

Proposal for a new [0x] series of amendments to Regulation No. 48 (Installation of lighting and light-signalling devices)

The amendments below have been proposed by the experts from Japan to minimize hazards to other traffic users such as glare and distraction by expanding the scope of the vehicle's conditions subject to Regulation No. 48.

As shown below, it is proposed that basically the lights of motor vehicles be required to satisfy the technical requirements under the "parking conditions" as well. However, this is the first step and it is expected that, in the course of future deliberations, those lights deemed necessary to be turned on under the "parking conditions" from the standpoint of traffic safety and convenience for the users (such as lamps in interlocking with the opening and closing of the doors) will be specified separately as a white list in paragraph 6. (Individual specifications).

The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 5.1., amend to read:

"5.1. The lighting and light-signalling devices shall be so fitted that under normal conditions of use **and parking conditions** as defined in paragraphs 2.3.10., 2.3.10.1., ~~and 2.3.10.2.~~ **and 2.3.11.** and notwithstanding any vibrations to which they may be subjected, they retain the characteristics prescribed by this Regulation and enable the vehicle to comply with the requirements of this Regulation. In particular, it shall not be possible for the lamps to be inadvertently maladjusted."

II. Justification

1. Paragraph 5.1. of Regulation No. 48 states that the technical requirements of Regulation No. 48 are imposed under "normal conditions of use".
2. If the lights are turned on when parked on the street, they can be distracting and disorienting to other traffic users. Therefore, regulations against engine stop conditions are also very important.
3. Regulation No. 48 also has technical requirements for exterior courtesy lamps, which also regulate the engine stopped condition. This indicates that Regulation No. 48 is no longer limited to regulating only the "normal condition of use".
4. For example, prohibiting activating the main-beam HL, DRL, and reversing lamps as exterior courtesy lamps is appropriate from the perspective of preventing distraction to other traffic.
5. Similarly, other lights should be regulated in terms of how they are turned on under the engine stopped condition.
6. A UN regulation under the 1958 Agreement should be as comprehensive as possible, because it is a set of general requirements on devices, etc. governing all Contracting Parties. If any Party finds a requirement on conditions in which the engine is stopped to be unnecessary, the Party may still ease such a requirement in its national regulation.