

**Economic and Social Council**Distr.: General  
6 February 2020

Original: English

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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Lighting and Light-Signalling****Eighty-third session**

Geneva, 21–24 April 2020

Item 6 (b) of the provisional agenda

**UN Regulation No. 48 (Installation of lighting and light-signalling devices):****Proposals for new series of amendments to UN Regulation No. 48****Proposal for a new [0x] series of amendments to UN Regulation No. 48****Submitted by the Informal Working Group on Simplification of Lighting and Light-Signalling Regulations\***

The text reproduced below was prepared by the Informal Working Group on Simplification of Lighting and Light-Signalling Regulations (IWG SLR) as requested by the Working Party on Lighting and Light-Signalling (GRE) at its eighty-second session (ECE/TRANS/WP.29/GRE/82, para. 31). This proposal is based on informal document GRE-82-25 and aims to introduce new requirements for headlamp levelling, in particular on the vertical inclination in relation to the dipped-beam headlamp mounting height. The modifications to the existing text of the UN Regulation No. 48 are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

Paragraph 6.2.4.2., amend to read:

“6.2.4.2. In height: not less than 500 mm and not more than 1,200 mm above the ground. For category **N<sub>2</sub>G (off-road) and N<sub>3</sub>G (off-road)** vehicles<sup>1</sup>, the maximum height may be increased to 1,500 mm.”

Paragraph 6.2.6.1. and related sub-paragraphs, amend to read:

“6.2.6.1. Vertical orientation

6.2.6.1.1. ~~The initial downward inclination of the cut-off of the dipped beam to be set in the unladen vehicle state with one person in the driver's seat shall be specified within an accuracy of 0.1 per cent by the manufacturer and indicated in a clearly legible and indelible manner on each vehicle close to either headlamp or the manufacturer's plate by the symbol shown in Annex 7.~~

### **Initial downward inclination**

**The initial downward inclination of the cut-off of the passing beam (dipped-beam) shall be:**

- set in the unladen vehicle state with one person in the driver's seat,
- specified within an accuracy of 0.1 per cent by the manufacturer,
- equal or lower than -0.5 per cent, as indicated in the diagram of paragraph 6.2.6.1.2. and
- indicated in a clearly legible and indelible manner on each vehicle close to either headlamp or the manufacturer's plate by the symbol shown in Annex 7.

**The value of this indicated initial downward inclination shall be defined by the vehicle manufacturer in the range prescribed in paragraph 6.2.6.1.2. in relation to the passing beam (dipped-beam) headlamp mounting height.**

**Different values of initial downward inclination for different variants/versions of the same vehicle type can be defined, provided that only the pertinent value is indicated on each variant/version.**

6.2.6.1.2. **Vertical inclination limits of the cut-off**

Depending on the mounting height in meters (h) of the lower edge of the apparent surface in the direction of the reference axis of the **passing beam (dipped-beam) headlamp**, measured on the unladen vehicles, the vertical inclination of the cut-off of the **passing beam (dipped-beam)**, **starting from the initial downward inclination value set by the vehicle manufacturer as prescribed in paragraph 6.2.6.1.1.**, shall under all the static conditions of Annex 5, remain between the following limits and the initial aiming shall have the following values: **under all the static loading conditions of Annex 5:**

$h < 0.8$

limits: between ~~0.5 per cent and 2.5 per cent~~

initial aiming: between ~~1.0 per cent and 1.5 per cent~~

$0.8 < h < 1.0$

limits: between ~~0.5 per cent and 2.5 per cent~~

<sup>1</sup> As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.3, para. 2 - [www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html)

~~initial aiming: between 1.0 per cent and 1.5 per cent~~

~~or, at the discretion of the manufacturer,~~

~~limits: between 1.0 per cent and 3.0 per cent~~

~~initial aiming: between 1.5 per cent and 2.0 per cent~~

~~The application for the vehicle type approval shall, in this case, contain information as to which of the two alternatives is to be used.~~

~~$h \geq 1.0$~~

~~limits: between 1.0 per cent and 3.0 per cent~~

~~initial aiming: between 1.5 per cent and 2.0 per cent~~

<i>Mounting height h [m]</i>	<i>Upper inclination limit [per cent]</i>	<i>Lower inclination limit [per cent]</i>
<b><math>0.5 \leq h \leq 0.9</math></b>	<b>-0.20</b>	<b>-1.40 to -1.80*</b>
<b><math>0.9 &lt; h \leq 1.2</math></b>	<b>-0.20 to -0.85*</b>	<b>-1.80 to -2.45*</b>
<b><math>1.2 &lt; h \leq 1.5^{**}</math></b>	<b>-0.85 to -1.50*</b>	<b>-2.45 to -3.10*</b>

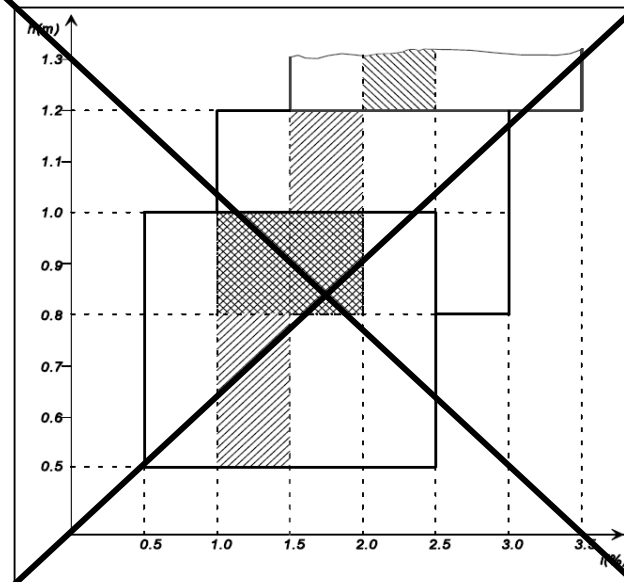
\* increasing linearly, in relation to the dipped beam headlamp mounting height

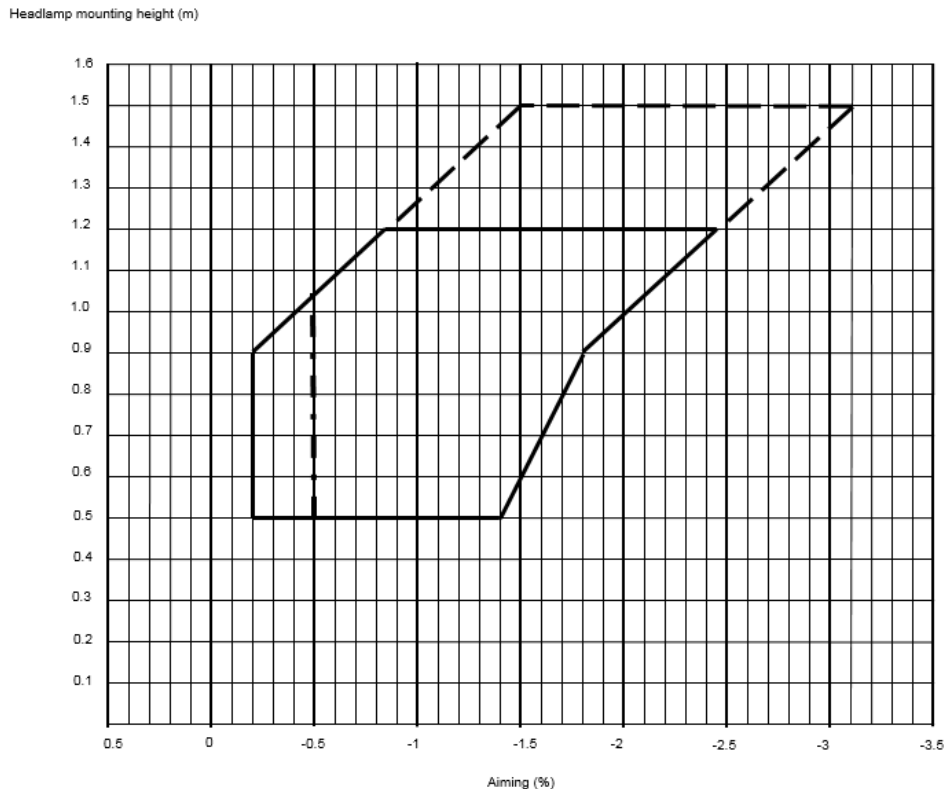
\*\* for categories N<sub>2</sub>G and N<sub>3</sub>G (off-road) vehicles only

The above limits and the initial aiming values are summarized in the diagram below.

~~For category N<sub>3</sub>G (off road) vehicles, where the headlamps exceed a height of 1,200 mm the limits for the vertical inclination of the cut off shall be between: -1.5 per cent and -3.5 per cent~~

~~The initial aim shall be set between: 2 per cent and 2.5 per cent.~~





...”

Paragraph 6.2.6.2. and related sub-paragraphs, amend to read:

“6.2.6.2. Headlamp levelling device

6.2.6.2.1. In the case where a headlamp levelling device is necessary to satisfy the requirements of paragraphs 6.2.6.1.1. and 6.2.6.1.2., the device shall be automatic.

~~6.2.6.2.2. However, devices which are adjusted manually, either continuously or non-continuously, shall be permitted, provided that they have a stop position at which the lamps can be returned to the initial inclination defined in paragraph 6.2.6.1.1. by means of the usual adjusting screws or similar means.~~

~~These manually adjustable devices shall be operable from the driver's seat.~~

~~Continually adjustable devices shall have reference marks indicating the loading conditions that require adjustment of the dipped beam.~~

~~The number of positions on devices which are not continuously adjustable shall be such as to ensure compliance with the range of values prescribed in paragraph 6.2.6.1.2. in all the loading conditions defined in Annex 5.~~

~~For these devices also, the loading conditions of Annex 5 that require adjustment of the dipped beam shall be clearly marked near the control of the device (Annex 8).]~~

6.2.6.2.[3.2.] In the event of a failure of devices ~~described~~ **prescribed** in paragraph[s] 6.2.6.2.1. [~~and 6.2.6.2.2.~~], the **passing beam** (dipped-beam) shall not assume a position in which the ~~dip~~ **vertical orientation** is less **downward** than it was at the time when the failure of the device occurred.”

Paragraph 6.2.6.3. and related sub-paragraphs, amend to read:

“6.2.6.3. Measuring procedure

6.2.6.3.1. After adjustment of the initial **downward vertical** inclination, the vertical inclination of the **passing-beam** (dipped-beam), expressed in per cent, shall be

measured in static conditions under all the loading conditions defined in Annex 5.

- 6.2.6.3.2. The measurement of the variation of **passing-beam** (dipped-beam) **downward vertical** inclination as a function of load shall be carried out in accordance with the test procedure set out in Annex 6.”

*Paragraph 6.2.9.3.*, amend to read:

- “6.2.9.3. ~~With respect to vertical inclination the provisions of paragraph 6.2.6.2.2. above shall not be applied for dipped beam headlamps with a light source or LED module(s) producing the principal dipped beam and having an objective luminous flux which exceeds 2,000 lumens.~~

In the case of filament lamps for which more than one test voltage is specified, the objective luminous flux which produces the principal **passing beam** (dipped-beam), as indicated in the communication form for the type approval of the device, is applied.

In the case of **passing beam** (dipped-beam) headlamps equipped with an approved light source, the applicable objective luminous flux is the value at the relevant test voltage as given in the relevant data sheet in the Regulation, according to which the applied light source was approved, without taking into account the tolerances to the objective luminous flux specified on this datasheet.”

*Paragraph 6.22.6.1. and related sub-paragraphs*, amend to read:

- “6.22.6.1. Vertical orientation:

- 6.22.6.1.1. The initial downward inclination of the cut-off of the basic passing-beam (**dipped-beam**) to be set in the unladen vehicle state with one person in the driver's seat shall be specified ~~within an precision accuracy~~ of 0.1 per cent by the manufacturer and indicated in a clearly legible and indelible manner on each vehicle, close to either the front lighting system or the manufacturer's plate, by the symbol shown in Annex 7.

Where differing initial downward inclination are specified by the manufacturer for different lighting units that provide or contribute to the cut-off of the basic passing beam (**dipped-beam**), these values of downward inclination shall be specified ~~within an precision accuracy~~ of 0.1 per cent by the manufacturer and indicated in a clearly legible and indelible manner on each vehicle, close to either the relevant lighting units or on the manufacturer's plate, **by the symbol shown in Annex 7** in such a way that all the lighting units concerned can be unambiguously identified.

**The value(s) of this (these) indicated vertical orientation(s) shall be defined by the vehicle manufacturer in the range prescribed in paragraph 6.2.6.1.2. in relation to the mounting height of the lighting units that provide or contribute to the cut-off of the basic passing beam (dipped-beam).**

**Different values of initial downward vertical orientation for different variants/versions of the same vehicle type can be defined, provided that only the pertinent value is indicated on each variant/version.**

- 6.22.6.1.2. The downward inclination of the horizontal part of the "cut-off" of the basic passing beam (**dipped-beam**) shall remain between the limits indicated in paragraph 6.2.6.1.2. ~~of this Regulation~~ under all the static loading conditions of the vehicle of Annex 5 ~~of this Regulation~~; and the initial aiming shall be ~~within the specified values.~~

- 6.22.6.1.2.1. In case the passing beam (**dipped-beam**) is generated by several beams from different lighting units, the **relevant requirements** ~~provisions according to paragraph 6.22.6.1.2.~~ **as above indicated** apply to each said beam's "cut-off" (if any), which is designed to project into the angular zone, as indicated under

item 9.3. of the communication form conforming to the model in Annex 1 to UN Regulation No. 123 or item 9.3.3. in Annex 1 to UN Regulation No. 149.

- 6.22.6.2. Headlamp levelling device
- 6.22.6.2.1. In the case where a headlamp levelling device is necessary to satisfy the requirements of paragraph 6.22.6.1.2., the device shall be automatic.
- 6.22.6.2.2. In the event of a failure of ~~this~~ **the device prescribed in paragraphs 6.22.6.2.1., the basic passing beam (dipped-beam)** shall not assume a position in which the ~~downward inclination dip~~ **vertical orientation** is less-~~downward~~ than it was at the time when the failure of the device occurred.”

At the end of paragraph 12., add a new paragraph 12.8. and its subparagraphs to read:

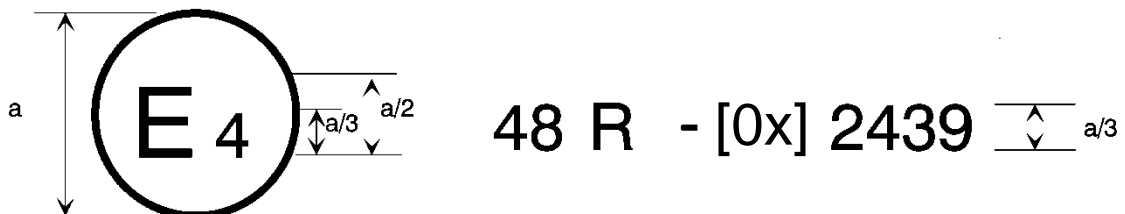
- “12.8. Transitional provisions applicable to [0x] series of amendments.**
- 12.8.1. As from the official date of entry into force of the [0x] series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type approvals under this UN Regulation as amended by the [0x] series of amendments.**
- 12.8.2. As of 1 September [2024] Contracting Parties applying this UN Regulation shall not be obliged to accept UN type approvals to the preceding series of amendments, first issued after 1 September [2024].**
- 12.8.3. Until 1 September [2027], Contracting Parties applying this UN Regulation shall accept UN type-approvals to the preceding series of amendments, first issued before 1 September [2024].**
- 12.8.4. As from 1 September [2027], Contracting Parties applying this UN Regulation shall not be obliged to accept type-approvals issued to the preceding series of amendments to this UN Regulation.**
- 12.8.5. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this UN Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept UN type-approvals which were granted in accordance with any of the preceding series of amendments to this UN Regulation.**
- 12.8.6. Notwithstanding paragraph 12.8.4. Contracting Parties applying this UN Regulation shall continue to accept UN type-approvals to the preceding series of amendments to this UN Regulation, for the vehicle types which are not affected by the changes introduced by the [0x] series of amendments.**
- 12.8.7. Contracting Parties applying this UN Regulation shall not refuse to grant UN type-approvals according to any preceding series of amendments to this UN Regulation or extensions thereof.”**

Annex 2, amend to read:

**“Arrangements of approval marks**

Model A

(See paragraph 4.4. of this UN Regulation)

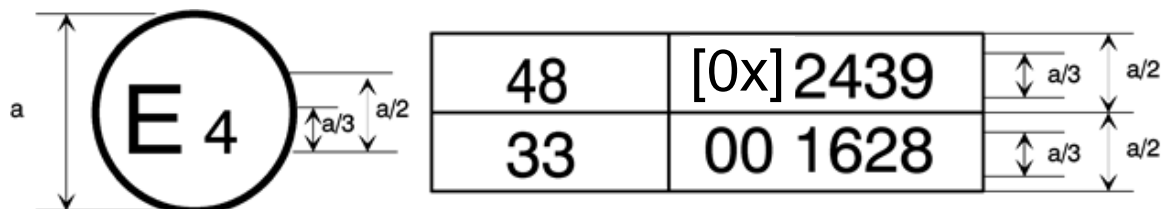


a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the installation of lighting and light-signalling devices, been approved in the Netherlands (E 4) pursuant to UN Regulation No. 48 as amended by the [0x] series of amendments. The approval number indicates that the approval was granted in accordance with the requirements of UN Regulation No. 48 as amended by the [0x] series of amendments.

Model B

(See paragraph 4.5. of this UN Regulation)



$a = 8 \text{ mm min.}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to UN Regulation No. 48 as amended by the [0x] series of amendments and UN Regulation No. 33.<sup>1</sup> The approval number indicates that, at the dates when the respective approvals were given, UN Regulation No. 48 was amended by the 0x series of amendments and UN Regulation No. 33 was still in its original form.”

Annex 9, paragraph 1.3.2., amend to read:

“1.3.2. Variation of inclination with load

The variation of the passing beam (dipped-beam) downward inclination as a function of the loading conditions specified within this section shall remain within the range:

0.2 per cent to 2.8 per cent for headlamp mounting height  $h < 0.8$ ;

0.2 per cent to 2.8 per cent for headlamp mounting height  $0.8 \leq h \leq 1.0$ ;

or

~~0.7 per cent to 3.3 per cent (according to the aiming range chosen by the manufacturer at the approval);~~

0.7 per cent to 3.3 per cent for headlamp mounting height  $1.0 < h \leq 1.2 \text{ m}$ ;

1.2 per cent to 3.8 per cent for headlamp mounting height  $h > 1.2 \text{ m}$ .

Mounting height $h$ [m]	Upper inclination limit [per cent]	Lower inclination limit [per cent]
$0.5 \leq h \leq 0.9$	-0.20	-1.40 to -1.80*
$0.9 < h \leq 1.2$	-0.20 to -0.85*	-1.80 to -2.45*
$1.2 < h \leq 1.5^{**}$	-0.85 to -1.50*	-2.45 to -3.10*

\* increasing linearly, in relation to the dipped beam headlamp mounting height

\*\* for categories N<sub>2</sub>G and N<sub>3</sub>G (off-road) vehicles only

In the case of a class "F3" front fog lamp with (a) light source(s) having a total objective luminous flux which exceeds 2,000 lumens, the variation of the downward inclination as a function of the loading conditions specified within this section shall remain within the range:

<sup>1</sup> The second number is given merely as an example

0.7 per cent to 3.3 per cent for front fog lamp mounting height  $h \leq 0.8$ ;

1.2 per cent to 3.8 per cent for front fog lamp mounting height  $h > 0.8$  m.

**$h \leq 0.8$ : 0.7 per cent minimum vertical inclination and 3.3 per cent maximum vertical inclination;**

**$h > 0.8$ : 1.2 per cent minimum vertical inclination and 3.8 per cent maximum vertical inclination.**

The states of loading to be used shall be as follows, as indicated in Annex 5 of this UN Regulation, for every system adjusted accordingly.”

## II. Justification

1. The Informal Working Group on Visibility, Glare and Levelling (IWG VGL) was established at the seventy-fourth session of GRE in October 2015. Its first task was to “define technology neutral requirements, as instructed by WP.29, in particular to find a general solution for glare and visibility issues, and to review all levelling requirements” (ECE/TRANS/WP.29/GRE/74, Annex III).
2. This proposal is based on the concepts finally agreed at the tenth meeting of IWG VGL. The main technical changes apply to paragraph 6.2.6. and related sub-paragraphs for the dipped beam headlamps vertical orientation. The corresponding paragraph 6.22.6.1. and related sub-paragraphs for the adaptive front-lighting systems (AFS) dipped beam vertical orientation have been changed accordingly. Due to the basic changes agreed by IWG VGL, also some other paragraphs needed to be changed or added.
3. GRE, at its seventy-ninth session, decided that elements of the objectives of IWG VGL (ECE/TRANS/WP.29/GRE/76, Annex III) would be transferred to IWG SLR, in order to avoid duplication of work and since both groups had converging goals (ECE/TRANS/WP.29/GRE/79, para. 31).
4. As indicated in its adopted Terms of Reference (ECE/TRANS/WP.29/GRE/79, Annex II), IWG SLR shall take over and consider the outcome of IWG VGL (based on the discussion document GRE-79-29) as recommended at the seventy-ninth session of GRE (ECE/TRANS/WP.29/GRE/79, para. 31).
5. IWG SLR, at its twenty-seventh session, considered informal document GRE-79-29 and decided to submit it without modifications to the eighty-first GRE session for comments (ECE/TRANS/WP.29/GRE/2019/3).
6. Following an in-depth consideration during the eighty-first GRE session, GRE agreed on a modified diagram (GRE-81-21 and Annex II) and requested IWG SLR to prepare, on the basis of the new diagram, a revised proposal for consideration at the next session (ECE/TRANS/WP.29/GRE/81, para. 10).
7. IWG SLR, in line with the GRE request, submitted to the eighty-second GRE session a revised proposal (GRE-82-25) which has been extensively discussed during the meeting. Eventually GRE requested IWG SLR to prepare a revised document for the next session, taking into account the comments made at the eighty-second GRE session (ECE/TRANS/WP.29/GRE/82, para. 31).
8. The current proposal reflects the text that IWG SLR agreed by majority.
9. Detailed explanations for all modifications will be provided in a separate informal document.