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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Lighting and Light-Signalling

Sixty-first session

Geneva, 30 March - 3 April 2009

Item 4(c) of the provisional agenda

REGULATION No. 48

(Installation of lighting and light-signalling devices)

Clarifications on installation requirements

Proposal for draft Supplement 4 to the 04 series of amendments to Regulation No. 48

Submitted by the expert from the Netherlands \*/

The text reproduced below was prepared by the expert from the Netherlands, amending the requirements for the distribution of conspicuity marking elements. The modifications to the existing text of the Regulation are marked in bold characters.

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\*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Amend paragraph 6.21.7.1., to read:

"6.21.7.1. Conspicuity markings shall be considered continuous if the distance between adjacent elements are as small as possible and do not exceed 50 per cent of the shortest adjacent element length. **However, if the manufacturer can prove to the satisfaction of the authority responsible for type approval that it is impossible to respect the value of 50 per cent, the distance between adjacent elements may be larger than 50 per cent of the shortest adjacent element, but in these exceptional cases the distance shall not exceed 1000 mm. "**

B. JUSTIFICATION

The original intent of paragraph 6.21.7.1. is to allow interruptions in between individual elements of the conspicuity marking, because an uninterrupted (truly continuous) line is not always practically possible. At the same time it is important to ensure an equal distribution of the conspicuity marking elements, hence the "50 per cent requirement" was additionally introduced, in order to avoid strongly unbalanced distribution.

However, recent practice has showed that the "50 per cent requirement" is often impracticable, in fact sometimes simply even too stringent, to apply. It also leads to unnecessary increase in effort, i.e. difficulties, for applying conspicuity markings on certain parts of the vehicle. Particularly around hinges, lamps and at wheel(arches) areas (e.g. container transporters) the "50 per cent requirement" is quite often impossible to comply with.

Therefore, it is proposed to allow somewhat more flexibility concerning the distribution of the conspicuity marking elements, by giving an alternative for the "50 per cent requirement". This can be done by means of an alternative allowance of a gap length of maximum 1 meter.

It is important to point out that the required amount of material (total cumulative length of the elements) of the conspicuity marking is not reduced by this proposal. The principle requirement for a minimum of 80 per cent "filling" of the length is retained. It is only the distribution of the separate elements that is given slightly more flexibility by this proposal, which is imperative for the practical application to certain vehicles.

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