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INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Lighting and Light-Signalling

Sixtieth session

Geneva, 1 - 3 October 2008

Item 4(f) of the provisional agenda

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

Clarifications on installation requirements

Proposal for Corrigendum 2 to Revision 4 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) to clarify the requirement for replacement of light sources. It is based on ECE/TRANS/WP.29/GRE/2008/21 adopted during the fifty-ninth session of the Working Party on Lighting and Light-Signalling (GRE) as reproduced in Annex II to the report (ECE/TRANS/WP.29/GRE/59, para. 19). The modifications to the current text of the Regulation, including draft Corrigendum 1 to Revision 4 to Regulation No. 48, are marked in strikethrough characters.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Paragraph 5.23., amend to read:

"5.23. Lamps shall be fitted in a vehicle in such a way that the light source can be correctly replaced ~~by the driver~~ without the need for special tools, other than those provided with the vehicle by the manufacturer. The vehicle manufacturer shall provide with the vehicle a detailed description of the procedure for replacement. This paragraph is not applicable to:

B. JUSTIFICATION

The intention of the amendment proposed in document ECE/TRANS/WP.29/GRE/2008/21 and adopted during the fifty-ninth session of GRE as reproduced in Annex II to the report, is to ensure that light sources can be correctly replaced without the need to take the vehicle to a workshop or to call out a specialist technician. This intention is achieved by specifying that the operation must be possible without any special tools other than those provided with the vehicle by the manufacturer. This also prohibits any necessity for workshop equipment such as lifts or pits.

The inclusion of the words "by the driver" introduces the need for a subjective assessment, by the type approval authority, of the difficulty of the operation and the likely capability of "the driver".

This would inevitably lead to disputes and different interpretations regarding the necessity for a driver with reduced capability (for instance due to age or disability) to be able to perform this function and whether the design meets this subjective requirement. The expert from OICA therefore proposes to delete the words "by the driver" while retaining the important provision "without the need for special tools, other than those provided with the vehicle by the manufacturer."
