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REGULATION No. 48
(Installation of lighting and light-signalling devices)

Provisions for the installation of end-outline marker lamps

Proposal for draft amendments to Regulation No. 48

Submitted by the expert from the International Organization of Motor Vehicle Manufacturers

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) in order to specify the number of rear end-outline marker lamps, which may be fitted to vehicles. The modifications to the current text of the Regulation (up to Supplement 1 to the 03 series of amendments) are marked in **bold** characters.

Note: This document is distributed to the Experts of the Working Party on Lighting and Light-Signalling (GRE) only.

A. PROPOSAL

Paragraph 6.13.2., amend to read:

"6.13.2. Number

Two visible from the front and two visible from the rear.

Optional: additional lamps may be fitted in accordance with paragraph 6.13.4.2."

Paragraph 6.13.4.2., amend to read:

"6.13.4.2. In height:

....

Rear: At the maximum height compatible with the requirements relating to the width, design and operational requirements of the vehicle and to the symmetry of the lamps.

Optional: additional lamps:
(a) two visible from the front;
(b) two visible from the rear.

Optional and mandatory (as applicable) lamps to be fitted as far separated in height as practicable, both lamps to be compatible with design/operational requirements of the vehicle and symmetry of the lamps."

Paragraph 6.13.4.3., amend to read:

"6.13.4.3. In length, no special requirement.

The additional lamps visible from the front, as specified in paragraph 6.13.4.2., as close as practicable to the rear."

Paragraph 6.13.9., amend to read:

"6.13.9. Other requirements

Provided that all other requirements are met, the **mandatory or optional** lamps, visible from the front and the **mandatory or optional** lamps visible from the rear on the same side of the vehicle may be combined into one device.

Two of the lamps visible from the rear may be grouped, combined or reciprocally incorporated in accordance with paragraph 5.7.

The position of an end-outline marker lamp "

B. JUSTIFICATION

This document is intended to extend the fitting of end-outline marker lamps to provide:

- (a) additional conspicuity from the rear (for the road user);
- (b) additional conspicuity from the front (for the driver).

The text has been developed in liaison with the European truck industry regarding the existing practice of two-stage manufacture, including an additional end-outline marker lamp installation.

Lamps visible from the rear

Although end-outline marker lamps fitted on the highest part of a vehicle/trailer are useful to identify the size of a large vehicle, such an installation is not always possible due to the structure or shape of the vehicle. This proposal is aimed at minimizing the effect of their non-fitment across the range of vehicles and trailers. These "high mounted" end-outline marker lamps are the most visible to other road users.

On the rear of vehicles and trailers, all prescribed lighting and light-signalling functions can be located together at chassis level in a multifunctional lamp or grouped together i.e. direction indicators, rear position lamps, stop lamps, reversing lamps, rear fog lamps, side-marker lamps, rear and side retro-reflectors and end-outline marker lamps.

The proposed amendments will make it possible to fit additional end-outline marker lamps on the lower or higher part of a vehicle, whichever is made possible by configuration of the completed vehicle, fitted as either:

- (a) a part of a multifunctional lamp, or
- (b) separate lamps.

As two end-outline marker lamps always must be fitted on a truck tractor, the lower part of the vehicle offers the only practicable alternative for location of two mandatory lamps. For truck manufacturers, it is not cost effective to develop two different rear combination lamp configurations, one (with end-outline marker lamps) for tractors of semi-trailers and another (without end-outline marker lamps) for rigid trucks, even if the chassis-cab, when later completed with bodywork, may be fitted with high mounted end-outline marker lamps.

Lamps visible from the front

The proposed amendment, introducing two additional, front facing end-outline marker lamps, at the lower rear side of vehicles and trailers, will be an aid to the driver enabling improved control of the vehicle at low speeds. Experience has shown that it is beneficial for the driver to be able to see the rear corners of the vehicle during low speed nighttime maneuvering. This is applicable for both forward and reverse vehicle movement

Lamps visible from the front and lamps visible from the rear

It should be permissible to combine the additional front and rear facing end-outline marker lamps into a single device.

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