

Proposal for amendments to Regulation 48

The text reproduced below was prepared by the expert from CLCCR, to propose amendments to Regulation No. 48. The modifications to the current text of Regulation No. 48.06 are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Direction Indicator Lamp

Para 6.5.4.2.2. to be amended to read:

“The height of the direction-indicator lamps of Categories 1, 1a, 1b, 2a and 2b, measured in accordance with Paragraph 5.8., shall not be less than 350mm **(250mm for O1 and O2 categories of vehicles)** or more than 1,500mm.”.

Stop Lamp

Para 6.7.4.2.1. to be amended to read:

“For S1 or S2 Categories devices:

Above the ground, not less than 350mm **(250mm for O1 and O2 categories of vehicles)** (2,100mm if the shape of the bodywork makes it impossible to keep within 1,500mm and if the optional lamps are not installed).”.

Rear Position Lamp

Para 6.10.4.2. to be amended to read:

In height: above the ground, not less than 350mm **(250mm for O1 and O2 categories of vehicles)** nor more than 1,500mm (2,100mm if the shape of the bodywork makes it impossible to keep within 1,500mm and if the optional lamps are not installed). If”.

Front Position Lamp

Para 6.9.4.2. to be amended to read:

“In height: above the ground, not less than 350mm nor more than 1,500mm (2,100mm for O1, **O2, O3** and ~~O2~~ **O4** ~~€~~categories of vehicles, ~~or if~~ **and for all any** other categories of vehicles **if** the shape of the bodywork makes it impossible to keep within 1,500mm).”.

Para 6.9.5.1. to be amended to read:

“.....axis of this lamp.

In the case of trailers, the angle inwards may be reduced to 5° .

Vertical angle: 15° above

Front Retro-Reflector

Para 6.16.5. amend to read:

“Horizontal angle, 30° inwards and outwards. In the case of trailers, the angle inwards may be reduced to 10° . ~~If because of the construction of the trailers this angle cannot be met by the mandatory retro-reflectors, then additional (supplementary) retro-reflectors shall be fitted, without the width limitation (Paragraph 6.16.4.1.), which shall, in conjunction with the mandatory retro-reflectors, give the necessary visibility angle.”.~~

Side Retro-Reflector

Para 6.17.1. to be amended to read:

“*Presence*

Mandatory: On all motor vehicles the length of which exceeds 6m.

On all trailers: **that are not obliged to fulfil the requirements of paragraph 6.21. (Conspicuity markings (Regulation No 104)).**

Optional: On motor vehicles the length of which does not exceeds 6m.

On trailers that are obliged to fulfil the requirements of paragraph 6.21. (Conspicuity markings (Regulation No 104)).”.

Para 6.17.4.2. to be amended to read:

“In height: above the ground, not less than 250mm nor more than 900mm (not more than ~~1,200~~ **1,500**mm if grouped with any lamp(s), ~~1,500~~ **2,100**mm if the shape of the bodywork makes it impossible to keep within 900mm or ~~1,200~~ **1,500**mm respectively or if the presence of the device is not mandatory according to Paragraph 6.17.1).”.

Para 6.17.4.3. to be amended to read:

“ to M1 and N1 Category vehicles.

If the structure, design or the operational use of the vehicle makes it impossible to comply with such a requirements, ~~this~~ **the distance from the front of the vehicle to the foremost side retro-reflector, and the distance between two adjacent side retro-reflectors,** may be increased to 4m. The distance between the rearmost side retro-reflector and the rear of the vehicle shall not exceed 1m. However, for motor vehicles the length of which does not exceed 6m, it is sufficient to have one side retro-reflector fitted within the first third and/or one within the last third of the vehicle length.

However, for motor vehicles”.

Side-Marker Lamps

Para 6.18.4.3. to be amended to read:

“In length: at least one side-marker lamp must be fitted to the middle third of the vehicle, the foremost side-marker lamp being not further than 3m from the front; ~~and the~~ The distance between two adjacent side-marker lamps shall not exceed 3m. If the structure, design or the operational use of the vehicle makes it impossible to comply with such a requirements, ~~this~~ **these** distances may be increased to 4m.

The distance between”

II. Justification

Direction Indicator Lamp, Stop Lamp and Rear Position Lamp

Currently the reversing lamp, rear fog lamp and the rear retro-reflectors on trailers of categories O1 and O2 may be positioned at a height of not less than 250mm. It is our opinion that it is appropriate to permit those lamps with which they may be grouped, i.e. direction indicator lamps, stop lamps and rear position lamps, to be positioned at the same minimum height.

Front Position Lamp

Currently front position lamps on trailers of categories O1 and O2 may be positioned at a maximum height of 2100mm without the need to demonstrate that the shape of the bodywork makes it impossible to keep within the maximum height of 1500mm currently specified for other vehicle categories. When those lamps are positioned at the current maximum height permitted on O3 and O4 trailers they are reflected in the driver’s mirrors and, in the case of the mirror mounted on the non-driver side, present a hazard to their vision along the side of the trailer, when trying to observe cyclists, and the position of the wheels of the trailer.

We also wish to propose that the inward vision angle is reduced to 0°, the same as for end-outline marker lamps, as currently manufacturers of trailers are, for example, unable to mount front position lamps on the front of the mudguard of an O1 or O2 trailer having outboard wheels since the bodywork obstructs the inward angle. This is exacerbated by the requirement for the lamps not to be further than 150mm from the extreme outer edge of the vehicle.

Front Retro-Reflector

All trailers are required to be equipped with front retro-reflectors, and those that need front position lamps invariably have the lamp and the reflector combined, therefore it makes sense that the requirements regarding horizontal visibility are aligned with those in our proposal for front position lamps.

Side Retro-Reflector

With the introduction of conspicuity markings, there are now two passive lighting devices on the side of a trailer. Therefore, the retro-reflectors may be eliminated when conspicuity marking is required to be fitted. This proposal unifies the lateral signal image.

The only appropriate grouping for the side retro-reflectors is with the side-marker lamps. Therefore, it is proposed that the permitted maximum height of the two devices is aligned. With this proposal, the lateral signal image is unified.

Our proposal with respect to paragraph 6.17.4.3 seeks to clarify the text without proposing any substantive change.

Side-Marker Lamps

Our proposal with respect to paragraph 6.18.4.3 seeks to clarify the text without proposing any substantive change.
