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**PROPOSAL FOR SUPPLEMENT 3 TO THE 03 SERIES OF AMENDMENTS TO
REGULATION No. 48**

(Installation of lighting and light-signalling devices)

Submitted by the Working Party on Lighting and Light-Signalling (GRE)

Note: The text reproduced below was adopted by GRE at its fifty-sixth session. It is based on ECE/TRANS/WP.29/GRE/2006/31 and ECE/TRANS/WP.29/GRE/2006/30, both amended by Annex 2 to the report. It is submitted to WP.29 and AC.1 for consideration (ECE/TRANS/WP.29/GRE/56, paras. 12 and 15).

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Paragraph 2.27., amend to read:

"2.27. "Emergency stop signal" means a signal to indicate to other road users to the rear of the vehicle that a high retardation force has been applied to the vehicle relative to the prevailing road conditions."

Paragraph 5.9., amend to read:

"5.9. In the absence of specific instructions, the photometric characteristics (e.g. intensity, colour, apparent surface, etc.) of a lamp shall not be intentionally varied during the period of activation of the lamp.

5.9.1. Direction-indicator lamps, the vehicle-hazard warning signal, amber side-marker lamps complying with paragraph 6.18.7. below, and the emergency stop signal shall be flashing lamps.

5.9.2. The photometric characteristics of any lamp may vary:
(a) in relation to the ambient light;
(b) as a consequence of the activation of other lamps, or
(c) when the lamps is being used to provide another lighting function,

provided that any variation in the photometric characteristics is in compliance with the technical provisions for the lamp concerned."

Paragraph 5.15., amend to read:

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

....	
stop lamp:	red
emergency stop signal :	amber or red
rear registration plate lamp:	white
.... "	

Paragraph 6.6.7., amend to read:

"6.6.7. Electrical connections

6.6.7.1. The signal shall be operated by means of a separate manual control enabling all the direction-indicator lamps to flash in phase.

6.6.7.2. The hazard warning signal may be activated automatically in the event of a vehicle being involved in a collision or after the de-activation of the emergency stop signal, as specified in paragraph 6.22. In such cases, it may be turned "off" manually.

- 6.6.7.3. On M₁ and N₁ vehicles less than 6 m in length, with an arrangement complying with paragraph 6.5.5.2. above, the amber side-marker lamps, when mounted, shall also flash at the same frequency (in phase) with the direction indicator lamps."

Insert new paragraphs 6.22. to 6.22.9.3., to read:

"6.22. EMERGENCY STOP SIGNAL

6.22.1. Presence

Optional

The emergency stop signal shall be given by the simultaneous operation of all the stop or direction indicator lamps fitted as described in paragraph 6.22.7.

6.22.2. Number

As specified in paragraph 6.5.2. or 6.7.2.

6.22.3. Arrangement

As specified in paragraph 6.5.3. or 6.7.3.

6.22.4. Position

As specified in paragraph 6.5.4. or 6.7.4.

6.22.5. Geometric visibility

As specified in paragraph 6.5.5. or 6.7.5.

6.22.6. Orientation

As specified in paragraph 6.5.6. or 6.7.6.

6.22.7. Electrical connections

- 6.22.7.1. All the lamps of the emergency stop signal shall flash in phase at a frequency of 4.0 ± 1.0 Hz.

- 6.22.7.1.1. However, if any of the lamps of the emergency stop signal to the rear of the vehicle use filament light sources the frequency shall be $4.0 +0.0/-1.0$ Hz.

- 6.22.7.2. The emergency stop signal shall operate independently of other lamps.

- 6.22.7.3. The emergency stop signal shall be activated and deactivated automatically.

6.22.7.3.1. The emergency stop signal shall be activated only when the vehicle speed is above 50 km/h and the braking system is providing the emergency braking logic signal defined in Regulations Nos. 13 and 13-H.

6.22.7.3.2. The emergency stop signal shall be automatically deactivated if the emergency braking logic signal as defined in Regulations Nos. 13 and 13-H is no longer provided or if the hazard warning signal is activated.

6.22.8. Tell-tale

Optional

6.22.9. Other requirements

6.22.9.1. Except as provided in paragraph 6.22.9.2. below, if a motor vehicle is equipped to tow a trailer, the control of the emergency stop signal on the motor vehicle shall also be capable of operating the emergency stop signal on the trailer.

When the motor vehicle is electrically connected to a trailer, the operating frequency of the emergency stop signal for the combination shall be limited to the frequency specified in paragraph 6.22.7.1.1. However, if the motor vehicle can detect that filament light sources are not being used on the trailer for the emergency stop signal, the frequency may be that specified in paragraph 6.22.7.1.

6.22.9.2. If a motor vehicle is equipped to tow a trailer fitted with a service braking system of either continuous or semi-continuous type, as defined in Regulation No.13, it shall be ensured that a constant power supply is provided via the electrical connector for the stop lamps to such trailers while the service brake is applied.

The emergency stop signal on any such trailer may operate independently of the towing vehicle and is not required to operate either at the same frequency as, or in phase with that on the towing vehicle.

Insert new paragraphs 12.12. to 12.14., to read:

"12.12. As from the official date of entry into force of Supplement 3 to the 03 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approvals under this Regulation, as amended by Supplement 3 to the 03 series of amendments.

12.13. As from 36 months from the entry into force of Supplement 3 to the 03 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 3 to the 03 series of amendments.

12.14. Approvals granted under this Regulation before the date mentioned in paragraph 12.13. above, including extensions of such approvals, shall remain valid."

Annex 1, insert a new item 9.25., to read (proposal A.2. from GRE-56-11):

"9.25. Emergency stop signal: yes/no 2".
