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Working Party on Lighting and Light-Signalling (GRE)
(Forty-seventh session, 1-5 October 2001,
agenda item 2.3.)

PROPOSAL FOR DRAFT AMENDMENTS (SUPPLEMENT 2) TO REGULATION No. 98

(Headlamps equipped with gas discharge light-sources)

Revision 1

Transmitted by the Expert from the Working Party "Brussels 1952" (GTB)

Note: The text reproduced below was prepared by the expert from GTB in order to respond to the invitation made by GRE at its forty-sixth session regarding the consolidation of all documents and comments on bend lighting (TRANS/WP.29/GRE/46 para. 55).

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

GE.01-22612

A. PROPOSAL

Insert a new paragraph 1.8., to read:

"1.8. The definitions given in Regulation No. 48 and its series of amendments in force at the time of application for type approval shall apply to this Regulation."

Paragraph 2.2.2., amend to read:

"2.2.2. A brief technical specification including, where it applies, the make and type of the ballast(s) and, in the case where the headlamp is used to produce bend lighting, the extreme positions according to paragraph 6.2.7. below."

Paragraph 5.5., amend to read:

"5.5. On headlamps designed to provide alternately a driving beam and a passing beam or a passing beam and/or a driving beam designed to become a bend lighting, any mechanical, electro-mechanical or other device incorporated in the headlamp for these purposes must be so constructed that:"

Paragraph 5.5.2., amend to read:

"5.5.2. In the case of failure the illumination above the line H-H shall not exceed the values of a passing beam according to paragraph 6.2.6.; in addition, on headlamps designed to provide a passing and/or a driving beam to become a bend lighting, a minimum illumination of at least 5 lux shall be fulfilled in test point 25 V (VV line, D 75 cm)."

Paragraph 6.2.3., amend the reference to "paragraphs 6.2.5. to 6.3.2.3." to read "paragraphs 6.2.5. to 6.2.7.".

Paragraph 6.2.5., amend to read:

"6.2.5. Only one gas-discharge light source is permitted for each passing beam headlamp. One additional light source inside the passing beam headlamp according to Regulation No. 37 may be used to transform the passing beam pattern into a bend lighting pattern. Bend lighting may be produced by activating one additional light source according to Regulation No. 37 being part of the passing beam headlamp."

Insert new paragraphs 6.2.7. to 6.2.7.3., to read:

"6.2.7. The requirements in paragraph 6.2.6. above shall also apply to headlamps designed to provide bend lighting.

If bend lighting is obtained by:

6.2.7.1. swivelling the passing beam or moving horizontally the kink of the elbow of the cut-off, the measurements shall be carried out after

the complete headlamp assembly has been reaimed horizontally, e. g. by means of a goniometer;

- 6.2.7.2. moving one or more optical parts of the headlamp without moving horizontally the kink of the elbow of the cut-off, measurements shall be carried out with these parts being in their extreme operating position;
- 6.2.7.3. means of one additional light source without moving horizontally the kink of the elbow of the cut-off, measurements shall be carried out with this light source activated."

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B. JUSTIFICATION

At its forty-sixth session GRE discussed a GTB proposal intended to introduce into Regulation No. 98 provisions regarding bend lighting (TRANS/WP.29/GRE/2001/16).

During the discussion a number of additional proposals were presented; in particular, the Japanese delegation submitted informal document No. 23 which would introduce the possibility of activating an additional light source without moving the kink of the elbow of the cut-off (see paragraph 6.2.2.2. of the Regulation).

As it was not possible to arrive at a consensus, GRE invited GTB, OICA and Japan to compile all documents and comments arising from document TRANS/WP.29/GRE/2001/16 into one document.

In the meantime, discussions have been held between GTB and Japanese experts at the SAE Lighting Committee meeting in April 2001 in Vancouver and at the ninety-first GTB session in May 2001 in Rome; the latter discussion also involved experts from automobile manufacturers.

As a result of this work, amendments to the original GTB proposal have been established for consideration by GRE.
