



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.29/GRE/2004/39
19 July 2004

ENGLISH
Original: ENGLISH
ENGLISH AND FRENCH
ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Lighting and Light-Signalling (GRE)
(Fifty-third session, 4-8 October 2004,
agenda item 2.14.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 48

(Installation of lighting and light-signalling devices)

Transmitted by the expert from the Working Party "Brussels 1952" (GTB)

Note: The text reproduced below was prepared by the expert from GTB to allow the arrangement of electrical connections resulting in a longer service life for front position lamps. The modification to the existing text of the Regulation is marked in **bold** characters.

Note: This document is distributed to the Experts on Lighting and Light-Signalling only.

A. PROPOSAL

Paragraph 5.12., amend to read:

- "5.12. The electrical connections must be such that the main-beam and dipped-beam headlamps and the front fog lamps cannot be switched on unless the lamps referred to in paragraph 5.11. are also switched on. This requirement shall not **apply to**:
- main-beam or dipped beam headlamps when their luminous warnings consist of the intermittent lighting up at short intervals of the main-beam headlamps or the intermittent lighting up at short intervals of the dipped-beam headlamps or the alternate lighting up at short intervals of the main-beam and dipped-beam headlamps;
 - **front position lamps referred to in paragraph 5.11. when the dipped-beam headlamps and/or the main-beam headlamps and/or the front fog lamps are switched on and their electrical connections are such that in case of failure of any of these lighting devices the front position lamp on the respective side of the vehicle is automatically re-activated."**

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B. JUSTIFICATION

The proposed arrangement of electrical connections results in a longer service life for front position lamps and therefore a higher probability of correct function in case of failure of dipped-beam headlamps and/or front fog lamps. In addition, power consumption is reduced by 10 to 12 W.
