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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on Lighting and Light-Signalling****Eighty-eighth session**

Geneva, 25-28 April 2023

Item 6 (a) of the provisional agenda

Installation UN Regulations:**UN Regulation No. 48 (Installation of Lighting and Light-Signalling Devices)****Proposal for a Supplement to the 06, 07 and 08 series of amendments to UN Regulation No. 48****Submitted by the experts from the International Automotive Lighting and Light-Signalling Expert Group ***

This proposal was prepared by the experts from the International Automotive Lighting and Light-Signalling Expert Group (GTB) with the aim to allow the projection of a pattern for predicted trajectory. The proposed modifications to the current text of the UN 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 2023 as outlined in proposed programme budget for 2023 (A/77/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

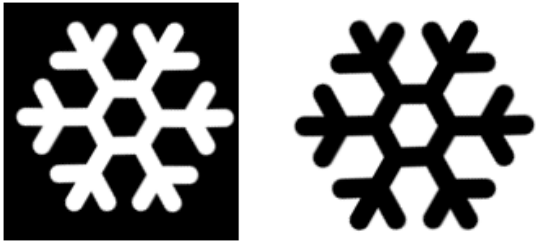

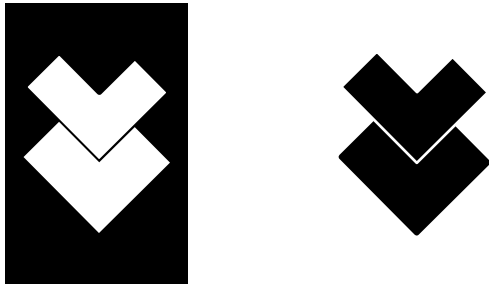
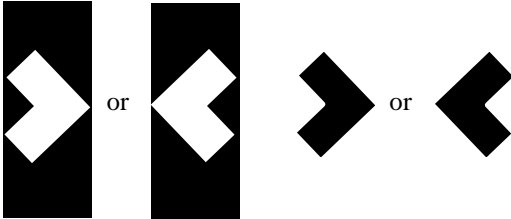



I. Proposal

Annex 16, amend to read:

“Annex 16

Symbols and patterns for the use as Driver Assistance Projections and Explanations of the Warnings/Highlights

<i>Symbols and Pattern</i>	<i>Use case</i>	<i>Conditions and remarks</i>
	Slippery road warning	
	Risk of collision warning	Triggered when the relative speed is larger than 30 km/h and Risk of Collision Time is less than 1.4 s. Flashing at 4.0 hz +/- 1.0 hz allowed.
	Wrong way warning	Activated when the vehicle is entering a one-way road or a highway in opposite direction. Flashing at 4.0 hz +/- 1.0 hz allowed.
	Lane keeping assist warning	Activated if the vehicle unintentionally exits its lane.
	Predicted trajectory	May be transforming according to the predicted trajectory of the vehicle. Shall not flash

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II. Justification

1. A pattern for predicted trajectory was originally part of the initial GTB proposal for Driver Assistance Projections (ECE/TRANS/WP.29/GRE/2021/18).
 2. Due to the comments by Contracting Parties during the eighty-fifth session of the Working Party on Lighting and Light-Signalling (GRE), GTB decided to delete this pattern and defer this possibility to a future consideration, in order to allow GRE to approve the rest of the proposal without further delays (informal document GRE-85-33).
 3. During the eighty-seventh session of GRE, a night demonstration was organized showing predicted trajectory patterns with transformation. All Contracting Parties who took part in the night demonstration recognized that such type of pattern was not distractive for the driver nor for the other road users (e.g. pedestrians and oncoming drivers).
 4. The proposed pattern is intended to be obtained by means of positive contrast (addition of light) or negative contrast (removal of light), without reducing safety as the minimum legal requirement will still be fulfilled when the pattern is projected.
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