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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Lighting and Light-Signalling

Sixty-second session

Geneva, 6 - 9 October 2009

Item 4(c) of the provisional agenda

REGULATION No. 48

(Installation of lighting and light-signalling devices)

Clarifications on installation requirements

Proposal for draft Supplement 5 to the 04 series of amendments to Regulation No. 48

Submitted by the expert from the Netherlands */

The text reproduced below prepared by the expert from the Netherlands proposes to allow the installation of line markings on the front of large trailers (vehicles of categories O₂, O₃ and O₄). The modifications to current text of the Regulation, including Supplement 3 to the 04 series of amendments, are marked in bold or 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 2.7.17., amend to read:

"2.7.17. **"Conspicuity marking"** means a device intended to increase the conspicuity of a vehicle, when viewed from the side or rear **(or in the case of trailers, additionally from the front)**, by the reflection of light emanating from a light source not connected to the vehicle, the observer being situated near the source;"

Paragraph 5.15., amend to read:

"5.15. The colours of the light emitted by the lamps are the following:

...

conspicuity marking: **white to the front;**
white or yellow to the side;
red or yellow to the rear g

... "

Paragraph 6.21.1.3. to 6.21.1.3.2., amend to read:

"6.21.1.3. Optional:

6.21.1.3.1. **to the rear and to the side:**

on all other categories of vehicles, not otherwise specified in paragraphs 6.21.1.1. and 6.21.1.2. above, including the cab of tractor units for semi-trailers and the cab of chassis-cabs.

~~6.21.1.3.2.~~ partial or full contour marking may be applied instead of mandatory line markings, and full contour marking may be applied instead of mandatory partial contour marking.

6.21.1.3.2. to the front:

line marking on vehicles of categories O₂, O₃ and O₄.

partial or full contour marking may not be applied to the front."

Paragraphs 6.21.5.1., amend to read:

"6.21.5.1. for rear **and front** conspicuity markings (see Annex 11, Figures **1a and 1b**) the observation plane is perpendicular to the longitudinal axis of the vehicle situated 25 m from the extreme end of the vehicle and bounded by:"

Paragraph 6.21.6.2., amend to read:

"6.21.6.2. To the rear **and to the front**:

As close as practicable to being parallel to the transverse plane of the vehicle, compatible with the shape, structure, design and operation requirements of the vehicle."

Annex 11, amend to read:

"Annex 11

**VISIBILITY OF CONSPICUITY MARKINGS TO THE REAR, FRONT AND
SIDE OF A VEHICLE**

(see paragraph 6.21.5. of this Regulation)

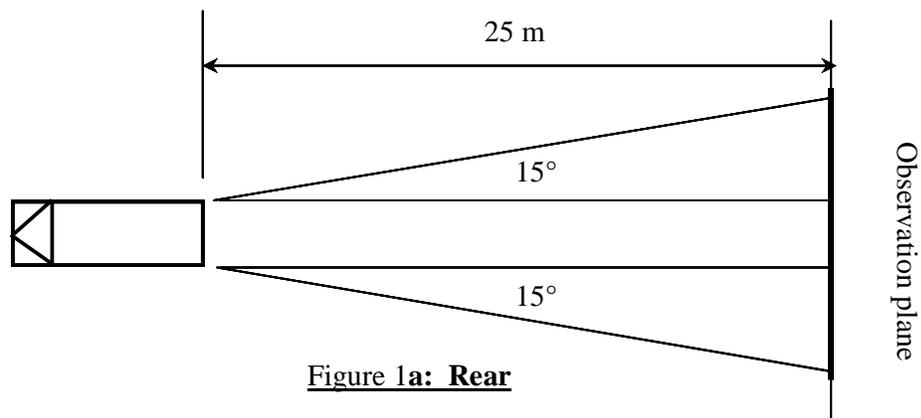


Figure 1a: Rear

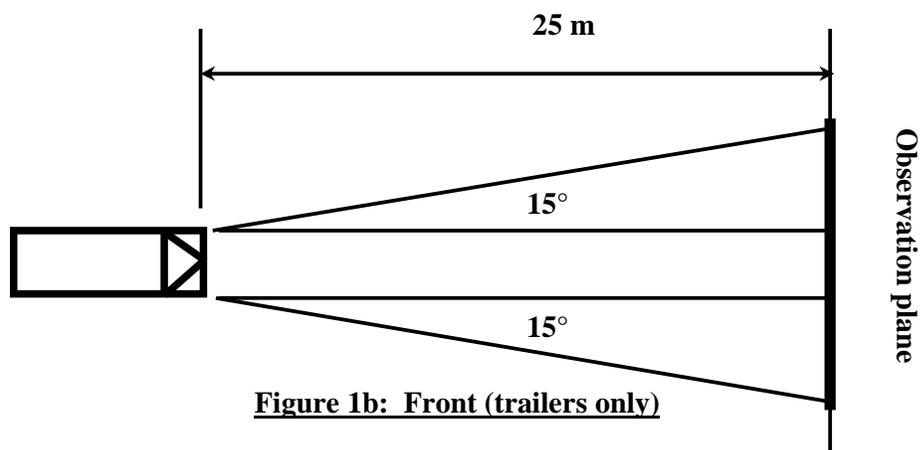


Figure 1b: Front (trailers only)

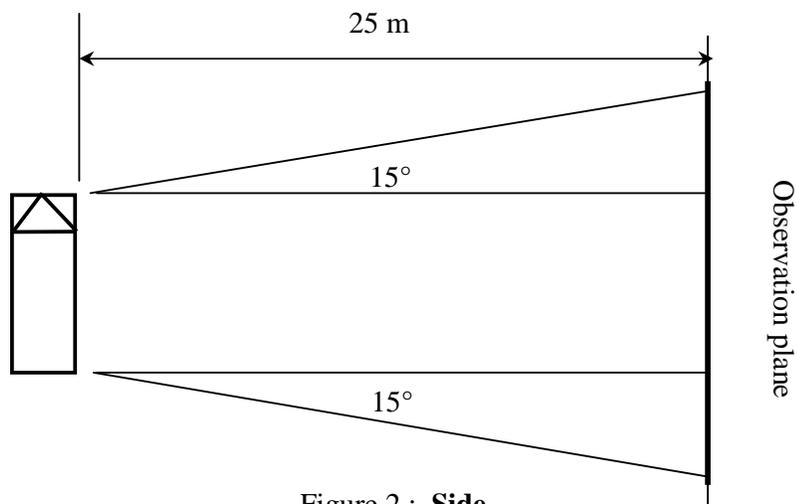


Figure 2 : Side

B. JUSTIFICATION

This document aims to introduce provisions in Regulation No. 48 to allow the installation of line markings on the front of large trailers (vehicles of categories O₂ , O₃ and O₄).

Today’s regulation in principle does not allow conspicuity marking on the front of vehicles. However, it is considered that the installation of conspicuity marking on the front of large trailers could actually be beneficial to safety.

Large trailers are potentially dangerous objects when parked by the road-side or in unlit areas, where they may not be very conspicuous for other road users at nighttime. Particularly flatbed trailers have a relatively small frontal area in comparison to their overall size.

Furthermore, it is considered undesirable to allow the fitting of conspicuity marking on the front of motor vehicles. Not only for the reason that motor vehicle’s fronts are already much more conspicuous than those of trailers, due to their headlamps, but also because their front, contrary to that of trailers, is continuously visible when driving on the road. If the conspicuity of the front of a motor vehicle would be even further increased by conspicuity treatment, it may lead to unnecessary distraction in highly dynamic traffic situations, e.g. with many oncoming vehicles.

Although the front of trailers is normally not directly visible when used on the road, since it is more or less concealed by the vehicle that is towing it, there are situations in which the trailer’s height exceeds that of its towing vehicle. Therefore, it is proposed to only allow a line marking to the front of the trailer, because the marking actually only needs to be visible when parked.

Finally, as far as the color is concerned, it is deemed appropriate to allow only the color white for conspicuity marking fitted to the front.
