Proposal to amend ECE/TRANS/WP.29/GRE/2016/28

(Adaptive front lighting systems (AFS) – CoP Requirements)

Introduction

At its 76th session, GRE considered proposals from GTB concerning the Simplification of the CoP requirements for AFS. The report ECE/TRANS/WP.29/GRE/76 paragraph 32 records that:

"The expert from GTB proposed to align the conformity of production procedures in Regulation No. 123 with the other headlamp Regulations and to simplify the AFS test methods and requirements relating to conformity of production (ECE/TRANS/WP.29/GRE/2016/28 and GRE-75-15). Given the significant volume of the proposed amendment, the experts from UK and EC requested more time to study it. GRE invited experts to send their comments to GTB and agreed to revert to the proposal at the next session upon understanding that, if adopted, it would become part of the new front-lighting Regulation."

The GTB taskforce on Conformity of Production has considered the comments received and proposes the following changes to the original proposal, ECE/TRANS/WP.29/GRE/2016/28.

Changes to ECE/TRANS/WP.29/GRE/2016/28

Annex 5, Appendix 1, paragraph 2., amend to read:

"2.	Passing Beam Photometric Requirements, Decision Table		
	"Multiple Modes"- Condition * if more than one mode of the applicable Class exist only the basic mode which represents the worst condition has to be tested in non-bending mode according to	"Bending Modes" - Co if the system uses the s functional units to obto modes for more than o Yes	ondition ame ain bending ne class: No
Class C	Table 1 *		

Annex 5, Appendix 1, paragraph 3.2, amend to read:

3.2. Adaptive Driving Beam-if applicable:

> During adaptation, the driving-beam function shall meet the requirements for all the cases of Right-Hand and/or Left-Hand traffic specified in Part A of Table 16.

> If the system uses the same functional units for the adaptation of the driving beam only Part A -Line 1 and Line 4 of Table 16 have to be measured.

> In the case where the passing beam, which meets the requirements of Annex 5, Appendix 1, paragraph 2.1, is continuously operated in conjunction with the adaptation of the driving beam, the photometric requirements in Part B Table 16 shall not be applied.

Justification

1. The change to the table in Annex 5, Appendix 1, paragraphs 2 and to the paragraph 3.2 clarify that the decision table refers to the worst case situation and correct the reference to the paragraph 2.

2. As there is no opportunity to introduce the proposal of ECE/TRANS/WP.29/GRE/2016/28, and the changes proposed in this informal document, relate to Regulation No. 123 it is necessary to consider how they will be incorporated into the new RID Regulation currently being drafted by GRE IWG-SLR.

It should be noted that the unified CoP procedure, as approved for all other regulations (ECE/TRANS/WP.29/2013/69 -89) is already part of the RID Regulation currently being drafted. When the unified CoP was proposed it was agreed that Regulation No. 123 would not be included as a simplified procedure for AFS was being developed.

The new definition for "Functional Unit" and the simplified CoP tests are to be introduced into the draft RID Regulation; they simplify the test procedures whilst ensuring that the worst case situation is assessed. This means that the stringency of the CoP requirements is not changed but the burden, on the technical services and industry, in terms of the number of measurements required is dramatically reduced.