

OICA PROPOSAL FOR AMENDMENTS TO DOCUMENT No.
ECE/TRANS/WP.29/GRE/2008/20

REGULATION No. 48

(Installation of lighting and light-signalling devices)

Clarifications on installation requirements

A. PROPOSAL

Additions and deletions to the text of ECE/TRANS/WP.29/GRE/2008/20 are shown in **bold** and ~~strike-through~~ text, respectively.

Insert a new paragraph 2.7.29., to read:

"2.7.29. Exterior Courtesy lamp" means ~~a~~ **any** lamp used to provide supplementary illumination of the **vehicle and its immediate surroundings** ~~road to assist the entry and exit of the vehicle driver and passenger;~~"

~~Paragraphs 5.10. to 5.10.2., amend to read:~~

OICA proposes to leave these paragraphs unchanged in Regulation No. 48.

Insert new paragraphs 6.24. to 6.24.9., to read:

"6.24. EXTERIOR COURTESY LAMP

6.24.1. Presence

Optional on motor vehicles.

6.24.2. Number

No special requirement.

6.24.3. Arrangement

No special requirement.

6.24.4. Position

No special requirement.

6.24.5. Geometric visibility
No special requirement.

6.24.6. Orientation
No special requirement.

6.24.7. Electrical connections
No special requirement.

6.24.8. Tell-tale
No special requirement.

6.24.9. Other requirements
The exterior courtesy lamp shall not be activated unless the vehicle is stationary **and the engine is stopped.**

~~The provisions of paragraph 5.10. shall be met in all fixed and transitional positions of use."~~

B. JUSTIFICATION

The definition proposed would limit a courtesy lamp to illumination of the road, to assist the entry and exit of the vehicle driver and passenger. However it can be useful for such a device to be designed to illuminate part of the vehicle, such as the door handle or a step. Such devices can also be intended for wider use than driver and passenger entry/exit – for instance vehicle loading. The revised definition is therefore proposed to allow for this, while clearly specifying that the illumination should be local to the vehicle.

Revisions to paragraph 5.10 are neither necessary nor appropriate. Although vehicle manufacturers are in favour of unambiguous requirements, removal of the phrase “which could give rise to confusion” would mean that even the slightest show of white light to the rear (or red to the front) would mean that a vehicle could not be approved, even though it may be clear to the type approval authority that no confusion would be caused. This discretionary clause has been used in type approval on numerous occasions, without any problems being caused and its removal would unnecessarily forbid approval of similar designs in the future.

OICA proposes to delete the text “and the engine is stopped” from paragraph 6.24.9, because, although these devices are clearly intended to be used with the vehicle stationary, it may be

appropriate to keep the engine running, for instance while a passenger is getting out of the vehicle, if other occupants intend to continue a journey.

OICA also propose to delete the additional sentence in paragraph 6.24.9, requiring compliance with paragraph 5.10 “in all fixed and transitional positions of use. This was included on the basis that “some courtesy lamps are fitted to mirrors that may fold up when the vehicle is in the parked condition allowing white light to be shown to the rear”. In such a case the folded position would be a normal position of use for this device and the provisions of 5.10 would apply. Adding a requirement for transitional positions is not necessary or justified as it would be impracticable to check every possible position through which the device might move between “normal” positions. Indeed a “transitional position of use” is not defined and use of the term would cause confusion and uncertainty in the type approval process.
