**GRE TF HS**

**1st meeting (20 03 2017)**

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**Proposal for a Supplement to the 06 series of amendments of Regulation No. 48**

Proposal submitted by SAE expert (*not balloted through SAE system*)

Note: The modifications to the current text of the regulation are marked in bold and blue-highlighted or strikethrough and grey-highlighted characters.

Amendments do not include modifications included in GRE-77-06-rev.1 agreed by GRE and sent to WP.29/AC.1.

**I. Proposal:**

…

6.2.7. Electrical connections

6.2.7.1. The control for changing over to the dipped-beam shall switch off all main-beam headlamps simultaneously.

6.2.7.2. The dipped-beam may remain switched on at the same time as the main beams.

6.2.7.3. In the case of dipped-beam headlamps according to Regulation No. 98, the gas-discharge light sources shall remain switched on during the main-beam operation.

6.2.7.4. One additional light source or one or more LED module(s), located inside the dipped-beam headlamps or in a lamp (except the main-beam headlamp) grouped or reciprocally incorporated with the respective dipped-beam headlamps, may be activated to produce bend lighting, provided that the horizontal radius of curvature of the trajectory of the centre of gravity of the vehicle is 500 m or less. This may be demonstrated by the manufacturer by calculation or by other means accepted by the Type Approval Authority.

~~6.2.7.5. Dipped-beam headlamps may be switched ON or OFF automatically. However, it shall be always possible to switch these dipped-beam headlamps ON and OFF manually.~~

6.2.7.**5.**~~6.~~ The dipped-beam headlamps shall be switched ON and OFF automatically relative to the ambient light conditions (e.g. switch ON during night-time driving conditions, tunnels, etc.) according to the requirements of Annex 13.

6.2.7.**6.**~~7.~~ ~~Without prejudice to paragraph 6.2.7.6.1., the~~ In addition, the dipped-beam headlamps may **be** switch**ed** ON and OFF automatically relative to other factors such as time or ambient conditions (e.g. time of the day, vehicle location, rain, fog, etc.)

**6.2.7.7. It shall be always possible to switch dipped-beam headlamps ON and OFF manually. However, except as provided in 6.2.7.8., when the dipped-beam headlamps are manually switched OFF, the automatic operation shall be reactivated at the same time.**

**6.2.7.8. The dipped-beam headlamps may be switched OFF manually, and stay OFF despite ambient light conditions, only for the time when while the following conditions exist:**

**6.2.7.8.1. The automatic transmission control is in the park position; or**

**6.2.7.8.2. The parking brake is in the applied position; or**

**6.2.7.8.3. Prior to the vehicle being set in motion for the first time after each manual activation of the propulsion system; or**

**6.2.7.8.4. The vehicle speed does not exceed 10 km/h.**

…

6.19.7. Electrical connections

6.19.7.1. The daytime running lamps shall be switched ON automatically when the device which starts and/or stops the engine (propulsion system) is set in a position which makes it possible for the engine (propulsion system) to operate.  However, the daytime running lamps may remain OFF while the following conditions exist:

6.19.7.1.1. The automatic transmission control is in the park position; or

6.19.7.1.2. The parking brake is in the applied position; or

6.19.7.1.3. Prior to the vehicle being set in motion for the first time after each manual activation of the propulsion system.

6.19.7.2. The daytime running lamps may be switched OFF manually when the vehicle speed does not exceed 10 km/h provided they switch ON automatically when the vehicle speed exceeds 10 km/h ~~or when the vehicle has travelled more than 100 m~~ and they remain ON until deliberately switched off again.

6.19.7.3. The daytime running lamp shall switch OFF automatically when the device which starts and/or stops the engine (propulsion system) is set in a position which makes it impossible for the engine (propulsion system) to operate or the front fog lamps or headlamps are switched ON, except when the latter are used to give intermittent luminous warnings at short intervals.~~[[1]](#footnote-1)~~

6.19.7.4. **The rear position lamps or all** ~~The~~ lamps referred to in paragraph 5.11. may be switched ON when the daytime running lamps are switched ON~~, except if daytime running lamps are operating according to paragraph 6.2.7.6.2., where at least the rear position lamps shall be activated~~.

6.19.7.5. If the distance between the front direction-indicator lamp and the daytime running lamp is equal or less than 40 mm, the electrical connections of the daytime running lamp on the relevant side of the vehicle may be such that either:

(a) It is switched OFF; or

(b) Its luminous intensity is reduced during the entire period (both ON and OFF cycle) of activation of a front direction-indicator lamp.

6.19.7.6. If a direction-indicator lamp is reciprocally incorporated with a daytime running lamp, the electrical connections of the daytime running lamp on the relevant side of the vehicle shall be such that the daytime running lamp is switched OFF during the entire period (both ON and OFF cycle) of activation of the direction-indicator lamp.

**II. Justification:**

To assure that the dipped-beam headlamps may bot be switched OFF inadvertently leaving no road illumination under dark ambient light conditions, it is proposed to delete paragraph 6.2.7.5. and replaced it by paragraph 6.2.7.7. The new paragraph would require that switching OFF the dipped-beam headlamps reactivate the mandatory automatic switching, depending on the ambient light.

Renumbered paragraph 6.2.7.6. is just simplified. No changes to requirements or allowances.

New paragraph 6.2.7.8 and its subparagraphs were added to allow temporary switching OFF of the dipped-beam headlamps under conditions that may require these lamps to be OFF. E.g. when the vehicle engine is running and the vehicle is in a garage for repairs or is stopped by the curb for pickup or delivery; also, there may be situation in refineries or military installation when the vehicle lights have to be extinguish and the vehicle proceeds at low speed. The conditions are the same as those set for the DRL for the similar purposes.

There is no reason why the DRL should turn back ON when the vehicle traveling at less than 10km/h travelled more than 100m. As long as the speed remains below 10km/h the DRL may remain OFF indefinitely. Paragraph 6.19.7.2 was amended to reflect this. If there is no support for the removal of the 100m limit; at least the last part of the sentence should be removed (marked by double strikethrough). This part was creating ambiguity and questions: what does “until deliberately switched OFF again” means. Some could concluded that automatic switch OFF when the engine is shut down should not deactivate DRL as it is not deliberate switching OFF of these lamps.

Paragraph 6.19.7.4. was just amended for clarity of text. No changes to requirements or allowances.

Footnote deleted, as the exemptions will not apply at the time when this amendment comes into force.

1. ~~New vehicle types which do not comply with this provision may continue to be approved until 18 months after the entry into force of Supplement 4 to the 03 series of amendments.~~ [↑](#footnote-ref-1)