

Proposal for draft Supplement 4 to the 04 series of amendments to Regulation No. 48
(Installation of lighting and light-signalling devices)

Requirements for the installation of conspicuity markings.

A. PROPOSAL

Add a new paragraphs 6.21.7.6., to read:

"6.21.7.6 On vehicles whose design and operational exigencies are such that it is not possible to totally fulfil at the same time all the installation requirements contained in paragraphs 6.21.2 to 6.21.7.5, some of these requirements can be not totally satisfied provided that this allow the other requirements to be totally satisfied, in such a way that the signalization is uniform and clear to achieve a better perception of the information it shall provide."

B. JUSTIFICATION

At 59th GRE Session OICA proposed derogation (see informal document GRE 59/14) to the installation of conspicuity marking to be fitted on vehicle on which it is impossible to fulfil all the installation requirements (such dimension, positioning o inclination) due to the shape or condition of use of such vehicles.

The derogation proposed seemed too generic and therefore not acceptable to GRE Experts but Italy deemed necessary to consider the problem raised by OICA, even if not necessarily applying a general derogation.

At 60th GRE Session German expert presented a proposal (see document ECE/TRANS/WP.29/GRE/2008/50) with a possible solution to the manufacturers problem. The proposal was approved.

Now for the 61st GRE Session Nederland expert presents another proposal (see document ECE/TRANS/WP.29/GRE/2009/28) containing one more derogation from the full respect of installation requirements of conspicuity markings.

This is the clear demonstration of what Italy said in the past: the present requirements are not all rigidly applicable at the same time even for vehicles of apparently simple construction.

As you know Italy gained a certain experience in application of conspicuity markings since we mandate its fitting from some years on all N vehicles above 3.5 t and related trailers.

We realized that the application of all the requirements of Regulation 48 at the same time is sometime impossible and in many cases is possible only with solution that, from our point of view, are not acceptable for the purposes of a better identification of long and heavy vehicles, i.e. for the scope of conspicuity markings installation.

We mean that to respect the positioning AND the percentage of marking AND the inclination AND the ratio between length of the stripes and the part not marked in between AND also to solve all the technical problems of its fitting, the marking became an assembly of stripes inclined, fragmented, not in line one to another giving an appearance of all but a line or a contour signalling a long and heavy vehicle.

Based on its experience Italy proposes the addition of paragraph 6.21.7.6 above giving more flexibility in installation of conspicuity markings but avoiding at the same time the possibility for too wide derogations to their fitting conditions.

The aim of the proposal is to allow, in relation to the shape and operational exigencies of the vehicle, a minimum of derogation to some of the installation conditions in such a way that the others can be better fulfilled and, at the end, the better global performances of the conspicuity signalization, even if not totally satisfying the requirements, are achieved better than if the requirements have been fulfilled at any cost.
