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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

Sixtieth session

Geneva, 1 - 3 October 2008

Item 5(i) of the provisional agenda

COLLECTIVE AMENDMENTS

Regulations Nos. 98, 112 and 123

Proposal for a draft corrigendum to Regulations Nos. 98, 112 and 123

Submitted by the expert 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 harmonize and editorially update Regulations Nos. 98, 112 and 123 with regard to the provisions for traffic change mode. They are intended to enable the practical application of the Regulations and do not imply any technical modification. The modifications to the current text of Regulation No. 98, including Supplement 10 to the original version, Regulation No. 112 including Supplement 9 to the original version and Regulation No. 123 including Supplement 2 to the original version, are marked in bold or strikethrough 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 performance of vehicles. The present document is submitted in conformity with that mandate.

A. PROPOSAL

REGULATION No. 98 (Headlamps with gas-discharge light sources) (The following text is based upon Supplement 10 to the Regulation)

Paragraphs 5.4. to 5.4.2.2., amend to read:

"5.4. Illumination configuration for different traffic conditions

5.4.1. In the case of headlamps designed to meet the requirements of traffic moving on one side of the road (either right or left) only, appropriate measures shall be taken to prevent discomfort to users in a country where traffic moves on the side of the road opposite to that of the country for which the headlamp was designed. Such measures may be:

- (a) occulting a part of the outer headlamp lens area;
- (b) downward **adjustment movement** of the beam. In this case, the **adjustment movement** shall be at least **0.3** degree vertically. Horizontal **adjustment movement** is allowed;
- (c) any other measure to remove the asymmetrical part of the beam.

5.4.2. Following the application of this (these) measure(s) the following requirements regarding illumination shall be met: **with the adjustment left unchanged compared to that for the original traffic direction:**

- ~~(a) points 50 L (for right hand traffic) or 50 R (for left hand traffic) at least five lux;~~
- ~~(b) point B 50 R (for right hand traffic) or B 50 L (for left hand traffic) not more than one lux."~~

**5.4.2.1. Passing beam designed for right-hand traffic and adapted to left-hand traffic:**

at 0.86D-1.72L	at least 5 lux
at 0.57U-3.43R	not more than 1.4 lux

**5.4.2.2. Passing beam designed for left-hand traffic and adapted to right-hand traffic:**

at 0.86D-1.72R	at least 5 lux
at 0.57U-3.43L	not more than 1.4 lux "

REGULATION No. 112 (Headlamps emitting an asymmetrical passing beam) (The following text is based upon Supplement 9 to the Regulation)

Paragraphs 5.8. to 5.8.2.2., amend to read:

"5.8. Illumination configuration for different traffic conditions

5.8.1. In the case of headlamps designed to meet the requirements of traffic moving on one side of the road (either right or left) only, appropriate measures shall be taken to prevent discomfort to users in a country where traffic moves on the side of the road

opposite to that of the country for which the headlamp was designed. Such measures may be:

- (a) occulting a part of the outer headlamp lens area;
- (b) downward **adjustment movement** of the beam. In this case, the **adjustment movement** shall be at least **0.3** degree vertically. Horizontal **adjustment movement** is allowed;
- (c) any other measure to remove the asymmetrical part of the beam.

5.8.2. Following the application of this (these) measure(s) the following requirements regarding illumination shall be met: **with the adjustment left unchanged compared to that for the original traffic direction:**

- ~~(a) points 50 L (for right-hand traffic) or 50 R (for left-hand traffic) at least three lux;~~
- ~~(b) point B 50 R (for right-hand traffic) or B 50 L (for left-hand traffic) not more than one lux.~~

5.8.2.1. **Passing beam designed for right-hand traffic and adapted to left-hand traffic:**  
                     at 0.86D-1.72L           at least 3 lux  
                     at 0.57U-3.43R           not more than 1.0 lux

5.8.2.2. **Passing beam designed for left-hand traffic and adapted to right-hand traffic:**  
                     at 0.86D-1.72R           at least 3 lux  
                     at 0.57U-3.43L           not more than 1.0 lux "

REGULATION No. 123 (Adaptive front-lighting systems (AFS)) (The following text is based upon Supplement 2 to the Regulation)

Paragraphs 5.8.2. and 5.8.2.1., amend to read:

"5.8.2. provide means to achieve a traffic-change function, **meeting the values shown in the following table** when tested according to paragraph 6.2. below with the adjustment left unchanged compared to that for the original traffic direction;

5.8.2.1. **Passing beam designed for right-hand traffic and adapted to left-hand traffic:**  
                     at 0.86D-1.72L           at least 3 lux  
                     at 0.57U-3.43R           not more than 1.0 lux"

Insert a new paragraph 5.8.2.2., to read:

"5.8.2.2. **Passing beam designed for left-hand traffic and adapted to right-hand traffic:**  
                     at 0.86D-1.72R           at least 3 lux  
                     at 0.57U-3.43L           not more than 1.0 lux "

Paragraph 5.8.2.1. (former), renumber as paragraph 5.8.2.3.

B. JUSTIFICATION

Currently, the requirements concerning traffic change mode vary between Regulations Nos. 98, 112 and 123. This situation causes problems in case the same passing beam lighting unit has to be type-approved according to Regulation No. 98 or 112 and as part of Adaptive Front-lighting Systems (AFS) according to Regulation No. 123.

In order to align the requirements, it is proposed that the provisions adopted in Regulations Nos. 98 and 112 are used as a basis since they represent the latest recommendations of GTB experts and supersede those in Regulation No. 123.

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