warning signal(s) comply with the requirements of paragraph 5.4.3.

- 6.6. Lane departure warning test

- 6.6.1 Drive the vehicle at a speed of 65 km/h into the centre of the test lane in a smooth manner so that the attitude of the vehicle is stable.

Maintaining the prescribed speed, gently drift the vehicle, either to the left or the right, at a rate of departure of between 0.1 and 0.8 m/s so that the vehicle crosses the lane marking. Repeat the test at a different rate of departure within the range 0.1 and 0.8 m/s.

Repeat the above tests drifting in the opposite direction.

- 6.6.2. The LDWS shall provide the lane departure warning indication mentioned in paragraph 5.4.1. at the latest when the outside of the tyre of the vehicle's front wheel crosses a line 0,3 m beyond the outside edge of the visible lane marking.

- 6.7. Failure detection

- 6.7.1. Simulate a LDWS failure, for example by disconnecting the power source to any LDWS component or disconnecting any electrical connection between LDWS components. When simulating a LDWS failure, neither the electrical connections for the failure warning signal of paragraph 5.4.2 or the LDWS disable control of paragraph 5.3. shall be disconnected.
- 6.7.2. The failure warning signal **mentioned in paragraph 5.4.2.** shall be activated and remain activated while the vehicle is being driven and **is be** reactivated after a subsequent ignition “off” ignition “on” cycle as long as the simulated failure exists.

Note from the Secretariat:

*Proposal from the Secretariat to clarify the reference.*

6.8. Deactivation Test

- 6.8.1 If the vehicle is equipped with means to deactivate the LDWS, activate the ignition locking system to the "On" or "Run" position and deactivate LDWS. The warning signal mentioned in paragraph 5.3.2. shall be activated.

7. MODIFICATION OF VEHICLE TYPE AND EXTENSION OF APPROVAL

- 7.1. Every modification of the vehicle type as defined in paragraph 2.2. above shall be notified to the Administrative Department which approved the vehicle type. The department may then either:

- 7.1.1. consider that the modifications made do not have an adverse effect on the conditions of the granting of the approval and grant an extension of approval;

- 7.1.2. consider that the modifications made affect the conditions of the granting of the approval and require further tests or additional checks before granting an extension of approval.

- 7.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3. above to the Contracting Parties to the Agreement which apply this Regulation.

- 7.3. The Competent Authority shall inform the other Contracting Parties of the extension by means of the communication form which appears in Annex 2 to this Regulation. It shall assign a serial number to each extension, to be known as the extension number.

8. CONFORMITY OF PRODUCTION

8.1. Procedures concerning conformity of production shall conform to the general provisions defined in Appendix 2 to the Agreement (E/ECE/324-E/ECE/TRANS/505/Rev.2) and meet the following requirements:

8.2. A vehicle approved pursuant to this Regulation shall be so manufactured as to conform to the type approved by meeting the requirements of paragraph 5. above;

8.3. The Competent Authority which has granted approval may at any time verify the conformity of control methods applicable to each production unit. The normal frequency of such inspections shall be once every two years.

## 9. PENALTIES FOR NON-CONFORMITY OF PRODUCTION

9.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirements laid down in paragraph 8. above are not complied with.

9.2. If a Contracting Party withdraws an approval it had previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation by sending them a communication form conforming to the model in Annex 1 to this Regulation.

## 10. PRODUCTION DEFINITELY DISCONTINUED

If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he shall so inform the authority which granted the approval, which in turn shall forthwith inform the other Contracting Parties to the Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.

## 11. NAMES AND ADDRESSES OF THE TECHNICAL SERVICES RESPONSIBLE FOR CONDUCTING APPROVAL TESTS AND OF ADMINISTRATIVE DEPARTMENTS

The Contracting Parties to the Agreement applying this Regulation shall communicate to the United Nations Secretariat the names and addresses of the Technical Services responsible for conducting approval tests and of the Administrative Departments which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval are to be sent.

## ~~12. INTRODUCTORY PROVISIONS~~

~~12.1. As from the date of entry into force of this Regulation, Contracting Parties applying this Regulation shall not:~~

~~(a) Refuse to grant ECE approval for a type of vehicle under this Regulation; or~~

~~———— (b) Prohibit the sale or entry into service of a vehicle  
———— if the vehicle falls within the scope of this Regulation and complies with the  
requirements of this Regulation.]~~

Note from the Secretariat:

*GRRF-67 recommended the deletion of the introductory provisions.*

Annex 1

COMMUNICATION

(Maximum format: A4 (210 x 297 mm))



issued by :

Name of administration:

.....  
 .....  
 .....

concerning: 2/

- APPROVAL GRANTED
- APPROVAL EXTENDED
- APPROVAL REFUSED
- APPROVAL WITHDRAWN
- PRODUCTION DEFINITELY DISCONTINUED

of a type of vehicle with regard to the lane departure warning system pursuant to Regulation No. LDWS+1

Approval No.: ..... Extension No.: .....

1. Trademark: .....
2. Type and trade name(s): .....
3. Name and address of manufacturer: .....
4. If applicable, name and address of manufacturer's representative: .....  
 .....
5. Brief description of vehicle: .....
6. Data to enable the identification of reference point "R" of the seating position designated for the driver in relation to the primary reference marks: .....  
 .....
7. Identification, place and relative positions of the primary reference marks: .....
8. Date of submission of vehicle for approval: .....
9. Technical Service performing the approval tests: .....

10. Date of report issued by that service: .....
11. Number of report issued by that service: .....
12. Approval with regard to the LDWS is granted/refused: 2/ .....
13. Place: .....
14. Date: .....
15. Signature: .....
16. Annexed to this communication are the following documents, bearing the approval number indicated above:  
  
..... dimensional drawings
17. Any remarks: .....

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1/ Distinguishing number of the country which has granted/extended/refused/withdrawn an approval (see approval provisions in the Regulation).

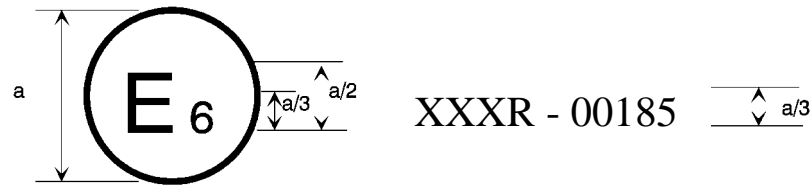
2/ Delete what does not apply.



Annex 2

ARRANGEMENTS OF APPROVAL MARKS

(see paragraphs 4.4. to 4.4.2. of this Regulation)



$a = 8 \text{ mm min}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Belgium (E6) with regard to the LDWS pursuant to Regulation No. LDWS+1. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of Regulation No. LDWS+1 in its original form.

[Annex 3  
**VISIBLE LANE MARKING IDENTIFICATION**

1. **For the purpose of the approval test referred to in paragraphs 6.1.3. and 6.6. of this regulation, the test lane width shall be greater than 3.5 m.**

Note from the Secretariat:

*This provision should better be part of one of the subparagraphs of paragraph 6.1.3.*

2. **The visible lane markings identified in Table 1 below are assumed to be white, unless otherwise indicated in this Annex.**
3. **Table of identified visible lane markings to be used for approval test in accordance with Paragraphs 6.1.3. and 6.6. of this Regulation.**

PATTERN			COUNTRY	WIDTH		
Left edge road marking	Centre line	Right edge road marking		left edge road marking	Centre line	Right edge road marking
	 5 m → 12 m → 	 20 m → 4 m → 	SPAIN			
	 3 m → 9 m → 		SWEDEN			
	 3 m → 10 m → 	 38 m → 14 m → 	FRANCE			
	 6 m → 12 m → 		GERMANY			
	 2 m → 7 m → 		UNITED KINGDOM			

PATTERN			COUNTRY	WIDTH		
Left edge road marking	Centre line	Right edge road marking		left edge road marking	Centre line	Right edge road marking
			BELGIUM			
			DENMARK			
			THE NETHERLANDS			
			ITALY			
			IRELAND			

Left edge road marking	PATTERN		COUNTRY	WIDTH		
	Centre line	Right edge road marking		left edge road marking	Centre line	Right edge road marking
			GREECE			
			SWITZERLAND			
			PORTUGAL			
			NORWAY			
			FINLAND			

PATTERN			COUNTRY	WIDTH		
Left edge road marking	Centre line	Right edge road marking		left edge road marking	Centre line	Right edge road marking
			NORWAY			
			JAPAN			
			REPUBLIC OF KOREA			