

Proposal for a new Supplement to the 06, 07 and 08 series of Amendments to UN Regulation No. 48

This document aims to introduce the use of all of the direction-indicator lamps in case the presence of an unattended child is detected inside the passenger compartment. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 2.5.3., amend to read:

- "2.5.3. "Direction-indicator lamp" means the lamp used to indicate to other road-users that the driver intends to change direction to the right or to the left.
A direction-indicator lamp or lamps may also be used according to the provisions of **other relevant** UN Regulations, ~~No. 97 or, No. 116.~~"

Paragraph 6.5.9., amend to read:

- "6.5.9. Other requirements

- 6.5.9.1.** The light shall be a flashing light flashing 90 ± 30 times per minute.

Operation of the light-signal control shall be followed within not more than 1s by the emission of light and within not more than 1 and $\frac{1}{8}$ s by its first extinction. If a motor vehicle is equipped to draw a trailer, the control of the direction-indicator lamps on the drawing vehicle shall also operate the indicator lamps of the trailer. In the event of failure, other than short-circuit, of one direction-indicator lamp, the others shall continue to flash, but the frequency in this condition may be different from that prescribed.

- 6.5.9.2.** **In addition, all of the direction-indicator lamps may be simultaneously switched ON automatically to indicate the presence of an unattended child inside the passenger compartment.**

In this case they may flash at a frequency and pattern that differs from the requirements of paragraph 6.5.9.1

The direction-indicator lamps may be switched OFF by use of the separate manual control as defined in paragraph 6.6.7.1. or by any other suitable means.

A report shall be attached to the approval documentation describing the flashing characteristics, frequency and pattern, of the direction-indicator lamps when they are used to warn of the presence of an unattended child inside the passenger compartment."

II. Justification

1. Leaving a child unattended in a parked vehicle, even for a few minutes, can lead to heat-stroke and death, especially if the vehicle is exposed to the sun.
2. Euro-NCAP have proposed that the presence of an unattended child should be notified by visual and other signals to achieve the best performance rating.
3. This proposal is made to allow the use of the direction-indicator lamps to provide such a visual signal. As suggested by NCAP and to raise attention about this specific emergency situation, the flashing frequency and sequence should 'be distinctive and differ from that used to signal normal locking or other similar daily functions.' We propose to use all the direction-indicator lamps for this signal, in order it to be seen from all directions.
4. This new warning signal may be switched OFF by use of the separate manual control as defined in paragraph 6.6.7.1. or by any other suitable trigger (as using the key knob, or by opening a door, or by detection that the child is removed etc....).
5. Following the introduction of UN Regulations 162 and 163 the trigger for alarm indication is no longer limited to Regulations 97 or 116 so the references were removed to cover all relevant regulations and avoid the unnecessary burden of updating the list each time another UN Regulation would be concerned.
6. Link to Euro-NCAP document (publication is confirmed):
<https://cdn.euroncap.com/media/67269/euro-ncap-cpd-test-and-assessment-protocol-v101.pdf>