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Item 4.9.16 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRE

Proposal for Supplement 10 to the 01 series of amendments to UN Regulation No. 123 (Adaptive front lighting systems)

Submitted by the Working Party on Lighting and Light-Signalling*, **

The text reproduced below was adopted by the Working Party on Lighting and Light-Signalling (GRE) at its eighty-third session (ECE/TRANS/WP.29/GRE/83, para. 42). It is based on ECE/TRANS/WP.29/GRE/2020/11/Rev.1. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2021 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

** This document was scheduled for publication after the standard publication date owing to circumstances beyond the submitter's control.



Annex 2

Example 8 (after Figure 13), amend to read:

"The system bearing the above approval marks meets the requirements of this Regulation (original version of the Regulation) in respect of both a passing-beam for left-hand traffic and a driving-beam with a maximum intensity comprised between 123,625 and 145,125 candelas (as indicated by the number 30) grouped with a front direction indicator lamp of category 1a, approved in accordance with the 01 series of amendments of UN Regulation No. 6 and a front position lamp approved in accordance with the 02 series of amendments of UN Regulation No. 7.

..."

Annex 4

Introductory part, amend to read:

"Tests on complete systems

Once the photometric values have been measured according to the prescriptions of this Regulation, in the point of I_{max} for driving beam and in points 25LL, 50V and B50L (or 25RR, 50V and B50R for headlamps designed for left-hand traffic), whichever applies for passing beam, a complete system sample shall be tested for stability of photometric performance in operation.

..."

Paragraph 1.1.2.2., amend to read:

"1.1.2.2. Photometric test:

To comply with the requirements of this Regulation, the photometric values shall be verified in the following points:

Class C passing-beam, and each specified other passing-beam class: 50V, B50L, and 25LL, if applicable.

..."
