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Item 4.9.17 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRE

Proposal for Supplement 2 to the 02 series of amendments to UN Regulation No. 123 (Adaptive front lighting systems)

Submitted by the Working Party on Lighting and Light-Signalling*, **

The text reproduced below was adopted by the Working Party on Lighting and Light-Signalling (GRE) at its eighty-third session (ECE/TRANS/WP.29/GRE/83, para. 42). It is based on ECE/TRANS/WP.29/GRE/2020/11/Rev.1. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2021 sessions.

* 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.

** This document was scheduled for publication after the standard publication date owing to circumstances beyond the submitter's control.

Annex 2

Example 8 (after Figure 13), amend to read:

"The system bearing the above approval marks meets the requirements of this Regulation (original version of the Regulation) in respect of both a passing-beam for left-hand traffic and a driving-beam with a maximum intensity comprised between 123,625 and 145,125 candelas (as indicated by the number 30) grouped with a front direction indicator lamp of category 1a, approved in accordance with the 01 series of amendments of UN Regulation No. 6 and a front position lamp approved in accordance with the 02 series of amendments of UN Regulation No. 7.

..."

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.

..."

Paragraph 1.1.2.2., amend to read:

"1.1.2.2. Photometric test:

To comply with the requirements of this Regulation, the photometric values shall be verified in the following points:

Class C passing-beam, and each specified other passing-beam class: 50V, B50L, and 25LL, if applicable.

..."
