

**DRAFT PROPOSAL FOR AMENDMENTS TO REGULATION No. 48**

(Installation of lighting and light-signalling devices)

*Transmitted by the experts from Germany and the Netherlands*

**A. PROPOSAL**

A. TECHNICAL PROVISIONS

6.2. DIPPED-BEAM HEADLAMP

6.2.7. Electrical connections

The control for changing over to the dipped-beam must switch off all main-beam headlamps simultaneously.

The dipped beam may remain switched on at the same time as the main beams.

In the case of dipped-beam headlamps according to Regulation No. 98, the gas-discharge light sources shall remain switched on during the main-beam operation.

One additional light source, located inside the dipped-beam headlamps or in a lamp (except the main-beam headlamp) grouped or reciprocally incorporated with the respective dipped-beam headlamps, may be activated to produce bend lighting, provided that the horizontal radius of curvature of the trajectory of the centre of gravity of the vehicle is 500 m or less. This may be demonstrated by the manufacturer by calculation or by other means accepted by the authority responsible for type approval.

Dipped-beam headlamps ~~may~~ **shall** be switched ON or OFF automatically. **They shall be switched ON when it is required to drive with the dipped-beam headlamps switched on, e.g. during nighttime driving conditions, reduced visibility, tunnels, etc..**

**When the dipped-beam headlamps are automatically switched OFF, the daytime running lamps shall be switched ON automatically.**

However, it shall be always possible to switch these dipped-beam headlamps ON and OFF manually.

6.2.8. Tell-tale

Tell-tale ~~optional~~ **mandatory**.

~~However, i~~ In the case where the whole beam or the kink of the elbow of the cut-off is moved to produce bend lighting, an operational tell-tale is mandatory; it shall be a flashing warning light which comes on in the event of a malfunction of the displacement of the kink of the elbow of the cut-off.

6.19. DAYTIME RUNNING LAMP 8/

6.19.1. Presence

~~Optional~~ **Mandatory** on motor vehicles. Prohibited on trailers.

6.19.7. Electrical connections

~~If installed, t~~ The daytime running lamps shall be switched ON automatically when the device which starts and/or stops the engine is in a position which makes it possible for the engine to operate. It shall be possible to activate and deactivate the automatic switching ON of daytime running lamps without the use of tools.

The daytime running lamps shall switch OFF automatically when the headlamps are switched ON, **i.e. when it is required to drive with the dipped-beam headlamps, e.g. during nighttime driving conditions, reduced visibility, tunnels, etc.**, except when the ~~latter~~ **headlamps** are used to give intermittent luminous warnings at short intervals.

**Furthermore, the lamps referred to in paragraph 5.11. are not switched on when the daytime running lamps are switched ON.**

6.19.8. Tell-tale

Closed-circuit tell-tale ~~optional~~ **mandatory**

B. ADMINISTRATIVE PROVISIONS

4.2. An approval number shall be assigned to each type approved. Its first two digits (at present ~~02~~ **03**, corresponding to the ~~02~~ **03** series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign this number to another vehicle type or to the same vehicle type submitted with equipment not specified in the list referred to in paragraph 3.2.2. above, subject to the provisions of paragraph 7. of this Regulation.

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8/ The installation of this device may be forbidden on the basis of national regulations

## B1. TRANSITIONAL PROVISIONS

### 12. TRANSITIONAL PROVISIONS

- 12.1. As from the official date of entry into force of the ~~02~~ **03** series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by the ~~02~~ **03** series of amendments.
- 12.2. As from ~~1 October 2002~~ **[24] months after the official date of entry into force of the 03 series of amendments**, Contracting Parties applying this Regulation shall grant ECE approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the ~~02~~ **03** series of amendments.
- 12.3. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval to preceding series of amendments to this Regulation.
- 12.4. Until ~~1 October 2002~~ **[24] months after the official date of entry into force of the 03 series of amendments**, Contracting Parties applying this Regulation shall continue to grant approvals to those types of vehicles which comply with the requirements of this Regulation as amended by the preceding series of amendments.
- 12.5. ECE approvals granted under this Regulation before ~~1 October 2002~~ **[24] months after the official date of entry into force of the 03 series of amendments** and all extensions of such approvals, including those to a preceding series of amendments to this Regulation granted subsequently, shall remain valid indefinitely. When the vehicle type approved to the preceding series of amendments meets the requirements of this Regulation as amended by the ~~02~~ **03** series of amendments, the Contracting Party which granted the approval shall notify the other Contracting Parties applying this Regulation thereof.
- 12.6. No Contracting Party applying this Regulation shall refuse national type approval of a vehicle type approved to the ~~02~~ **03** series of amendments to this Regulation.
- 12.7. Until ~~1 October 2002~~ **[24] months after the official date of entry into force of the 03 series of amendments**, no Contracting Party applying this Regulation shall refuse national type approval of a vehicle type approved to the preceding series of amendments to this Regulation.
- 12.8. From ~~1 October 2003~~ **[24] months after the official date of entry into force of the 03 series of amendments**, Contracting Parties applying this Regulation may refuse first national registration (first entry into service) of a vehicle which does not meet the requirements of the ~~02~~ **03** series of amendments to this Regulation.
- 12.9. As from the official date of entry into force of Supplement 5 to the 02 series of amendments no Contracting Party applying this Regulation shall refuse to grant approvals under this Regulation as amended by Supplement 5 to the 02 series of amendments.

- 12.10. As from 36 months after the date of entry into force of Supplement 5 to the 02 series of amendments Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by Supplement 5 to the 02 series of amendments.
- 12.11. Contracting Parties applying this Regulation shall continue to grant approvals to those vehicle types which comply with the requirements of this Regulation as amended by Supplement 4 to the 02 series of amendments during the 36 months period which follows the official date of entry into force of Supplement 5 to the 02 series of amendments.
- 12.12. Until the United Nations Secretary-General is notified otherwise, Japan declares that in relation to the installation of lighting the light signalling devices, Japan will only be bound by the obligations of the Agreement to which this Regulation is annexed with respect to vehicles of categories M1 and N1.
- 12.13. As from the date of entry into force of Supplement 7 to the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approvals under this Regulation as amended by Supplement 7 to the 02 series of amendments.
- 12.14. As from 30 months after the date of entry into force of Supplement 7 to the 02 series of amendments, Contracting Parties applying this Regulation shall grant ECE approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by Supplement 7 to the 02 series of amendments.
- 12.15. Contracting Parties applying this Regulation shall not refuse to grant extensions of approvals to the preceding series of amendments to this Regulation, including Supplement 6 to the 02 series of amendments.
- 12.16. ECE approvals granted under this Regulation before the date mentioned in paragraph 12.14. above, including extensions of such approvals, shall remain valid indefinitely.

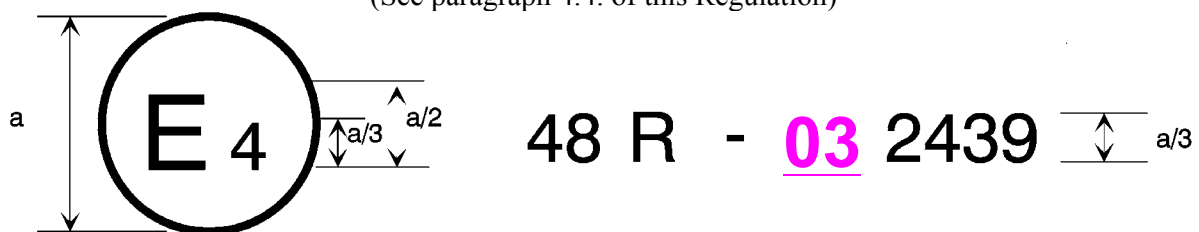
## B2. TYPE-APPROVAL MARKING

### Annex 2

#### ARRANGEMENTS OF APPROVAL MARKS

##### Model A

(See paragraph 4.4. of this Regulation)

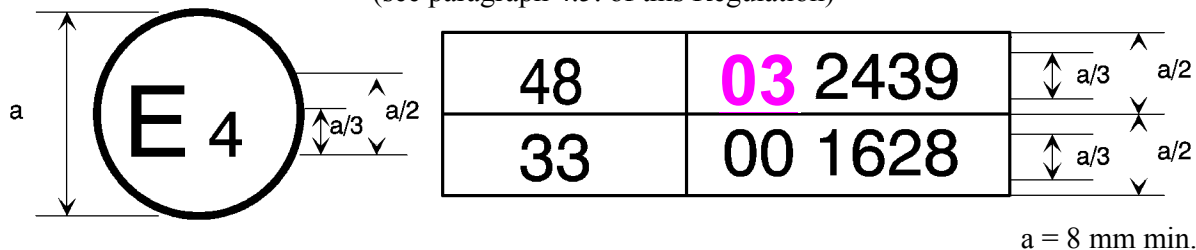


a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the installation of lighting and light-signalling devices, been approved in the Netherlands (E4) pursuant to Regulation No. 48 as amended by the 02 03 series of amendments. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 48 as amended by the 02 03 series of amendments.

Model B

(see paragraph 4.5. of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E4) pursuant to Regulation No. 48 as amended by the 02 03 series of amendments and Regulation No. 33. <sup>1/</sup> The approval number indicates that, at the dates when the respective approvals were given, Regulation No. 48 was amended by the 02 03 series of amendments and Regulation No. 33 was still in its original form.

<sup>1/</sup> The second number is given merely as an example

**B. JUSTIFICATION**

This proposal is intended to introduce the mandatory installation of automatic dedicated daytime running lamps in combination with an automatic operation of the dipped-beam headlamps.

The EU Study (IR 4, DRL Project: DRL implementation scenarios; Report for WP4 and the Final Report) has concluded that the preferable policy option for DRL implementation is the technical measure of automatic dedicated DRL for new cars, combined with a behavioural measure requiring the mandatory use of low beams (dipped-beam headlamps) for existing cars.

The technical part of the preferable policy option is therefore automatic dedicated DRL (ECE-R.87) for new cars. This should be combined with automatic switching dipped-beam headlamps and switched-off taillights.

The most important reasons, and background, for this technical measure are:

- Accident reduction and consequently reduction of number of casualties.
- Cost-benefit analysis.
- Less increase of energy consumption than with behavioural measure.
- Less increase of CO<sub>2</sub> emission than with behavioural measure.
- No masking of stop lamps.
- Prevent drivers from forgetting to switch on the dipped-beam headlamps under reduced visibility conditions, hence avoiding the possible glaring other road-users.

Also many other reports speak in favour of DRL, e.g.:

- BAST "BAST Comments to the EU Study"; 2004, not published.
- SWOV R-97-36 "The Safety Effects of Daytime Running Lights"; 1997.

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