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Working Party on Lighting and Light-Signalling (GRE)

(Fifty-sixth session, 4-7 April 2006,
agenda item 4.2.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 48

(Installation of lighting and light-signalling devices)

Transmitted by the expert from Japan

Note: The text reproduced below was prepared by the expert from Japan proposing to allow automatic switching of the hazard-warning signal under certain circumstances. This proposal is based on a document without an official symbol (informal document No. GRE-55-7), distributed during fifty-fifth GRE session (TRANS/WP.29/GRE/55, para. 12). The modifications to the current text of the Regulation (up to Supplement 13 to the 02 series of amendments) are marked in **bold** characters.

Note: This document is distributed to the Experts on Lighting and Light-Signalling only.

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. The signal may be activated automatically under the following conditions:

6.6.7.2.1. Where a vehicle can detect that a rear-end collision by a following vehicle is imminent based on distance, relative speed, and location of the following vehicle.

6.6.7.3. On M_1 and N_1 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

Japan has already submitted its comments to TRANS/WP.29/GRE/2005/2/Rev.1 during the GRE expert meeting on Emergency Stop Signal (ESS) (Darmstadt, 26 September 2005), as well as the Informal document No. GRE-55-7 during the fifty-fifth GRE session. During the last GRE meeting, however, it was decided to separate discussion on our proposal from general discussion on ESS. Therefore, Japan is re-introducing a new document for amendment to Regulation No. 48.

Japan believes that it is important to update UNECE Regulations in order to reflect new vehicle safety technologies available.

In Japan, there are a large number of accidents when the driver of the following vehicle is preoccupied or looking sideways and thus fails to check the timely status of the leading vehicle (including when the leading vehicle is stopped at an intersection) resulting in a rear-end collision with the leading vehicle. There are many similar accidents in Europe, too.

If the following vehicle is detected and the hazard-warning signal automatically activated in advance, then the driver of the following vehicle will be less likely to fail to recognize the leading vehicle and thus the number of rear-end collisions or the degree of injury may be reduced.

However, Japan believes that the current text of Regulation No. 48 is not clear enough. Therefore, Japan proposes these amendments in order to allow the use of such safety system on vehicles.

Current text of Regulation No. 48

2.7.18. "Hazard warning signal" means the simultaneous operation of all of a vehicle's direction-indicator lamps to show that the vehicle temporarily constitutes a special danger to other road-users;

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.

C. EXAMPLE

In order to prevent the following vehicle from colliding with the leading vehicle (which is stopped), the hazard warning signal of the leading vehicle is automatically activated in advance and the driver of the following vehicle will thus be aware of the leading vehicle.

