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Working Party on Lighting and Light-Signalling (GRE)
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agenda items 4.1. and 7.2.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 48

(Installation of lighting and light-signalling devices)

Transmitted by the Expert from European Commission

Note: The text reproduced below was prepared by the expert from the European Commission with the aim to operate the stop lamps by automatic commanded braking systems (retarder). The text is based on a section of a document distributed without a symbol (informal document No. 21) during the forty-eighth session of GRE (TRANS/WP.29/GRE/48, para. 63). As the text concerns even the proposal for a candidate global technical regulation (gtr) concerning the installation of lighting and light-signalling devices, it should be taken into consideration together with document TRANS/WP.29/GRE/2001/6.

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

A. PROPOSAL

Paragraph 2.7.12., amend to read:

"2.7.12. "Stop lamp" means a lamp used to indicate to other road users to the rear of the vehicle that the service brake is applied and/or longitudinal movement of the vehicle is intentionally retarded."

Paragraph 6.7.7., amend to read: */

"6.7.7. Electrical connections

All stop lamps must light up simultaneously when either the service brake or endurance brake (e.g. retarder) is activated. They must also light up when a complete or partial braking system is activated for the purpose of generating vehicle retardation with or without a direct action of the driver [, resulting from the automatic evaluation of on-board initiated information].

The stop lamps need not function if the device, which starts and/or stops the engine, is in a position that makes it impossible for the engine to operate."

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B. JUSTIFICATION

The current text of Regulation No. 48 refers to the both the driver and the service brake, which effectively prohibits the stop lamps being activated automatically.

With the recent developments in automatic operation of complete or partial braking systems, it is important that the following driver is informed of this if it has the effect of retarding the vehicle. Therefore the stop lamps must be permitted to illuminate at times other than solely at the direct command of the driver through the application of the service braking system.

This proposal:

- maintains the basic requirement that stop lamps must activate when the service brake is applied;
- makes the operation of the stop lamps mandatory upon application of the endurance brake; and,
- mandates the operation of the stop lamp when a partial or complete braking system is applied for retardation purposes, not as the result of a direct action by the driver.

In the third point, the objective is to permit the operation of the stop lamps by 'automatically commanded braking'. However, this term has not been used, because, the intention would be that the same text be used in both Regulation No. 48 and draft gtr No. 48.

*/ Note by the secretariat: Regulation No. 13, 09 series of amendments, up to supplement 07, does not define "partial braking", however the Regulation recognizes "partial activation of the vehicles service braking system", e.g. by means of an auxiliary control (para. 5.2.1.2.4.).