GRE 85-16
Informal document
Submitted by the experts from France and Germany*

## manufacturers logo

Size versus visual acuity
This informal document gives additional information to the proposal (working document ECE/TRANS/WP.29/GRE/2020/5/Rev. 2 prepared by experts from France and Germany) allowing the use of manufacturer
logos inside the illuminant surface of a signalling lamps.

## Manufacturers logo $\leftarrow \rightarrow$ size

The proposed size is $100 \mathrm{~cm}^{2}$
Within this area, there will be a luminosity distribution visible, which allows to identify the brand of the car manufacturer
$\rightarrow$ Smaller structures have to be detected by the human eye inside the proposed area.
$\rightarrow$ The visual acuity is important!

## Manufacturers logo $\leftarrow \rightarrow$ size



Proposed logo size $100 \mathrm{~cm}^{2}$


Logo of $100 \mathrm{~cm}^{2}$ with a simple structure

Inside the field of $100 \mathrm{~cm}^{2}$ there must be a structure.
The visual acuity determines the distance at which a logo is detected as such

## Manufacturers logo $\leftarrow \rightarrow$ size

## Some facts on visual acuity

- It is highest for central vision (foveal)
- It is lower for peripheral vision
- It is measured as the spatial resolution of the visual processing system
- It depends on the contrast to the surroundings and the adaptation of the eye



## Landolt ring for measuring the visual acuity



## Manufacturers logo $\leftarrow \rightarrow$ size

The visual acuity of a normal observer is defined as the ability to distinguish two objects with a distance of $1^{\prime}$ (one arc minute)

- $1^{\prime}$, one arc minute
- 1,5 mm
- 1,75 mm
- 3 mm
- 6 mm
- 10 mm
- 20 mm
from a distance of 5 m
from a distance of 6 m (20 feet)
from a distance of 10 m
from a distance of 20 m
from a distance of 33 m
from a distance of 67 m


## Manufacturers logo $\leftarrow \rightarrow$ size

Those observation distances have to be compared with the safety distance

- in the city:
- outside the city: distance passed in 2 s

| (rel.) Speed in |
| :---: | :---: | :---: |
| $\mathrm{km} / \mathrm{h}$ |$\quad$| Safety distance in m |
| :---: |
| Inside the City | | Outside the city |
| :---: |
| or highway |$|$| 30 | 8,3 |  |
| :---: | :---: | :---: |
| 50 | 14 | $(34)$ |
| $\left.60^{*}\right)$ | $(17)$ | 44 |
| 80 |  | 56 |
| 100 |  | 67 |
| 120 |  | 72 |
| 130 |  | 83 |
| 150 |  |  |

- $1^{\prime}$ one arc minute
- $1,5 \mathrm{~mm}$

| from a distance of | 5 m |
| :--- | ---: |
| from a distance of | 6 m |
| from a distance of | 10 m |
| from a distance of | 20 m |
| from a distance of | 33 m |
| from a distance of | 67 m |

*) Unusual speed for the specific zones

## Manufacturers logo $\leftarrow \rightarrow$ size

## conclusion

- For lower speed < $50 \mathrm{~km} / \mathrm{h}$ you may distinguish two lines or areas as separated objects within a logo if their distance is larger than 3 mm
- Remark: in the city, at lower speed, not self-luminous logos are already visible
- For higher speed even 10 mm separation is not enough to identify a logo

By restricting the size to $100 \mathrm{~cm}^{2}$, it is already very hard to identify a logo in normal traffic situations outside the city. In the city all logos, self-luminous or not, are visible anyway.

