

Proposal for amendments to Regulation No. 48

The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 6.9.4.1., amend to read:

6.9.4.1. In width: that point on the apparent surface in the direction of the reference axis which is farthest from the vehicle's median longitudinal plane shall not be more than 400 mm from the extreme outer edge of the vehicle.

In the case of a trailer, that point on the apparent surface in the direction of the reference axis which is farthest from the median longitudinal plane shall not be more than 150 mm from the extreme outer edge of the vehicle.

The distance between the inner edges of the two apparent surfaces in the direction of the reference axes shall:

~~For M1 and N1 category vehicles: No special requirement;~~

~~For all other categories of vehicles:~~ Not less than 600 mm. This distance may be reduced to 400 mm where the overall width of the vehicle is less than 1,300 mm.

Paragraph 6.10.4.1., amend to read:

6.10.4.1. In width: that point on the apparent surface in the direction of the reference axis which is farthest from the vehicle's median longitudinal plane shall not be more than 400 mm from the extreme outer edge of the vehicle. This condition shall not apply to the optional rear lamps.

The distance between the inner edges of the two apparent surfaces in the direction of the reference axes shall:

~~For M1 and N1 category vehicles: have no special requirement;~~

~~For all other categories of vehicles:~~ be not less than 600 mm. This distance may be reduced to 400 mm where the overall width of the vehicle is less than 1,300 mm.

II. Justification

1. An uniform signalling serves a better recognition, a faster reaction and improves traffic safety at night.

2. Front and especially rear position lamp should be clearly divided. The driver is used to see 2 separated lamps.
 3. Due to an attempt of establishing a Global Technical Regulation for passenger car lamps in Regulation 48 a distance for the inner edges of the lamps was not required for category M1 and N1 vehicles.
 4. A GTR in this sense is history and technical advanced solutions enable manufacturer to present a bar instead of 2 separated position lamps.
 5. So, consequently the exemption for category M1 and N1 vehicles should be deleted in order to achieve an uniform signalling.
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