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World Forum for Harmonization of Vehicle Regulations (WP.29)

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 the International Organization of Motor Vehicle Manufacturers
(OICA)

Note: The text reproduced below was prepared by the expert from OICA proposing conditions for activation of automatic hazard warning signal. The modifications to the existing 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.

GE.06-20359

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

6.6.7.2. The hazard warning signal may be activated automatically in the event of a vehicle being involved in a collision. In such a case, it may be turned "off" manually.

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 words of the proposed new paragraph are those that are already in the draft gtr on the installation of lighting and light-signalling devices for motor vehicles and trailers (see paragraph 5.5.6.2.2. of TRANS/WP.29/GRE/2001/6/Rev.5).

The deployments of airbags are automatically sensed by the vehicle during an incident situation and it is now feasible for other safety devices to be activated by the same sensor, for example, fuel shut-off valve and the unlocking of vehicle doors. Activation of "pop-up" bonnets (under pedestrian protection) can also activate these other devices. The sensor can also automatically activate the hazard warning signal 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 signal. The proposal offers a solution for allowing the new technology to be used for safety purposes and also for the manual deactivation of the hazard warning signal.

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

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