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Working Party on Lighting and Light-Signalling (GRE)

(Forty-fifth session, 2-6 October 2000,
agenda items 2.11. and 4.)

PROPOSAL FOR DRAFT AMENDMENTS TO:

REGULATION No. 98 (Gas-discharge light sources)

**DRAFT REGULATION No. "00" (Assymetrical passing beam headlamps,
see documents TRANS/WP.29/1998/41 and Add.1)**

Transmitted by the Expert from the European Association of
Automotive Suppliers (CLEPA)

Note: The text reproduced below was prepared by the expert from CLEPA in order to make the failure operation requirements less design restrictive. It is based on the text of a document distributed without a symbol (informal document No. 10) during the forty-fourth session (TRANS/WP.29/GRE/44, para. 77).

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

A. PROPOSAL

Regulation No. 98, paragraph 5.5.2., amend to read:

"5.5.2. In the case of failure it is possible to obtain the passing beam automatically or to aim the driving beam downwards automatically until its illuminance on and above line H-H does not exceed 1.3. lux."

Draft Regulation No. "00", paragraph 5.9.2., amend to read:

"5.9.2. In the case of failure it is possible to obtain the passing beam automatically or to aim the driving beam downwards automatically until its illuminance on and above line h-h does not exceed 1.0 lux."

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B. JUSTIFICATION

In some cases, the requirements to obtain the passing beam automatically may be design restrictive and may be an extra burden for headlamps switching mechanically or electro-mechanically from one beam to the other. Also, in the case of electrical switching from one beam to the other, failures may occur without the consequence of such a requirement.

The proposed alternative is to aim the driving beam automatically downwards by the mandatory levelling device until the beam illuminance above the horizontal is reduced to 1.3 lux (Regulation No. 98) / 1.0 lux (draft Regulation No. "00"). This value corresponds to the maximum allowed illuminance of the passing beam of a mass-production headlamp in that area and does not cause undue glare to oncoming drivers. The resulting illumination of the road will be sufficient for the driver to drive home safely.
