

**Background information on
the Japanese proposal
to amend R48 for IWVTA
(GRE-69-24)**

Outlines

Background

- Japan examined R48 according to the IWVTA guide line; WP.29-156-21-Rev.1 page 2
“(ii) whether amendments of the said UN Regulation is necessary or not
(Some requirements should be converted into “If fitted” category.)”

Proposal

- To convert the presences of some devices from “mandatory” to “optional”.

Purpose

- To extend R48 type approval that will be a part of IWVTA to more countries and vehicles.

Current situation

		DRL	RFL	HLC
R48		M	M	M
CPs applying R48	EU	M	M	M
	Russia	M	M	M
	Japan	P	O	O
CPs not applying R48	Australia	O	O	M
	South Africa	O	O	M
	Republic of Korea	O	O	O
Non-CPs	USA	O	O	O
	Canada	M	O	O
	China	O	M	M
	India	O	O	M

DRL:

Daytime running lamps

RFL:

Rear fog lamps

HLC:

Headlamp cleaners for over 2000 lumens

M: Mandatory

O: Optional

P: Prohibited

Why are many national regulations different from R48?

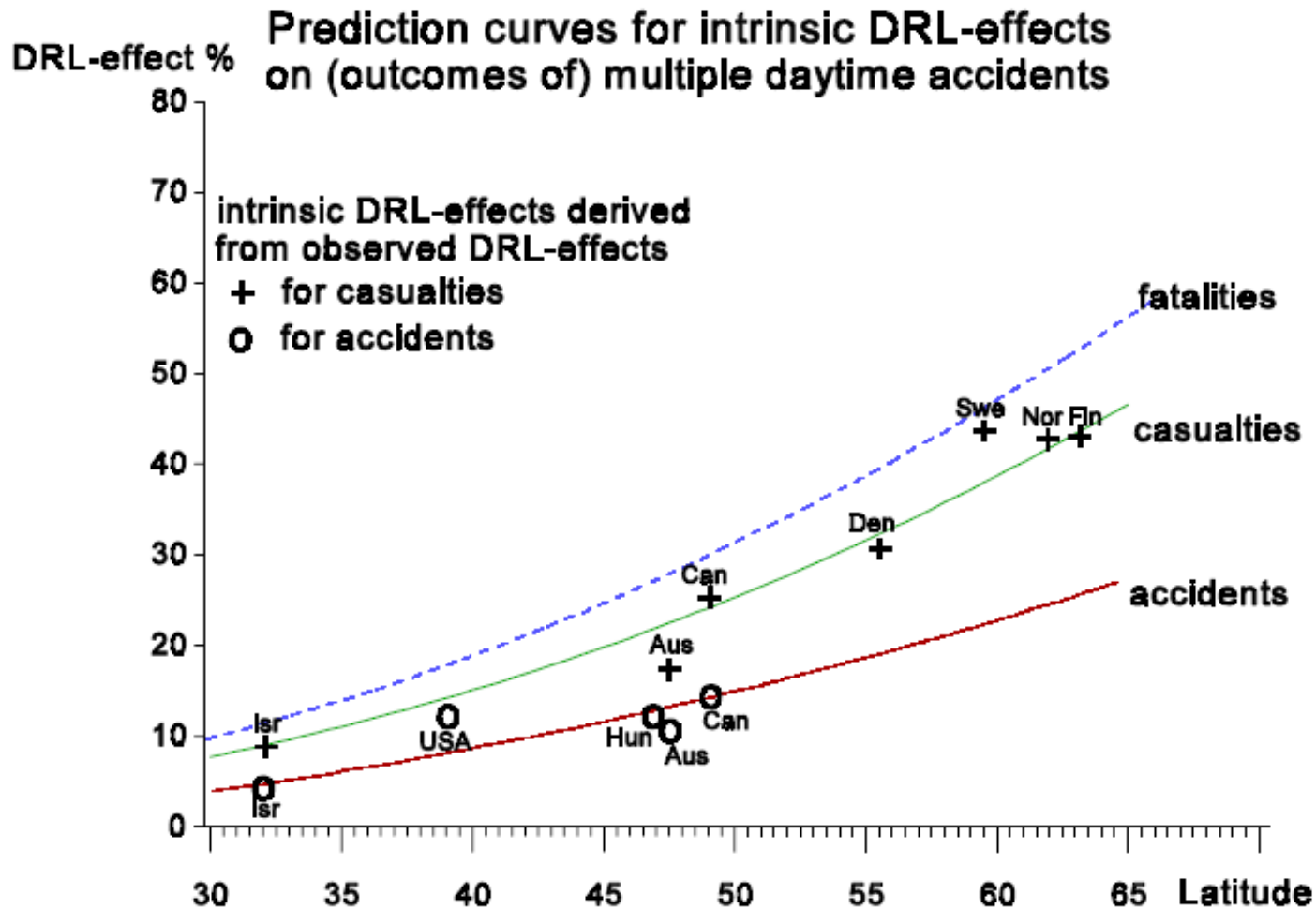
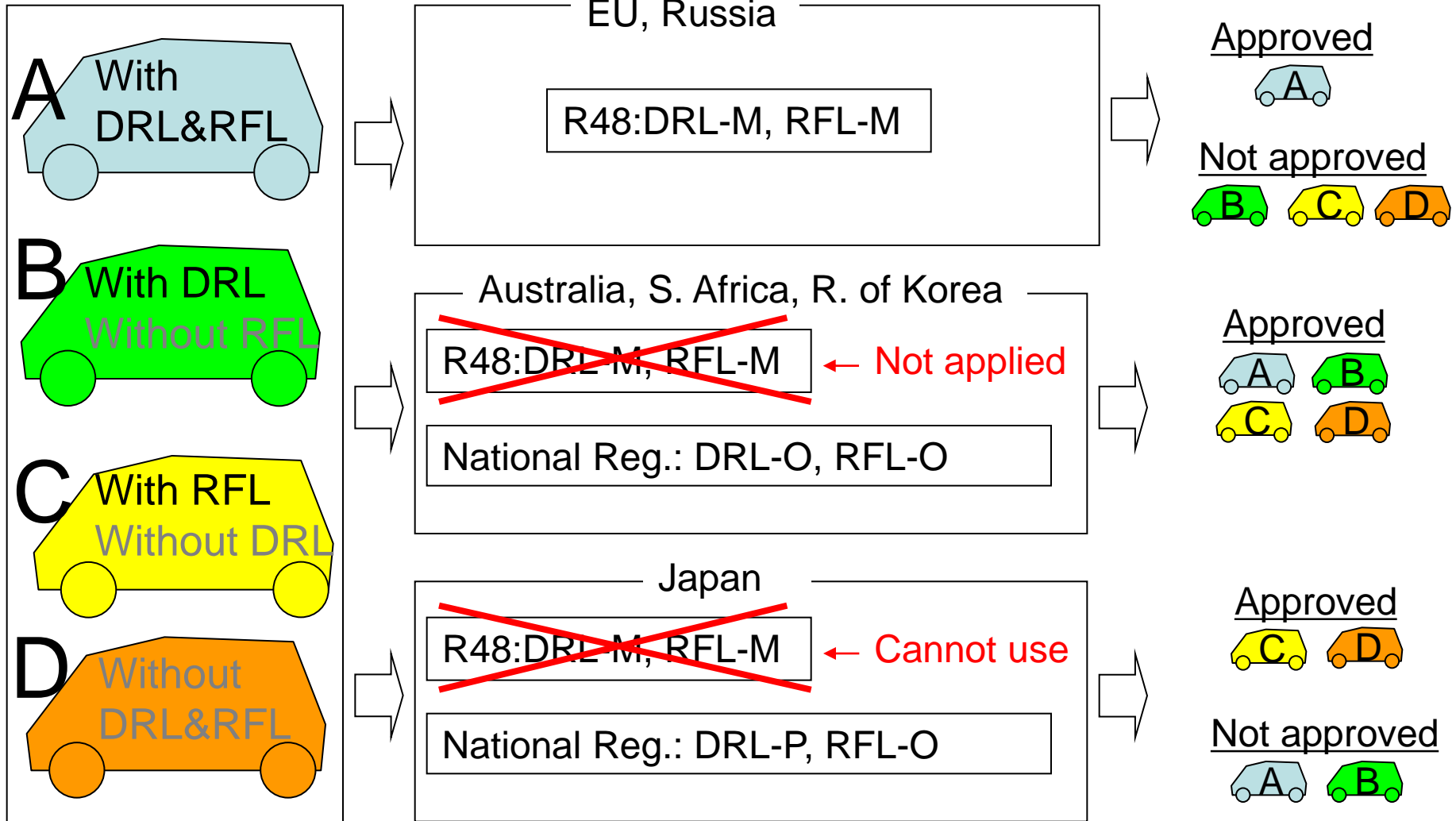


Figure 1. *Prediction curves for intrinsic DRL-effects on (outcomes of) multiple daytime accidents.*

There is not enough effect to mandate DRL for countries in low latitude.

Problem



R48 TA(IWVTA) is limited to few countries and vehicles.

How can we extend it to more countries and vehicles?

Proposal

To convert the presence of DRL, RFL and HLC from “mandatory” to “optional”.

Ex.)

6.19. DAYTIME RUNNING LAMP (Regulation No. 87)¹⁴

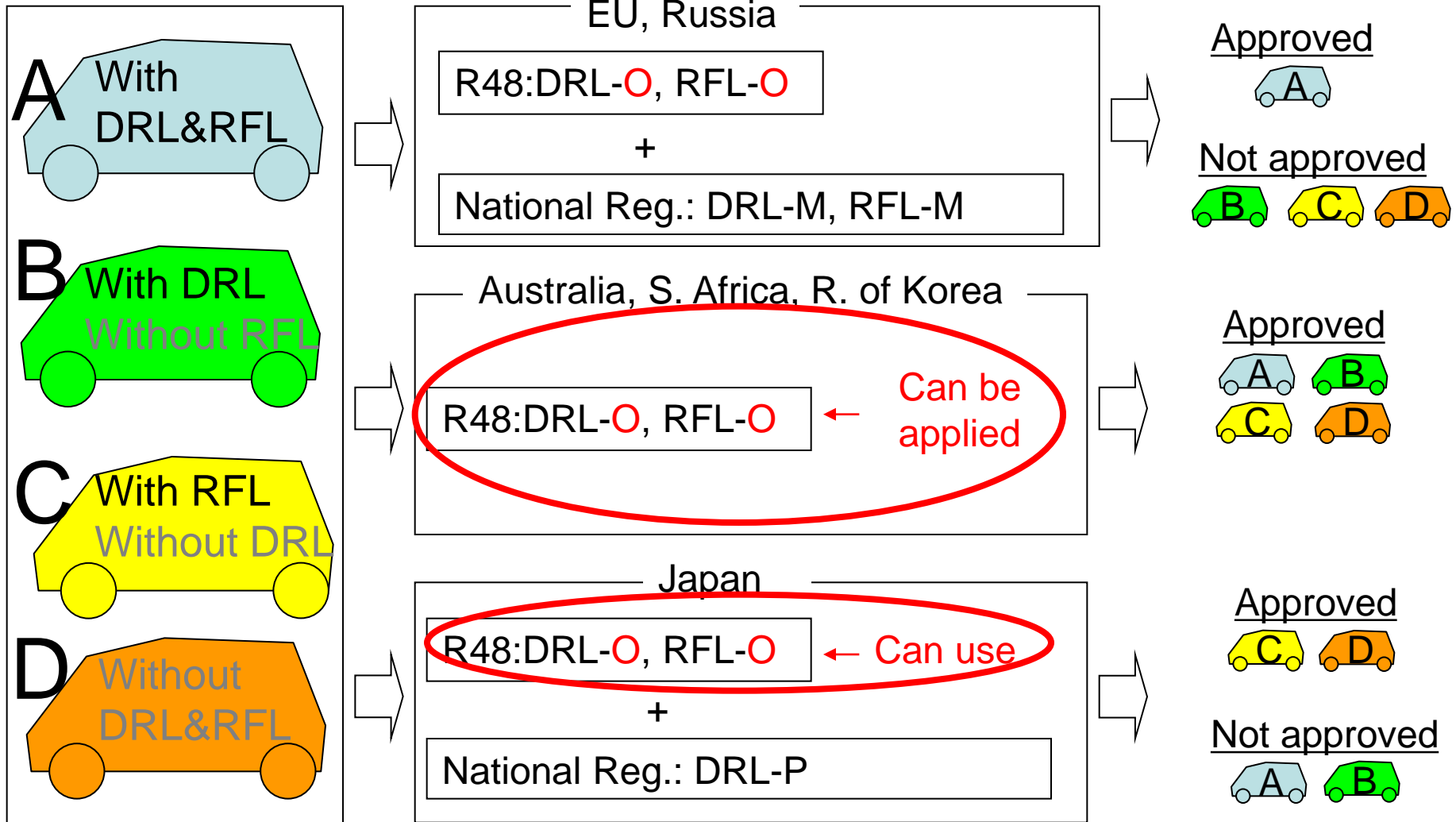
6.19.1. Presence

~~Mandatory~~ **Optional** on motor vehicles. Prohibited on trailers.

¹⁴ **[Contracting Parties may mandate the presence of DRL (as specified in paragraph 5.22.) on the basis of national regulations.]** The Contracting Parties not applying Regulation No. 87 may prohibit the presence of DRL (as specified in paragraph 5.22.) on the basis of national regulations.

This method is used for ESC, BAS(R13H) and TPMS(R64) in EU.

Effect of the amendment



R48 TA(IWVTA) will be extended to more countries and vehicles.

Thank you for your attention.