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Item 7 (d) of the provisional agenda

Other UN Regulations: UN Regulations Nos. 98

(Headlamps with gas-discharge light sources) and 123 (Adaptive front lighting systems)

Proposal for corrections to UN Regulations Nos. 98 and 123

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) after having identified errors in UN Regulation No. 149, due to the existing mistakes in frozen UN Regulations Nos. 98 and 123. The modifications to the existing text of the UN Regulations 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

A. Supplement 9 to the 01 series of amendments to UN Regulation No. 98

Paragraph 6.2.5., amend to read:

“6.2.5. After more than 10 minutes after ignition the luminous intensities at the test points referred to in the table below and in Annex 3, Figure B (or mirrored about the VV line for left-hand traffic) shall meet the following requirements:

Points or segments								Luminous intensity (cd)		Horizontal angle (degrees)	Vertical angle (degrees)
								Max	Min		
Any point in zone A (bounded by the following coordinates in degrees)											
8L	8L	8R	8R	6R	1,5R	V-V	4L				
1U	4U	4U	2U	1,5U	1,5U	H-H	H-H	625			
1	HV							625		0	0
2	B 50 L							350		3.43 L	0.57 U
3	75 R								12,500	1.15 R	0.57 D
4	50 L							18,480		3.43 L	0.86 D
5	25 L1							18,800		3.43 L	1.72 D
6	50 V								7,500	0	0.86 D
7	50 R								12,500	1.72 R	0.86 D
8	25 L2								2,500	9 L	1.72 D
9	25 R1								2,500	9 R	1.72 D
10	25 L3								1,250	15 L	1.72 D
11	25 R2								1,250	15 R	1.72 D
12	15 L								625	20 L	2.86 D
13	15 R								625	20 R	2.86 D
14									*	8 L	4 U
15									*	0	4 U
16									*	8 R	4 U
17									*	4 L	2 U
18									*	0	2 U
19									*	4 R	2 U
20									65	8 R	0
21									125	4 L	0
A to B	Segment I								3,750	5.15 L to 5.15 R	0.86 D
C – D								1,750		2.5 R	1 U
E to F	Segment III and under							12,500		9.37 L to 8.53 R	4.29 D
	E-I max R							43,800		Right of VV line	Above 1.72 D
	E-I max L							31,300		Left of VV line	

Note: In the table:

Letter L means that the point or segment is located on the left of VV line.

Letter R means that the point or segment is located on the right of VV line.

Letter U means the point or segment is located above HH line.

Letter D means the point or segment is located below HH line

* The luminous intensities at points 14 through 19 shall be such that:

$$14 + 15 + 16 \geq 190 \text{ cd and}$$

$$17 + 18 + 19 \geq 375 \text{ cd.}$$

** For left-hand traffic, the letter R shall be replaced by letter L and vice versa.

...”

B. Supplement 9 to the 01 series of amendments to UN Regulation No. 123

Annex 4, introductory part, amend to read:

“Tests on complete systems

Once the photometric values have been measured according to the prescriptions of this Regulation, in the point of I_{max} for driving beam and in points 25LL, 50V and B50L (or **25RR, 50V and B50R for headlamps designed for left-hand traffic**), whichever applies for passing beam, a complete system sample shall be tested for stability of photometric performance in operation.

...”

II. Justification

1. The proposal to rename the points of maximum luminous intensity on the right and the left part of the passing beam pattern corrects a mistake which was made by the 01 series of amendments to UN Regulation No. 98 when luminous intensity measurements were introduced instead of illuminance measurements: change of the symbols “E max R” and “E max L” to “I max R” and “I max L” was not done.

2. The proposal to amend UN Regulation No. 123 corrects a mistake introduced by Supplement 8 to the 01 series of amendments: the measuring points 25L (for right-hand traffic) and 25R (for left-hand traffic) do not exist in the photometric requirements according to Annex 3 and have to be corrected to 25LL and 25RR respectively.
