

Proposal for amendment of ECE/TRANS.WP.29/GRE/2009/56

The modifications to current text of ECE/TRANS.WP.29/GRE/2009/56 amendment of Regulation No. 123 are marked in bold.

A. PROPOSAL

Annex 3, Table 7, amend the table:

Part A	Test Point	Position / deg. */		Max. Intensity **/	
		Horizontal	Vertical	(cd)	(lx)
	Line 1 Oncoming vehicle at 50m	4.8°L to 2°L	0.57°Up	440	0.7
	Line 2 Oncoming vehicle at 100m	2.4°L to 1°L	0,3°Up	1300	2.0
	Line 3 Oncoming vehicle at 200m	1.2°L to 0.5°L	0,15°Up	3800	6.0
	Line 4 Preceding vehicle at 50m	1.7°L to 1.7°R-0.3°R	0,3°Up	1320	2.1
	Line 5 Preceding vehicle at 100m	0.9°L to 0.9°R 0.14°R	0,14°Up	3900	6.2
	Line 6 Preceding vehicle at 200m	0.45°L to 0.45°R 0.1°R	0.1°Up	11400	18

Part B	Test Point	Position /degrees ***/		Min. Intensity **/	
		Horizontal	Vertical	(cd)	(lx)
	50R	1.72 R	D 0.86	3750	6
	50V	V	D 0.86	3750	6
	50L	3.43 L	D 0.86	2625	4.2
	25LL	16 L	D 1.72	875	1.4
	25RR	11 R	D 1.72	875	1.4

*/ **Angular positions for the headlamps for the right-hand traffic. (In the case of the headlamps for left hand traffic, the angular positions are exchanged "R" for "L" and vice versa.)**

**/ [To be defined].

*****/ Angular positions for the passing beam photometric requirements (indicated for right-hand traffic)**

Table 7: Requirements concerning the gradual adaptation of the main-beam according to paragraph 6.3.6 of this Regulation.

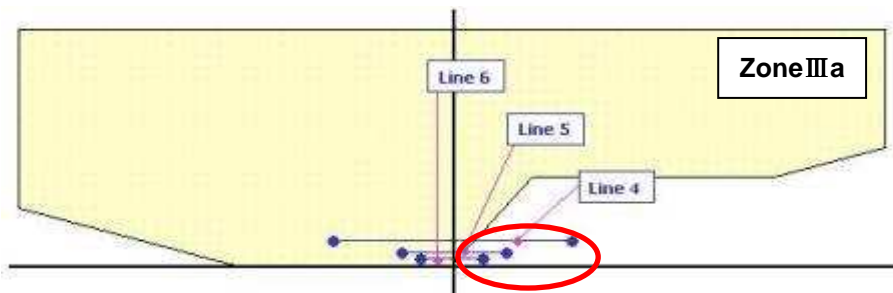
Each of the lines defined in part A of table 7, in conjunction with the test points as prescribed in part B of table 7 shall be measured individually corresponding to the signal provided by the signal generator.

~~In the case where the gradual adaptation will be activated partially, depending upon the settings represented by the signal generator corresponding to the presence of oncoming and preceding vehicles, the measurements for part A of table 7 shall be determined in each of the horizontal sections where the partially gradual adaptation is activated."~~

B. JUSTIFICATION

Part A of Table 7 is intended to ensure that when the adaptive driving beam is operated discomfort (glare) to the oncoming and preceding drivers is avoided.

Regarding the glare requirement, Zone IIIa has already specified in the ECE R123 as the one of dipped beam photometric requirement. However, Line 4, 5, and 6 proposed by GTB impose the additional requirement for the area, which does not specify anything as the dipped beam photometric requirement.



This means that there is an inconsistency between the existing dipped beam photometric requirement and adaptive driving beam photometric requirement.

We, Japan proposes the change of the horizontal position of Line 4, 5 and 6 based on the boundary of Zone IIIa as shown in the below. And also, we propose the deletion of one of the sentences in the table 7.

