

NA 005 DIN-Normenausschuss Bauwesen (NABau)
[NA 005-10-23 GA](#) Gemeinschaftsarbeitsausschuss NABau/FNL/FNF, Verkehrszeichen und
-einrichtungen (SpA zu CEN/TC 226/WG 3)
E-Mail des Bearbeiters bei DIN: lilian.panek@din.de

**CEN/TC 226/WG 3 N 287 Request for input from national mirror committees -
Options paper CEN/TC 226/WG 3/PT 1 A**

Datum des Dokumentes	2016-07-04
Aktion	Next Meeting
Antworttermin	2016-09-14

Sehr geehrte Damen und Herren,

wir werden das Dokument im Rahmen der nächsten SpA-Sitzung besprechen, die am 14. September 2016 in Bergisch-Gladbach bei der BAST stattfindet. Bitte beachten Sie, dass wir die Frist für Rückmeldungen in CEN/TC 226/WG 3 wegen der Ferienzeit bis zum 16. September 2016 ausgedehnt haben.

Mit freundlichem Gruß

Lilian Panek



[CEN/TC 226/WG 3](#)

Vertical signs

E-mail of Secretary: lilian.panek@din.de

Secretariat: DIN

Request for input from national mirror committees - Options paper CEN/TC 226/WG 3/PT 1 A - DEADLINE 2016-08-31

Date of document 2016-06-30

Expected action Reply
Due Date 2016-08-31

Background

Dear members of CEN/TC 226/WG 3 and/or CEN/TC 226,

As you might be aware, CEN/TC 226/WG 3 is currently revising the standard series EN 12899 (all parts).

In WG 3 Project teams (PTs) responsible for the drafting of the different parts were instated at the beginning of the revision process. The Project Team "PT 1 A" is in charge of

EN 12899-1-1 à Fixed, vertical road traffic signs — Part 1-1: Performance of retroreflective sign face materials (~ former draft prEN 12899-6)

At the last meeting of CEN/TC 226/WG 3, PT 1 A sought guidance from the members of WG 3 because the PT could not agree on the further procedure. It was decided that PT 1 A would prepare a document with options and their clarification which then would be forwarded to the national mirror committees in order to obtain a direction/guidance from the different CEN member states (MS).

Please find this "options paper" attached with this email. We kindly request the document to be discussed in your national mirror committees a.s.a.p. in order to provide PT 1 A with the requested input and guidance.

If you are not an employee at a NSB (National Standardization Body) but merely an expert, please forward this email to your contact at the NSB of your country responsible for the appropriate mirror group.

Please be so kind as to send your national comments/opinion until **31st August 2016** at the latest via email to lilian.panek@din.de.

Feel free to contact me anytime if any doubts or questions remain.

Thank you very much for your cooperation and active participation in advance!

Best regards

Lilian
Secretary CEN/TC 226/WG 3

Enquiry into preferences between options for classes of retroreflection of retroreflective road sign materials

CEN/TC 226 WG3 has currently a dilemma regarding options for classes of retroreflection of retroreflective road sign materials and wishes to enquire on a national basis in the CEN member states. The options are presented and explained in the following.

Presentation of options:

- 1.a Keep “current test method” without classes in the standard,
- 1.b Keep “current test method” with the “old classes” plus “current classes”,
2. Introduce “new test method” and modified “old classes” plus “one new class”,
3. Introduce “new test method” and a sufficient number of “new classes”.

Explanations:

Options 1.a and 1.b refer to the “current test method” in which values of the coefficient of retroreflection, $R_A(\alpha, \beta)$ are measured for the relevant combinations of the observation angle α and the entrance angle β with the components of β given by ($\beta_1 = \beta, \beta_2 = 0^\circ$). This reflects the test method of EN 12899-1:2007.

Options 2 and 3 refer to the “new test method” in which the retroreflection is represented by calculated values of the coefficient of retroreflection, $R_{A,C}(\alpha, \beta)$ obtained in a procedure that involves thorough testing of at least one white material of a family of materials and simplified testing for all other materials of the same family. The purpose of thorough testing is to ensure that the retroreflection is available in practical driving situations and to establish properties of symmetry.

Option 1.b calls for the “old classes” which are the classes RA1 and RA2 of EN 12899-6:2007 and “current classes” defined in national regulations as compiled in relevant CUAP’s or drafts of EAD’s.

Option 2 and 3 refer to “new classes” which are classes constructed on the basis of constant luminance with, however, reductions of the minimum required values of $R_{A,C}(\alpha, \beta)$ at the highest values of α and β for some of the classes. Final proposals for such classes are not yet available, but will include classes R1, R2 and R3. The classes R1 and R2 will relate to the current RA1 and RA2 but are modified in line with the new test method. The class R3 is a “new class” with or without subclasses.

Option 2 calls for “one new class”. This class R3 does not have subclasses and, therefore, the values of the coefficient of retroreflection, $R_{A,C}(\alpha, \beta)$ must be low enough at all angle combinations so that all higher performing retroreflective sheeting materials with widely different patterns and/or levels of retroreflection can meet it.

Option 3 is to have a sufficient number of “new classes” meaning that class R3 will have enough subclasses to provide an acceptable representation of the different patterns and/or levels of retroreflection specified from higher performing retroreflective sheeting materials today. It is expected that there will be three subclasses R3A, R3B and R3C.