

Consistency between the Convention on Road Traffic (1968) and Vehicle Technical Regulations

WP.1 – 66th session (23 – 26 September 2013)

NOTE: The decisions taken by WP.1 are set out below. They have been compiled on the basis of available information and do not prejudice the formal report (ECE/TRANS/WP.1/141).

A) Lighting and light-signalling

WP.1 reviewed a consolidated text of amendments to the 1968 Convention, intended to align the provisions regarding lighting and light signalling to the current status of the relevant Regulations annexed to the 1958 Agreement – Document ECE/TRANS/WP.1/2011/4/Rev.2.

WP.1 noted informal document No. 6 submitted by IMMA

This proposal is intended to amend the provisions in Annex 5 Chapter II to cover lighting devices for motorcycles: Bend lighting, headlamps for vehicles with maximum design speed of 40/50 km/h, automatic activation of daytime running lamps, rear position lamps, side retro-reflectors, stop lamps.

1) In a preliminary review at the start of discussion on lighting, WP.1 considered a number of proposals to Annex 5, Chapter II, as mentioned below.

Paragraph 25, read:

“25. On every motor vehicle or trailer the registration plate, or the number if present, located at the rear shall be illuminated by a rear registration plate lamp.”

Paragraph 26, second sentence, delete “or passing beam headlamps”

Paragraph 33, read:

“33. Every motor vehicle, except motor cycles, and every trailer may be fitted with white or yellow conspicuity markings at the side and with red or yellow conspicuity markings at the rear. In addition, every trailer may be fitted with white conspicuity markings at the front.”

2) WP.1 then proceeded to a systematic reading of document WP./2011/4/Rev.2; the results are noted below.

Article 25 bis – Special regulations for tunnels indicated by special road signs

Paragraph 2, amend to read:

“2. Even if the tunnel is lit, all drivers shall ensure that driving or passing beam headlamps are switched on.”

Article 32 – Rules of the use of lamps

Paragraph 8, second sentence amend to read:

“8.
.....In fog and any similar conditions of reduced visibility passing beam headlamps or front fog lamps...”

Paragraph 9, item (c), and paragraph 10, items (b) and (c), replace “road” by “carriageway”

Paragraph 12, amend to read:

“12. Reversing lamps during short and slow forward manoeuvres.”

Paragraph 16, to be deleted.

Annex 5 – Technical Conditions Concerning Motor Vehicles and trailers

Paragraph 1.bis – General reference to Regulations annexed to the 1958 Agreement

Text to be reviewed in conjunction with consideration of Article 8 of the Convention on the basis of informal document No. 4 – see item B) below.

Chapter II – Vehicle lighting and light-signalling devices

Paragraph 19 – Definitions

“Cornering lamp”, read:

“Cornering lamp means a lamp activated automatically and used to provide...” – Square brackets deleted

“Rear-end collision alert signal”, read:

“Rear-end collision alert signal” means an automatically generated signal given...” – Square brackets deleted

Due to time constraints, reading of Chapter II was suspended at the definition of manoeuvring lamps. It will be continued at the 67th WP.1 session on the basis of a new document WP.1/2011/4/Rev.3, to be prepared by the Secretariat.

B) Driver Assistance Systems – Driver being in control of the vehicle (Articles 8 and 13)

Documents WP.1/2013/3 (Belgium, France, Italy, Sweden and USA)
WP.1/2013/4 (Germany)
WP.1/2013/5 (Russian Federation)

NOTE: These documents have been consolidated into Informal document No.4.

Informal document No.4 (Belgium, France, Germany, Italy, Russian Federation and Sweden)

The proposal is a revision of Article 8 and refers to “vehicle systems which influence the way vehicles are driven”. Such systems shall not be deemed contrary to the principles in Articles 8 and 13, if they are in conformity with Regulations annexed to the 1958 Agreement or with Global Technical Regulations developed in the framework of the 1998 Agreement

Other vehicle systems which influence the way the vehicle is driven are deemed to be in conformity with Articles 8 and 13 when such systems can be overridden or switched off.

In Annex 5, paragraph 1.bis is to be replaced by paragraph 1a, which refers to both the 1958 and the 1998 Agreement.

WP.1 agreed on the principle of the proposal. At the 67th WP.1 session, a new formal document will be available which consolidates all proposals.

NOTE: The 67th session of WP.1 will be held from 4 to 6 December 2013 in New Delhi (India).

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