



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.29/GRE/2005/10
11 January 2005

Original: ENGLISH
ENGLISH AND FRENCH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Lighting and Light-Signalling (GRE)
(Fifty-fourth session, 5-8 April 2005,
agenda item 19.1.)

PROPOSAL FOR DRAFT AMENDMENTS TO THE NEW DRAFT REGULATION:

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF
ADAPTIVE FRONT-LIGHTING SYSTEMS (AFS) FOR MOTOR VEHICLES

Transmitted by the expert from Germany

Note: The text reproduced below was prepared by the expert from Germany in order to allow a better harmonized passing beam pattern, in combination with measures that the beam's intensity is stabilized. This proposal refers to TRANS/WP.29/GRE/2004/27/Rev.1. The modifications to the current text of the new Regulation are marked in **bold** characters.

Note: This document is distributed to the Experts on Lighting and Light-Signalling only.

A. PROPOSAL

Annex 1

Insert a new paragraph 9.7., to read:

"9.7. Whether approval is sought for a system intended to be installed on vehicles only, which provide means for a stabilization/limitation of the system's supply.....yes/no"

Annex 3

Table 1, line 13, max values (passing beam classes C, V and W), add a reference to footnote 9/.

Insert a new footnote 9/, to read:

"9/ the max. value may be multiplied by 1.4, if it is guaranteed according to the manufacturer's description that this value will not be exceeded in use, and/or, if the system's use is confined to vehicles, providing a corresponding stabilization/limitation of the system's supply, as indicated in the communication form."

* * *

B. JUSTIFICATION

The proposed solution would provide advantages for the opposing traffic by avoiding excessively increased illumination, as it will only be permitted on vehicles equipped with such a system incorporating power and/or voltage control.

The accordingly allowed passing beam is more harmonized in its horizontal distribution and the improved illumination is provided constantly in any situation.

Overall active traffic safety is improved.
