

4 October 2010

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## **Agreement**

### **Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions\***

(Revision 2, including the amendments which entered into force on 16 October 1995)

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## **Addendum 122: Regulation No. 123**

### **Amendment 4**

Supplement 4 to the original version of the Regulation: Date of entry into force:  
19 August 2010

### **Uniform provisions concerning the approval of adaptive front-lighting systems (AFS) for motor vehicles**



**UNITED NATIONS**

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\* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, don't at Geneva on 20 March 1958.

*Annex 4,*

*The introductory paragraphs, amend to read:*

## **“Tests for stability ... operation**

Tests on complete systems

Once the photometric values have been measured ... shall be tested for stability of photometric performance in operation.

- (a) ...
- (b) ...
- (c) ...

The tests shall be carried out:

- (a) ...
- (b) In case of replaceable light sources: using a mass production filament light source, which has been aged for at least one hour, or a mass production gas-discharge light source, which has been aged for at least 15 hours or a mass production LED module which has been aged for at least 48 hours and cooled down to ambient temperature before starting the tests as specified in this Regulation. The LED modules supplied by the applicant shall be used.

The measuring equipment shall be equivalent to that used during type approval tests of the test samples of the system. The system or part(s) thereof shall, prior to the subsequent tests, be set to the neutral state.

The test sample shall be operated on passing beam without being dismantled from or readjusted in relation to its test fixture. The light source used shall be a light source of the category specified for that headlamp.”

*Paragraph 1.1.1.2; amend to read:*

“1.1.1.2. Test voltage

The voltage shall be applied to the terminals of the test sample as follows:

- (a) In case of replaceable filament light source( s) operated directly under vehicle voltage system conditions:  
  
The test shall be performed at 6.3 V, 13.2 V or 28.0 V as applicable, except if the applicant specifies that the test sample may be used at a different voltage. In this case, the test shall be carried out with the filament light source operated at the highest voltage that can be used.
- (b) In case of replaceable gas discharge light source(s):  
  
The test voltage for the electronic light source control-gear is 13.2 ±0.1 volts for 12 V vehicle voltage system, or otherwise specified in the application for approval.
- (c) In the case of non-replaceable light source operated directly under vehicle voltage system conditions:  
  
All measurements on lighting units equipped with non-replaceable light sources (filament light sources and/ or others) shall be made

at 6.3 V, 13.2 V or 28.0 V or at other voltages according to the vehicle voltage system as specified by the applicant respectively.

- (d) ...
  - (e) LED module(s) shall be measured at 6.75 V, 13.2 V or 28.0 V respectively, if not otherwise specified within this Regulation. LED module(s) operated by an electronic light source control gear, shall be measured as specified by the applicant.
  - (f) Where signalling lamps are grouped, combined or reciprocally incorporated into the test sample and operating at voltages other than the nominal rated voltages of 6 V, 12 V or 24 V respectively, the voltage shall be adjusted as declared by the manufacturer for the correct photometric functioning of that lamp.”
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