



## Economic and Social Council

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### Economic Commission for Europe

#### Inland Transport Committee

#### World Forum for Harmonization of Vehicle Regulations

#### Working Party on Lighting and Light-Signalling

#### Sixty-fourth session

Geneva, 4–7 October 2010

Item 18(a) of the provisional agenda

#### Regulation No. 123 (Adaptive front-lighting systems)

### Proposal for Supplement 1 to 01 series of amendments

#### Submitted by the experts from the Working Party “Brussels 1952”\*

The text reproduced below was prepared by the expert from the Working Party “Brussels 1952” (GTB) in order to amend the photometric requirements relating to the conspicuity of the lighting system. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## I. Proposal

*Annex 3, table 1, footnote* <sup>4</sup>, amend to read:

<sup>4</sup> The contribution of each side of the system (**for segment BLL and BRR: of at least one point**), when measured according to the provisions of Annex 9 to this Regulation shall not be less than **50 cd.**"

## II. Justification

1. During the development of the adaptive front-lighting systems (AFS) regulation, consideration was given to the appearance of vehicles fitted with AFS systems where there was a major difference in the photometric performance from each side of the system. As a result, it was decided to require a minimum value of 75 cd from each side of the system at test points in the glare zone.

2. Experience with AFS systems, now installed on vehicles, has shown that with practically achievable systems this difference in appearance is not an issue and, in order to avoid imposing stringent testing requirements in the glare zone, it has been concluded that the existing requirements in Regulation No. 123 can be relaxed. Consequently, the existing minimum value of 85 cd has been reduced to 50 cd to provide an acceptable signal to other road users. This then also makes it possible for units that are type approved to Regulation No. 98, and performing perfectly satisfactorily in service, to also be installed as part of the AFS system producing the Class C passing beam and the bending light modes.

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