

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 48

(Installation of lighting and light-signalling devices)

Transmitted by the experts from GTB / OICA

Note: The text reproduced below was prepared as a consolidated proposal by the experts from GTB and OICA, as requested by GRE at its fifty-fourth session (TRANS/WP.29/GRE/54, para. 20). The modifications to the current text of the Regulation are marked in **bold** characters.

A. PROPOSAL

Paragraph 6.5.8., insert a new sub-paragraph after the first sub-paragraph to read:

"6.5.8. Tell-tale
Operating tell-tale mandatory for or rear direction-indicator lamps.

It shall be activated either:

- **in case of a failure of any one of the light sources incorporated in such direction indicator lamps, or**
- **when any such direction indicator lamp, as a consequence of a failure of one or more of such light sources, ceases to meet at least 50 per cent of the minimum luminous intensity required in the axis of reference.**

The method of activation shall be stated in the Communication according to Annex 1 to this Regulation.

If a motor vehicle is equipped to draw "

Annex 1, insert a new paragraph 10.3. to read:

"10.3. Method used for activation of the direction indicator tell-tale (paragraph 6.5.8.)"

Paragraph 10.3. (former), renumber as paragraph 10.4.

B. JUSTIFICATION

At its fifty-second and fifty-third sessions, GRE considered informal document No. GRE-52-23, submitted by the expert from the Netherlands, which addressed the problems of applying the provisions of paragraph 6.5.8. of Regulation No. 48 in the case of direction indicators equipped with multiple light sources, e.g. LED's. At its fifty-fourth session, GRE invited GTB and OICA to prepare a consolidated proposal.

At the time when the provisions of paragraph 6.5.8. were drafted, filament lamps (mostly one 21W lamp in each device) were used as light sources for front and rear direction indicator lamps, and activation of the tell-tale by current control was no problem. At present, more and more new vehicle types are equipped with direction indicator lamps using LED's in multiple light source arrangements. The different layouts of such LED assemblies and the consequences regarding failure mode strategies have been carefully discussed by GTB and OICA experts. The present proposal takes into account the aspects of safety and the available means of tell-tale activation in case of individual LED failure.

Depending on the decisions by GRE, transitional provisions will have to be added to the proposal, using the guidelines proposed in WP.29 (TRANS/WP.29/2005/52).
