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

Working Party on Lighting and Light-Signalling (GRE)
(Forty-eighth session, 9-12 April 2002,
agenda item 1.5.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 48

(Installation of lighting and light-signalling devices)

Transmitted by the Expert from Japan

Note: The text reproduced below was prepared by the expert from Japan in order to bring the requirements in the Regulation concerning N1 category vehicles in line with those for M1 category vehicles. The proposed amendments concern the mandatory presence of S3 stop lamps and the installation height for front fog lamps.

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

A. PROPOSAL

Paragraph 6.3.4.2., amend to read:

"6.3.4.2. In height:
minimum: Not less than 250 mm above the ground.
maximum: For M1 **and N1** category vehicles not more than 800 mm above the ground; For all other categories of vehicles no maximum height.

However, no point on the apparent surface in the direction of the reference axis must be higher than the highest point on the apparent surface in the direction of the reference axis of the dipped-beam headlamp."

Paragraph 6.7.1., amend to read:

"6.7.1. Presence

Devices of S1 or S2 categories:	mandatory on all categories of vehicles.
Devices of S3 category:	mandatory on M1 **and N1** category of vehicles; optional on other categories of vehicles."

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B. JUSTIFICATION

Re. Para. 6.3.4.2.:

At the forty-second session of GRE, in April 1999, document TRANS/WP.29/GRE/1999/2 was adopted, allowing to apply the lamp installation requirements for M1 category vehicles also to N1 category vehicles. This proposal was formalized by WP.29 in November 1999 (Supplement 2 to the 02 series of amendments). However, the installation height requirement for the front fog lamps of M1 category vehicles was not applied to N1 category vehicles. Accordingly, Japan proposes an amendment, with a view to making this requirement applicable to N1 vehicles as well.

Re. Para. 6.7.1.:

As shown in the attached table, rear-end collisions increased in both number and percentage share over the recent years. Therefore, it is becoming necessary to introduce measures for preventing rear-end crashes. In this connection, NHTSA data indicate that high-mounted stop lamps are effective in preventing rear-end collisions. In line with this finding, Japan proposes that S3 stop lamps be made mandatory on N1, as well as M1 category vehicles, since N1 category vehicles comprise the largest fleet - second only to M1 category vehicles.

Reference: Japan's vehicle population can be divided into M1 category vehicles (72 per cent), N1 category vehicles (23 per cent), and the remainder (5 per cent).

Number of vehicle accidents by type

Accident	No. of accidents					Composition share (%)				
	1995	1996	1997	1998	1999	1995	1996	1997	1998	1999
Pedestrian-vehicle	73,950	72,258	70,246	68,448	70,061	13.8	13.6	13.3	12.7	12.4
Head-on crash	25,798	25,132	23,465	23,119	23,130	4.8	4.7	4.4	4.3	4.1
Rear-end crash	160,962	165,694	168,462	180,082	192,914	30.0	31.2	31.8	33.3	34.2
Angle crash	118,078	116,999	115,933	116,774	120,489	22.0	22.0	21.9	21.6	21.4
Left-turn crash	21,045	19,857	20,094	20,300	21,637	3.9	3.7	3.8	3.8	3.8
Right-turn crash	58,620	54,183	53,126	52,856	54,019	10.9	10.2	10.0	9.8	9.6
Other vehicle-vehicle	44,485	43,675	44,484	45,859	48,201	8.3	8.2	8.4	8.5	8.5
Vehicle-barrier	33,559	32,891	33,150	33,084	33,655	6.3	6.2	6.3	6.1	6.0
Total	536,497	530,689	528,960	540,522	564,106	100.0	100.0	100.0	100.0	100.0