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Item 4.4. of the provisional agenda

REGULATION No. 48
(Installation of lighting and light-signalling devices)

Requirements for light-signalling lamps

Proposal for draft amendments to Regulation No. 48

Submitted by the expert from the International Organization of Motor Vehicle Manufacturers

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) in order to clarify installation provisions for side direction-indicator lamps. It is an alternative proposal to ECE/TRANS/WP.29/GRE/2006/8, submitted by the expert from the Working Party "Brussels 1952" (GTB). The modifications to the current text of the Regulation (up to Supplement 1 to the 03 series of amendments) are marked in **bold** or ~~strikethrough~~ characters.

Note: This document is distributed to the Experts of the Working Party on Lighting and Light-Signalling (GRE) only.

A. PROPOSAL

Paragraph 6.5.4.3., amend to read:

"6.5.4.3. In length (see figure below)

The distance between the light-emitting surface of the side direction-indicator lamp (categories 5 and 6) and the transverse plane which marks the forward boundary of the vehicle's overall length, shall not exceed ~~1,800~~ **2,500** mm. ~~However, for M₁ and N₁ category vehicles, and for all other categories of vehicles if the structure of the vehicle makes it impossible to comply with the minimum angles of visibility, this distance may be increased to 2,500 mm."~~

B. JUSTIFICATION

It is well recognized that the current text of paragraph 6.5.4.3. is ambiguous and could lead to different interpretations. Proposal ECE/TRANS/WP.29/GRE/2006/8, presented by GTB, is aimed at clarifying the current text of the Regulation. However, OICA is of the opinion that this text still needs to be improved.

The current text of the Regulation sets the installation limit of side direction-indicators to 1,800 mm from the vehicle front for all vehicle categories. Exemptions are granted to M₁ and N₁ category vehicles without particular conditions and for all other categories of vehicles under certain strict conditions. This means that the limit actually is set to 2,500 mm, with some additional severity for heavy-duty vehicles.

Heavy-duty vehicle manufacturers indeed must prove the impossibility to comply with 1,800 mm limit. OICA stresses that this lower limit is particularly difficult to meet for heavy-duty vehicles because of e.g. large wheel arches and some regional regulations on weight repartition (the European Union (EU) Directive 96/53/EC on vehicle masses and dimensions).

In addition, access steps to the cab are usually located in the foremost part of a heavy-duty truck (within 1,800 mm from the front end), which means that lighting devices such as side direction-indicators, if placed there, are subject to damage from the driver or passenger when entering the cab. Due to the height restrictions for side direction-indicators, it is not possible to install these devices on the rear-view mirrors (as now seen on passenger cars) and thus reducing their damage as well as exposure to road dirt. The front end of (cab-over-engine) heavy-duty trucks traditionally has been box shaped. However, as fuel savings gain priority, streamline shapes in the forward cab area are becoming more important. As side direction-indicators have a rather stringent requirement for rearward visibility, they must be located very close to the extreme sides of a vehicle. Therefore, if the foremost part of a cab has rounded corners, the side direction-indicators must be relocated at a greater distance from the front vehicle end to ensure the required angles of visibility.

OICA is convinced that the above-mentioned proposal for a new text simplifies the current situation and is faithful to the spirit of the original text.
