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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**

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Item 4 (c) of the provisional agenda

Simplification of lighting and light-signalling UN Regulations:**UN Regulation No. 149 (Road illumination devices)****Proposal to correct the text of UN Regulation No. 149****Submitted by the Informal Working Group on Simplification of
Lighting and Light-Signalling Regulations***

The text reproduced below was prepared by Informal Working Group on Simplification of Lighting and Light-Signalling Regulations (IWG SLR) with the aim to correct errors inadvertently introduced in the text of the new UN Regulation No. 149. The modifications to the existing text of UN Regulation No. 149 are marked in bold for new or strikethrough for deleted characters.

* 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

Table 8, part A, amend to read:

“Table 8

Luminous intensities of passing-beam (all intensities expressed in cd)

Headlamps for RH traffic***, Passing beam of					Class A		Class B		Class D			
		See beam pattern in Annex 4			Figure A4-V		Figure A4-V		Figure A4-VI			
		Position in degrees										
		horizontal		vertical								
	No.	Element	at/from	to	at	min	max	min	max	min	max	
Part A	1	B50L	3.43 L		0.57 U		350		350		350	
	2	BR	2.50 R		1.00 U		1,750		1,750			
	3	Zone III (see Part C)					625		625		625	
	4	50R	1.72 R		0.86 D	5,100		10,100		12,500		
	5	75R	1.15 R		0.57 D	5,100		10,100		12,500		
	6	50V	V		0.86 D			5,100		7,500		
	7	50L	3.43 L		0.86 D		13,200*		13,200*		18,480	
	8	75L	3.43 L		0.57 D		10,600		10,600			
	9	25L1	3.43L		1.72 D						18,800	
	10	25L2	9.00 L		1.72 D	1,250		1,700		2,500		
	11	25R1	9.00 R		1.72 D	1,250		1,700		2,500		
	12	25L3	15.00 L		1.72 D					1,250		
	13	25R2	15.00 R		1.72 D					1,250		
	14	15L	20.00 L		2.86 D					625		
	15	15R	20.00 R		2.86 D					625		
			Segment I A to B	5.15 L	5.15 R	0.86 D					3,750	
			Segment I C to D C-D	2.50 R		1.00 U						1,750
			Segment III and under	9.37 L	8.50 R	4.29 D						12,500
			Zone IV	5.15 L to 5.15 R – 0.86D to 1.72D			1,700		2,500			
			Zone I	9.00 L to 9.00 R – 1.72 D to 4.00 D				17,600		< 2I**		
		E_Imax R	Vertical above 1.72D, right of V-V line								43,800	
		E_Imax L	Left of V-V line								31,300	

...”

Table 9, part B, amend to read:

“Table 9

Passing-beam photometric requirements in conjunction with Figure A4-VII

...

Part B (bending mode): Table 9 applies, however with the lines Nos. 1, 7, 13 and 18 being replaced by those listed hereunder

Part B	1	B50L	L 3.43	-	U 0.57	50 ⁴	530	50 350	530	50	625	50 625	625 790
	7	Zone III	As specified in Table 11			-	880	-	880	-	880	-	880
	13	50 L	L 3.43	-	D 0.86	1,700	-	1,700	-	3,400	-	3,400	-
	18	I _{max}	-	-	-	10,100	44,100	5,100	44,100	10,100	79,300 ⁷	20,300	70,500 ²

...”

Annex 7, paragraph 1. (a), amend to read:

- “(a) In the case of a headlamp with an asymmetrical passing-beam pattern:
at the point for I_{max} for driving-beam and in points 25L2, 50 R, B 50 L for passing-beam (or 25R2, 50 L, B 50 R for headlamps designed for left-hand traffic);”

Annex 7, paragraph 1. (d), amend to read:

- “(d) In the case of an AFS:
at the point for I_{max} for driving-beam and in points 25LL, 50V, B 50 L (or ~~R 25RR, 50V, B 50 R for AFS designed for left-hand traffic~~), ~~whichever applies~~ **applies** for passing-beam;”

Annex 7, paragraph 2.1.2.2.1. (a), amend to read:

- “(a) Passing-beam, except for AFS system:
- 50 R - B 50 L – 25L2 for headlamps designed for right-hand traffic;
- 50 L - B 50 R – 25R2 for headlamps designed for left-hand traffic.”

II. Justification

1. The proposals to rename the element “Segment I C to D” in Table 8, to amend the luminous intensity requirements in Table 9, Part B and to correct Annex 7, paragraph 2.1.2.2.1. (a), are alignments with UN Regulations Nos. 98, 112 and 123.

2. The proposal to rename “E_{max} R/L” in Table 8 as well as to change Annex 7, paragraph 1. d) is a correction of mistakes already contained in the frozen UN Regulations Nos. 98 and 123 that had been copied into the current UN Regulation No. 149. For this reason, a parallel proposal to correct UN Regulations Nos. 98 and 123 has been prepared by IWG SLR (see ECE/TRANS/WP.29/GRE/2020/11).