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INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Lighting and Light-Signalling

Sixty-second session
Geneva, 6 - 9 October 2009
Item 4(c) of the provisional agenda

REGULATION No. 48
(Installation of lighting and light-signalling devices)

Clarifications on installation requirements

Proposal for Supplement 5 to the 04 series of amendments to Regulation No. 48

Submitted by the expert from Italy */

The text reproduced below was prepared by the expert from Italy in order to introduce allowances for the full respect of installation requirements of conspicuity markings. The proposal is based on a document without symbol (informal document No. GRE-61-11) distributed during the sixty-first session of the Working Party on Lighting and Light-Signalling (GRE) (see report ECE/TRANS/WP.29/GRE/61, para. 17). The modifications to the current text of Regulation No. 48, including Supplement 3 to the 04 series of amendments, are marked in bold characters.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Insert a new paragraph 6.21.7.6., to read:

"6.21.7.6. On some vehicles design and operational exigencies are such that it is not possible to totally fulfil at the same time all the installation requirements contained in paragraphs 6.21.2. to 6.21.7.5. In this case, partial fulfillment of some of the requirements set out in paragraphs 6.21.2 to 6.21.7.5 is acceptable provided that those other requirements have been fully met which ensure uniform and clear signaling and conspicuity of the vehicle."

B. JUSTIFICATION

At the fifty-ninth session of GRE, the expert from the International Organization of Motor Vehicle Manufacturers (OICA) proposed a derogation (see informal document No. GRE-59-14) to the installation of conspicuity markings to be fitted on vehicle on which it is impossible to fulfil all the installation requirements (such as dimension, positioning or inclination) due to the shape or condition of use of such vehicles.

The allowance proposed seemed too generic and therefore not acceptable to GRE experts, but the expert from Italy deemed necessary to consider the problem raised by OICA, even if it is not necessary to apply a general derogation.

At the sixtieth session of GRE, the expert from Germany presented a proposal (ECE/TRANS/WP.29/GRE/2008/50) suggesting a possible solution to the manufacturer's problem. The proposal was approved.

More recently at the sixty-first session of GRE, the expert from the Netherlands suggested another proposal (ECE/TRANS/WP.29/GRE/2009/28) including one more allowance for the full respect of installation requirements of conspicuity markings.

The above-mentioned examples confirm the views expressed in the past by the expert from Italy: the present requirements are not all rigidly applicable at the same time even for vehicles of apparently simple construction.

Italy has gained a certain experience in the application of conspicuity markings since it mandated its fitting a few years ago on all N vehicles above 3.5 t and related trailers. It was realized that the simultaneous application of all the requirements of Regulation No. 48 was sometimes impossible or in some cases, possible only through solutions that, from our point of view, were not acceptable for the purposes of a better identification of long and heavy vehicles, i.e. for the scope of conspicuity markings installation.

To respect the positioning and the percentage of marking, the inclination and the ratio between the length of stripes and the part not marked in between, and also to solve all the technical

problems of its fitting, the marking became an assembly of stripes inclined, fragmented, not in line one with another giving an appearance of all but a line or a contour signalling a long and heavy vehicle.

Based on this experience, the expert from Italy proposes the addition of paragraph 6.21.7.6. mentioned above giving more flexibility in installation of conspicuity markings, but avoiding too wide allowances to their fitting conditions.

The aim of the present proposal is to allow, in relation to the shape and operational exigencies of the vehicle, a minimum of allowance to some of the installation conditions in such a way that others can be better fulfilled. Ultimately, a better global performance of the conspicuity signalization, even if it does not satisfy all the requirements, is achieved than if the requirements were fulfilled at any cost.

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