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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-sixth session**

Geneva, 4-6 October 2011

Item 5(f) of the provisional agenda

Collective amendments - Regulations Nos. 23 and 48**Proposal for a new series of amendments to
Regulation No. 48 (Installation of lighting and light-signalling
devices)****Submitted by the Chair of the task force on courtesy lamp of the
Working Party on Lighting and Light-Signalling ***

The text reproduced below was prepared by the experts of the task force on "Courtesy Lamps" to cover the installation of manoeuvring lamps according to Regulation No. 48, as agreed during the sixty-fifth session of the Working Party on Lighting and Light-Signalling (GRE) (see ECE/TRANS/WP.29/GRE/65 para. 21). The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106, ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Insert a new paragraph 2.7.31., to read:

"2.7.31. "Manoeuvring lamp" means a lamp used to provide supplementary illumination to the side of the vehicle to assist during slow manoeuvres."

Paragraph 5.15., amend to read:

"5.15. The colours of the ...
...
adaptive front- lighting systems (AFS): white.
exterior courtesy lamp : white.
manoeuvring lamp: white"

Insert new paragraphs 6.26. to 6.26.9.2., to read:

"6.26. Manoeuvring lamps (Regulation No. 23)

**6.26.1. Presence
Optional on motor vehicles.**

**6.26.2. Number
One or two (one per side)**

**6.26.3. Arrangement
No special requirement, however the requirements of paragraph 6.26.9. apply.**

**6.26.4. Position
No special requirement.**

**6.26.5. Geometric Visibility
No special requirement.**

**6.26.6. Orientation
Downwards, however the requirements of paragraph 6.26.9. apply.**

**6.26.7. Electrical Connections
Manoeuvring lamps shall be so connected that they cannot be activated unless the main-beam headlamps or the dipped-beam headlamps are switched ON at the same time.**

The manoeuvring lamp(s) may only be activated automatically for slow manoeuvres up to 10 km/h provided that one of the following conditions is fulfilled:

- (a) prior to the vehicle being set in motion for the first time after each manual activation of the propulsion system.; or**
- (b) reverse gear is engaged; or**
- (c) a camera based system which assists parking manoeuvres is activated**

The manoeuvring lamps shall be automatically switched off if the forward speed of the vehicle exceeds 10 km/h and they shall remain switched off until the conditions for activation are met again.

- 6.26.8. **Tell-tale**
No special requirement.
- 6.26.9. **Other requirements**
- 6.26.9.1. **The Technical Service shall, to the satisfaction of the authority responsible for type-approval, perform a visual test to verify that there is no direct visibility of the apparent surface of these lamps, if viewed by an observer moving on the boundary of a zone on a transverse plane 10 m from the front of the vehicle, a transverse plane 10 m from the rear of the vehicle, and two longitudinal planes 10 m from each side of the vehicle; these four planes to extend from 1 m to 3 m above and parallel to the ground as shown in Annex 13.**
- 6.26.9.2. **At the request of the applicant and with the consent of the Technical Service the requirement of 6.26.9.1 may be verified by a drawing or simulation or deemed to be satisfied if the installation conditions comply with paragraph 6.2.3 of Regulation No. 23, as noticed in the communication document in Annex 1, paragraph 9."**

Annex 1

Insert a new paragraph 9.26., to read:

"9.26. Maneuvering lamps: yes/no 1"

Paragraphs 9.26. (former) and 9.27., renumber as paragraphs 9.27. and 9.28.

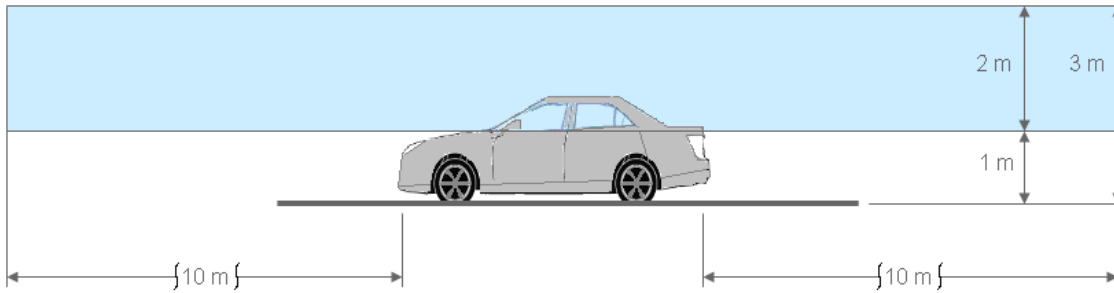
Insert a new Annex 13, to read:

"Annex 13

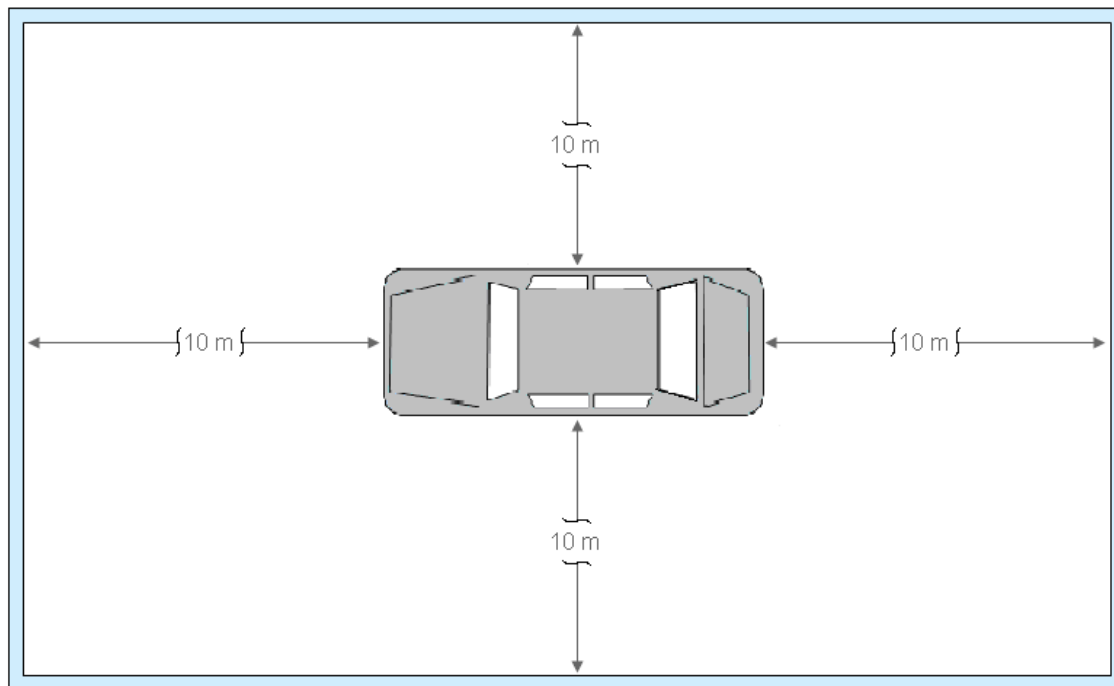
Observing area towards the apparent surface of manoeuvring lamps

Zones of observation

This drawing shows the zone from one side, the other zones are from the front, the rear and from the other side of the vehicle



Boundaries of the zones



II. Justification

1. At its sixty-fifth session, GRE discussed proposals introducing manoeuvring lamps. This proposal is based on the outcome of the GRE discussion on ECE/TRANS/WP.29/GRE/2011/30 and informal document GRE-65-24. It includes improvements by the chairman and the members of the task force.
2. When fitted, manoeuvring lamps illuminate the area surrounding the vehicle. This can assist the driver during slow manoeuvres during night time and areas of low ambient lighting, e.g. in parking garages. These lamps assist personal safety and reduce the risk of damage to the vehicle by illuminating pedestrians and obstacles.
3. The proposed activation and deactivation criteria for manoeuvring lamps are in line with the provisions of Regulation No. 46 on camera monitor systems.

Current situation:

- Dipped-beam headlamps illuminate the road surface 2.50 m ahead of the vehicle.
- Reversing lamps illuminate the road surface to the rear of the vehicle.
- No illumination at the side of the vehicle is allowed during manoeuvring.
- Courtesy lamps are not allowed to be activated when the engine is running.
- Side marker lamps are not suitable to illuminate the side of the vehicle or the road surface.
- During slow manoeuvres, the surrounding area of the vehicle is insufficiently illuminated to recognize objects such as pedestrians, ramps, road curbs etc., during nighttime and areas of low ambient lighting.
- Many accidents occur during low speed manoeuvring and reversing situations, some resulting in dangerous injuries to pedestrians.

Aims of the proposal for installation of manoeuvring lamps are:

- protect pedestrians walking by or standing
 - avoid damage to own vehicle
 - avoid damage to the property of other road users
 - enhance the driver's ability to recognize objects in the area surrounding the vehicle.
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