

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

(Installation of lighting and light-signalling devices)

*(Submitted by the expert from OICA)*

Note: This document contains a draft proposal for amending UNECE Regulation No. 48 – Installation of lighting and light-signalling devices for motor vehicles and their trailers under the 1958 Agreement. The text is based on an extracted section from paragraph 6.6. of Regulation No. 48. The modifications to the current text of the Regulation are marked in **bold** characters.

**Current Regulation No. 48**

"6.6.7. Electrical Connections

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

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."

**A. PROPOSAL**

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 control enabling all the direction-indicator lamps to flash in phase.

**6.6.7.2** **Where a vehicle can detect that it has been involved in an incident (such as an impact) which is serious enough to activate other safety devices, the hazard warning lamps may be automatically activated, but shall be capable of being deactivated by a separate control or the ignition switch."**

**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."

**B. JUSTIFICATION**

With new vehicle safety technologies (both available and being developed), it is important that Regulations are updated to reflect these advances.

The deployments of airbags are automatically sensed by the vehicle during an incident situation and it is now feasible for other safety devices are activated by the same sensor, for example, fuel shut-off valve, the unlocking of vehicle doors and/or 'pop-up' bonnets (under pedestrian protection). The sensor can also automatic activate the hazard warning lamps to warn other road users and protect the emergency services personnel.

When safe to do so, a decision will be taken to deactivate the hazard warning lamps. The proposal offers a solution for allowing the new technology to be used for safety purposes and also for the deactivation of the hazard warning lamps.

The proposed new paragraph will not infringe upon individual Contracting Parties own in-use requirements as the vehicle involved in the incident will be stationary (and probably immobile).

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