

Trailer mounted warning signal and Regulation No. 48

1. At the recent GRRF session in February 2015, during the discussion associated with document ECE/TRANS/WP.29/GRRF/2015/8, proposing amendments to Regulation No. 79 (Steering) with respect to trailer steering systems, it was suggested that the trailer mounted warning signal referenced in paragraph 5.4.3. in the above document should be considered in terms of the requirements of Regulation No. 48. The conclusion of the discussion was that the UN Secretariat would raise the subject at the next meeting of GRE scheduled for April.
2. Following on from the principle that Regulation No. 48 must be considered and that GRE be consulted about such trailer mounted warnings, consideration also needs to be given to the content of document ECE/TRANS/WP.29/GRRF/2013/29 associated with electrically operated trailers brakes in Regulation No. 13 on Brakes.
3. The reasons for the proposed warnings in Regulations Nos. 79 and 13 being necessary is due to the fact there is no standardised means of relaying this information into the drivers cabin where a warning signal would be displayed on the dashboard.
4. With respect to the proposed change to Regulation No. 79 it should be noted that the warning signal would only be illuminated when there is a fault, which hopefully will not be an everyday occurrence. The proposal for an amendment to Regulation 13 requires the warning to illuminate on every brake application, although it is not specified how long the warning shall remain illuminated (when the same principle was applied to trailer ABS the warning only illuminated for 1 sec to verify the system was operative and would only remain on if there was a detected fault).
5. The purpose of this document is to consult and inform GRE:
 - (a) of the need to permit such warning signals based on the fact there is no standardised means of transmitting failure or status information associated with the above systems either by a hardwire link or electric control line data communications (the messages do not exist);
 - (b) that such warnings would only be permitted provided they complied with the requirements of paragraph 5.10. of Regulation No. 48 and they were referenced within another UN Regulation.
6. By applying item (b) above, the colour would be controlled (although it may be preferable to prohibit the use of white, red and amber warning lights) as well as the location. Having a link to other UN Regulations would also impose a certain level of control when such warnings are permitted.

