

Proposal to amend ECE/TRANS/WP.29/GRE/2014/33

I. Proposal

Paragraph 6.5.3., amend to read:

“6.5.3. Arrangements (see figure below)

A: Two front direction-indicator lamps of the following categories:

1 or 1a or 1b,

If the distance between the edge of the apparent surface in the direction of the reference axis of this lamp and that of the apparent surface in the direction of the reference axis of the dipped-beam headlamp and/or the front fog lamp, if there is one, is at least 40 mm;

1a or 1b,

If the distance between the edge of the apparent surface in the direction of the reference axis of this lamp and that of the apparent surface in the direction of the reference axis of the dipped-beam headlamp and/or the front fog lamp, if there is one, is greater than 20 mm and less than 40 mm;

1b,

If the distance between the edge of the apparent surface in the direction of the reference axis of this lamp and that of the apparent surface in the direction of the reference axis of the dipped-beam headlamp and/or the front fog lamp, if there is one, is less than or equal to 20 mm;

Two rear direction-indicator lamps (category 2a or 2b);

Two optional lamps (category 2a or 2b) on all vehicles in categories M₂, M₃, N₂, N₃.

Two side direction-indicator lamps of the categories 5 or 6 (minimum requirements):

5

For all M₁ vehicles;

For N₁, M₂ and M₃ vehicles not exceeding 6 metres in length.

6

For all N₂ and N₃ vehicles;

For N₁, M₂ and M₃ vehicles exceeding 6 metres in length.

It is permitted to replace category 5 side direction-indicator lamps by category 6 side direction-indicator lamps in all instances

~~——— A maximum of three optional category 5 or one optional category 6 device per side on vehicles of type M₂, M₃, N₂ and N₃ exceeding 9 m in length.~~

Where lamps combining the functions of front direction-indicator lamps (categories 1, 1a, 1b) and side direction-indicator lamps (categories 5 or 6) are fitted, two additional side direction-indicator lamps (categories 5 or 6) may be fitted to meet the visibility requirements of paragraph 6.5.5.

B: two rear direction-indicator lamps (Categories 2a or 2b)

Two optional lamps (category 2a or 2b) on all vehicles in categories O₂, O₃ and O₄.

~~— A maximum of three optional category 5 or one optional category 6 device per side on vehicles of type O₂, O₃ and O₄ exceeding 9 m in length.~~

Where an AFS is fitted, the distance to be considered for the choice of the category is the distance between the front direction-indicator lamp and the closest lighting unit in its closest position contributing to or performing a passing-beam mode.

Add a new Paragraph 6.5.3.1., to read:

6.5.3.1. In addition, at least three category 5 devices distributed as evenly as practicable along each side of the vehicle of type M₂, M₃, N₂, N₃, O₃ and O₄ exceeding 6 m in length are mandatory. This requirement does not apply if there are at least 3 amber side marker lamps that flash in phase and simultaneously with the direction indicator lamps on the same side of the vehicle.

Paragraph 6.18.7., amend to read:

"6.18.7. Electrical connections

On M₁ and N₁ category vehicles less than 6 m in length amber side-marker lamps may be wired to flash, provided that this flashing is in phase and at the same frequency with the direction-indicator lamps at the same side of the vehicle.

On M₂, M₃, N₂, N₃, O₃ and O₄ vehicles mandatory amber side marker lamps may flash simultaneously with the direction-indicator lamps on the same side of the vehicle. However, where there are direction indicator lamps of category 5 installed according to paragraph 6.5.3.1. on the side of the vehicle these amber side marker lamps shall not flash.

~~For all other categories of vehicles: no individual specification."~~

II. Justification

1. This proposal introduces flashing side marker lamps or side direction indicators for vehicles of categories M₂, M₃, N₂, N₃, O₃ and O₄ with the objective of improving the safety of vulnerable road users by informing them about the intended turn of buses and heavy goods vehicles and their trailers.
2. It is a simple measure that will improve the level of safety, especially for cyclists and pedestrians in the blind spot area of the above-mentioned vehicles.
3. The comments made by the European Association of Automotive Suppliers and the International Organization of Motor Vehicle Manufacturers have been considered. Since this is only an amendment to the 06 series of amendments to Regulation No. 48, there is enough time to cope with minor technical hurdles (e.g. a new design of flasher electronic control units (ECU)).