
Proposal for Corrigendum to Regulation No. 48

Submitted by the Chair of the task force on conspicuity marking of the Working Party on Lighting and Light-Signalling. The text reproduced below was prepared by the experts of the task force on "Conspicuity Marking" of the Working Party on Lighting and Light-Signalling (GRE), by discussing the question on marking of the cab of a motor vehicle, as agreed during the sixty-sixth session of GRE (see ECE/TRANS/WP.29/GRE/66 para. 7). The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Add a new paragraph 2.7.17.3., to read:

2.7.17.3. **"Required length for conspicuity marking" means the length, which shall be marked in accordance to this Regulation. "**

Paragraph 6.21.4.2., amend to read:

6.21.4.2. Length

6.21.4.2.1. The conspicuity marking shall be as close as practicable to the ends of the vehicle and reach to within 600 mm of each end of the vehicle (~~or cab in the case of tractor units for semi-trailers~~).

6.21.4.2.1.1. for motor vehicles, each end of the vehicle, or in the case of tractors for semi-trailers each end of the cab;

however, an alternative marking mode of the front end of the motor vehicle is allowed where a series of retro-reflectors of Class IV of Regulation No. 3 or Class C of Regulation No. 104 are mounted followed by the required conspicuity marking as follows:

- **Conspicuity marking reaching to within [1800] mm of the front end**
- **Retro-reflector size minimum 25 cm²**
- **One retro-reflector mounted not more than 600 mm from the front of the vehicle**
- **Additional retro-reflectors spaced not more than [400] mm apart**
- **The distance between the last retro-reflector and the start of the conspicuity marking shall not exceed [600] mm**

6.21.4.2.1.2. for trailers, each end of the vehicle (excluding the drawbar).

6.21.4.2.2. The cumulative horizontal length of the conspicuity marking elements, as mounted on the vehicle, excluding any horizontal overlap of individual elements, shall equate to at least 80 per cent of:

6.21.4.2.2.1. for motor vehicles, ~~length of the~~ **required length for conspicuity marking of a motor vehicle** ~~vehicle excluding the cab~~, or in the case of tractors for semi-trailers, if fitted, the length of the cab;

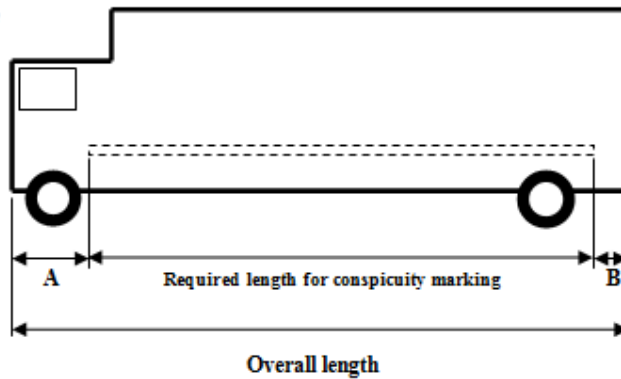
6.21.4.2.2.2. for trailers, ~~length of the required length for conspicuity marking of a trailer vehicle (excluding the drawbar).~~

Add a new (sub)paragraph 6.21.4.2.2.3., to read:

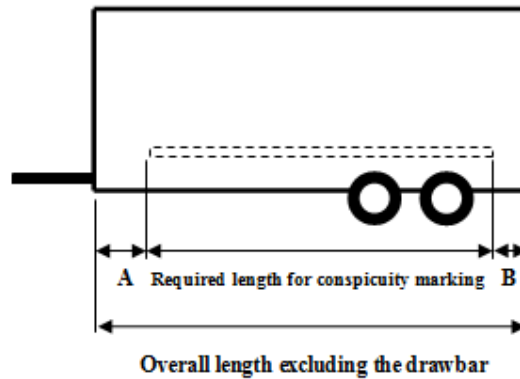
6.21.4.2.2.3. The required length for conspicuity marking shall be determined as follows (see also figure below):

- For a motor vehicle, the overall length of the vehicle minus the unmarked end and minus the unmarked front;
- For a trailer, the overall length of the vehicle excluding the drawbar minus the unmarked end and minus the unmarked front.

Motor vehicle



Trailer



A = "unmarked front", is the distance between the foremost conspicuity marking and the front end of the vehicle (in case of trailers excluding the drawbar). The maximum value of **A** is 600 mm (see paragraph 6.21.4.2.1.), or alternatively [1800] mm for motor vehicles (see paragraph 6.21.4.2.1.1.).

B = "unmarked end", is the distance between the rearmost conspicuity marking and the rear end of the vehicle. The maximum value of **B** is 600 mm (see paragraph 6.21.4.2.1.).

~~6.21.4.2.3. However, if the manufacture can prove to the satisfaction of the authority responsible for type approval that it is impossible to achieve the value referred to in paragraph 6.21.4.2.2. above, the cumulative length may be reduced to 60 per cent or, if this is not possible in case of especially difficult vehicle designs or applications, to at least 40 per cent and shall be indicated in the communication document and test report 16/.~~

II. Justification

1. In GRE 66 two documents were presented, these are the documents ECE/TRANS/WP.29/GRE/2011/62 by the expert from Germany together with the document ECE/TRANS/WP.29/GRE/2011/53 by the experts from the United Kingdom and CLEPA, both on the conspicuity marking of commercial vehicles.
2. GRE could not reach a final decision on these proposals and agreed to reconsider this issue at its next session on the basis of a joint revised proposal by the experts from Germany, United Kingdom, CLEPA and all interested experts.
3. A meeting took place in London at the 28 November 2011 followed by exchange of opinions based on e-mail conversation. It was not possible to find an unanimous agreement of all participants on a common text.
4. Therefore the chairman of this group has prepared a text as a possible compromise, taking in account acceptable proposals from the different participants from governments, CLEPA and OICA. This proposal try to solve the contradiction between the independent requirement, that to the side, the conspicuity marking has to start at least 600mm from the front and the statement of the exclusion of the cab.
5. This proposal offers:
 - (a) An absolute clear requirement how to use the 80% for the marking;
 - (b) An alternative minimum marking of the cab by retro-reflectors instead of conspicuity marking material.
6. Paragraph 6.21.4.2.3. has been deleted because the transitional provisions have been ended last year and therefore this paragraph is not any more valid. Some values are still in square brackets, because the missing agreement and should be decided, if possible, by GRE.