

Proposal for a supplement to UN Regulation No. 48

Request of TF AVSR to document ECE/TRANS/WP.29/GRE/2023/9 on behalf of GRE

I. Introduction

At the last meeting of the Working Party on Lighting and Light-Signalling (88th session of GRE) the Task Force on Autonomous Vehicle Signalling Requirements (TF AVSR) has presented a proposal for a new supplement to UN Regulation No. 48 (Installation of lighting and light-signalling devices) to amend UN Regulation No. 48 with the aim to introduce vehicles with a driving system, which controls its operation or may be operated by driver support features or automated driving features or by an Automated Driving System (ADS).

This means, that to the required action of the “**Driver**”, in the previous version, will now alternatively be supplemented by action of the “*Driving system*”.

In this document introduced the Task Force two new definitions for a “*Driving system*” and a “*Driving mode*”.

The TF sees the need for this definition to clarify the responsibility of an action in “Parts” Regulations, this means whether a vehicle part or device will be activated or deactivated either by the “**Driver**”, as usual in the classic system or by the “*Driving system*”. In the discussion in GRE the delegates express the desire to request GRVA to review these definitions with the goal to find common harmonized definitions.

Further was raised in the GRE discussion the question , what is to do in the case of an assisting system, which is an automated assisting feature under the control of the driver, for that the Regulation required the possibility for the driver, to switch it off in the case a problem is determined by the driver.

Is than the “*Driving system*” able to detect this failure also or must such a features deactivated for the time, the “*Driving system*” is activated?

Attached you will find the proposal in full length as presented in GRE.

II. Proposal

Paragraph 2.3.8., amend to read:

"2.3.8. "Movable components" of the vehicle mean those body panels or other vehicle parts the position(s) of which can be changed by tilting, rotating or sliding without the use of tools. They do not include tiltable ~~driver~~ cabs of trucks."

[Add a new paragraph 2.3.12. to read:

"2.3.12. “*Driving system*” means, for the purpose of this Regulation, the part of the vehicle which controls its operation completely; it may be

operated by driver support features or automated driving features.¹]

[Add a new paragraph 2.3.13. to read:

"2.3.13. "Driving mode" means, for the purpose of this Regulation, a type of driving scenario with characteristic dynamic driving task.¹]

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~~ **intention** 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 UN Regulations Nos. 97, ~~or~~ 116, **162 or 163.**"

Paragraph 2.5.18., amend to read:

"2.5.18. "Exterior courtesy lamp" means a lamp used to provide supplementary illumination to assist the entry and exit of the vehicle ~~driver and passenger~~ or ~~in~~ loading operations;"

Paragraph 2.7.4.7., amend to read:

"2.7.4.7. "Adaptive main-beam" means a main-beam of the AFS that adapts its beam pattern to the presence of oncoming and preceding vehicles in order to improve the long-range **illumination visibility ahead of the vehicle** ~~for the driver~~ without causing discomfort, distraction or glare to other road users."

Paragraph 5.14.4., amend to read:

"5.14.4. It shall not be possible deliberately, from the driver's seat, **if fitted**, to stop the movement of switched ON lamps before they reach the position of use. If there is a danger of dazzling other road users by the movement of the lamps, they may light up only when they have reached their position of use."

Paragraph 5.26.4., amend to read:

"5.26.4. No sharp variation of intensity shall be observed during transition.
It may be possible ~~for the driver~~ to set the functions above to static luminous intensities."

Paragraph 6.2.6.1.1., amend to read:

"6.2.6.1.1. The initial downward inclination of the cut-off of the dipped-beam to be set in the unladen vehicle state with one person in the ~~driver's seat~~ **front seat, nearest to the opposing traffic**, shall be specified within an accuracy of 0.1 per cent by the manufacturer and indicated in a clearly legible and indelible manner on each vehicle close to either headlamp or the manufacturer's plate by the symbol shown in Annex 7."

Paragraph 6.2.7.7., amend to read:

"6.2.7.7. The driver **or the driving system** shall at all times be able to engage the automatic operation."

Paragraph 6.3.6.1.1., amend to read:

¹ **These definitions may replace by a useful uniform adopted definitions if available.**

"6.3.6.1.1. In the case of class "B" front fog lamps the vertical inclination of the cut-off to be set in the unladen vehicle state with one person in the ~~driver's seat~~ **front seat, nearest to the opposing traffic**, shall be -1.5 per cent or lower. ¹³"

Paragraph 6.3.6.1.2.1.1., amend to read:

"6.3.6.1.2.1.1. The vertical inclination of the cut-off to be set in the unladen vehicle state with one person in the ~~driver's seat~~ **front seat, nearest to the opposing traffic**, shall be – 1.0 per cent or lower. "

Paragraph 6.3.6.1.2.2.2., amend to read:

"6.3.6.1.2.2.2. The initial downward inclination of the cut-off to be set in the unladen vehicle state with one person in the ~~driver's seat~~ **front seat, nearest to the opposing traffic**, shall be specified within an accuracy of one decimal place by the manufacturer and indicated in a clearly legible and indelible manner on each vehicle close to either the front fog lamp or the manufacturer's plate or in combination with the indication referred to in paragraph 6.2.6.1.1. by the symbol shown in Annex 7 to this Regulation. The value of this indicated downward inclination shall be defined in accordance with paragraph 6.3.6.1.2.2.1. "

Paragraph 6.4.7.2., amend to read:

"6.4.7.2. Moreover, the electrical connections of the two optional devices mentioned in paragraph 6.4.2.2. shall be such that these devices cannot be switched ON unless the lamps referred to in paragraph 5.11. are switched ON.

The devices fitted on the side of the vehicle may be switched ON for slow manoeuvres in forward motion of the vehicle up to a maximum speed of 15 km/h, provided that the following conditions are fulfilled:

- (a) The devices shall be switched ON and OFF manually by a separate control **or may be switched ON and OFF automatically by a driving system**;
- (b) If so switched ON, they may remain ON after reverse gear is disengaged;
- (c) They shall be automatically switched OFF if the forward speed of the vehicle exceeds 15 km/h, regardless of the position of the separate control; in this case they shall remain switched OFF until deliberately being switched ON again."

Paragraph 6.5.7., amend to read:

"6.5.7. Electrical connections

Direction-indicator lamps shall switch ON independently of the other lamps. All direction-indicator lamps on one side of a vehicle shall be switched ON and OFF by means of one control and shall flash in phase. **In addition, in the case of an activated driving system, it may be operated automatically.**

On M₁ and N₁ vehicles less than 6 m in length, with an arrangement complying with paragraph 6.5.5.2. above, the amber side-marker lamps, when mounted, shall also flash at the same frequency (in phase) with the direction-indicator lamps. "

Paragraph 6.6.7.1. amend to read:

"6.6.7.1. The signal shall be operated by means of a separate manual control, enabling all the direction-indicator lamps to flash in phase. **In addition, in the case of an activated driving system, it may be operated automatically.**"

Paragraph 6.20.7.2., amend to read:

"6.20.7.2. When the reversing lamp is switched ON, both cornering lamps may be switched ON simultaneously, independently from the steering **angle** ~~wheel position~~ or direction-indicator **activation position**.

If so switched ON, both cornering lamps shall be switched OFF either:

- (a) When the reversing lamp is switched OFF; or
- (b) When the forward speed of the vehicle exceeds 15 km/h."

Paragraph 6.22.6.1.1., amend to read:

"6.22.6.1.1. The initial downward inclination of the cut-off of the basic passing-beam to be set in the unladen vehicle state with one person in the ~~driver's seat~~ **front seat, nearest to the opposing traffic**, shall be specified with a precision of 0.1 per cent by the manufacturer and indicated in clearly legible and indelible manner on each vehicle, close to either the front lighting system or the manufacturer's plate, by the symbol shown in Annex 7.

Where differing initial downward inclinations are specified by the manufacturer for different lighting units that provide or contribute to the cut-off of the basic passing-beam, these values of downward inclination shall be specified with a precision of 0.1 per cent by the manufacturer and indicated in clearly legible and indelible manner on each vehicle, close to either the relevant lighting units or on the manufacturers plate, in such a way that all the lighting units concerned can be unambiguously identified."

Paragraph 6.22.7.5., amend to read:

"6.22.7.5. It shall always be possible for the driver **or the driving system** to set the AFS to the neutral state and to return it to its automatic operation."

Paragraph 6.22.8.4., amend to read:

"6.22.8.4. A tell-tale to indicate that the driver **or the driving system** has set the system into a state according to paragraph 5.8. of UN Regulation No. 123 or paragraph 4.12. of UN Regulation No. 149 is optional."

Annex 1,

Add new items 9.31. and 9.32. to read:

- "9.31. **Driving system:** yes/no²....."
- 9.32. **Driving mode:** yes/no²....."

Annex 5,

Paragraphs 2.1.1.1. to 2.4.2.2., amend to read:

- "2.1.1.1. One person in the ~~driver's seat~~ **front seat, nearest to the opposing traffic;**
- 2.1.1.2. ~~The driver~~ **One person in the front seat, nearest to the opposing traffic,** plus one passenger in the front seat farthest from the **first person driver;**
- 2.1.1.3. ~~The driver~~ **One person in the front seat, nearest to the opposing traffic,** one passenger in the front seat farthest from the **first person driver,** all the seats farthest to the rear occupied;
- 2.1.1.4. All the seats occupied;
- 2.1.1.5. All the seats occupied, plus an evenly distributed load in the luggage boot, in order to obtain the permissible load on the rear axle or on the front axle if the boot is at the front. If the vehicle has a front and a rear boot, the additional load shall be appropriately distributed in order to obtain the permissible axle loads. However, if the maximum permissible laden mass is obtained before the permissible load on one of the axles, the loading of the boot(s) shall be limited to the figure which enables that mass to be reached;
- 2.1.1.6. ~~Driver~~ **One person in the front seat, nearest to the opposing traffic,** plus an evenly distributed load in the boot, in order to obtain the permissible load on the corresponding axle.
- However, if the maximum permissible laden mass is obtained before the permissible load on the axle, the loading of the boot(s) shall be limited to the figure which enables that mass to be reached.
- 2.1.2. In determining the above loading conditions, account shall be taken of any loading restrictions laid down by the manufacturer.
- 2.2. Vehicles in categories M₂ and M₃¹;
- The angle of the light beam from the dipped-beam headlamps shall be determined under the following loading conditions:
- 2.2.1. Vehicle unladen and one person in the ~~driver's seat~~ **front seat, nearest to the opposing traffic;**
- 2.2.2. Vehicles laden such that each axle carries its maximum technically permissible load or until the maximum permissible mass of the vehicle is attained by loading the front and rear axles proportionally to their maximum technically permissible loads, whichever occurs first.
- 2.3. Vehicles in category N with load surfaces:
- 2.3.1. The angle of the light beam from the dipped-beam headlamps shall be determined under the following loading conditions:
- 2.3.1.1. Vehicle unladen and one person in the ~~driver's seat~~ **front seat, nearest to the opposing traffic;**
- 2.3.1.2. ~~Driver~~ **One person in the front seat, nearest to the opposing traffic,** plus a load so distributed as to give the maximum technically permissible load on the rear axle or axles, or the maximum permissible mass of the vehicle, whichever occurs first, without exceeding a front axle load

calculated as the sum of the front axle load of the unladen vehicle plus 25 per cent of the maximum permissible payload on the front axle. Conversely, the front axle is so considered when the load platform is at the front.

- 2.4. Vehicles in category N without a load surface:
 - 2.4.1. Drawing vehicles for semi-trailers:
 - 2.4.1.1. Unladen vehicle without a load on the coupling attachment and one person in the ~~driver's seat~~ **front seat, nearest to the opposing traffic;**
 - 2.4.1.2. One person in the ~~driver's seat~~ **front seat, nearest to the opposing traffic;** technically permissible load on the coupling attachment in the position of the attachment corresponding to the highest load on the rear axle.
 - 2.4.2. Drawing vehicles for trailers:
 - 2.4.2.1. Vehicle unladen and one person in the ~~driver's seat~~ **front seat, nearest to the opposing traffic;**
 - 2.4.2.2. One person in the ~~driver's seat~~ **front seat, nearest to the opposing traffic,** all the other places in the driving cabin being occupied."

III. Justification

1. This proposal to amend UN Regulation No. 48 (Installation of lighting and light-signalling devices) is submitted by the expert from the Task Force AVSR with the aim to introduce vehicles with a driving system, which controls its operation or may be operated by driver support features or automated driving features or by an Automated Driving System (ADS). It is based on the discussions at the Task Force on Autonomous Vehicle Signalling Requirements (TF AVSR) meeting on 15 June 2022 in Stockholm.

2. Two definitions for the purpose of this Regulation are added for clarification. The "Driving system" is the description for the parts of the vehicle that enable automated or autonomous driving. The operational mode, regardless of whether the vehicle is operated manually or automatically is defined as the "Driving mode" and taken from the key definitions in the standard SAE-J3016. That can be specified, e.g. as an autonomous driving mode, in the meaning that it is currently required in this Regulation. These two definitions make it possible to define the lighting requirements without having to go into detail about the different levels of automated or autonomous driving.

3. The requirements in 6.11.7.3.2. need only an amendment in case there is no driver's door. There is in general a need for a warning, at least an audible signal, additional to the mandatory tell-tale if the ignition is switched OFF or the ignition key is withdrawn and the driver's door is opened, because this is independent from the driving mode a relevant information for the driver and prevents from unintentional actions.

Background supporting information

4. On 2 December 2021, the Federal Motor Transport Authority (KBA) granted the world's first type approval in the field of automated driving for an Automated Lane Keeping System (ALKS) for a model of the manufacturer Mercedes-Benz.

5. The basis is UN Regulation No. 157, which defines internationally harmonised safety requirements for automated lane-keeping systems. This type approval for automated driving granted by KBA is an important first step on the road to automation, as Mr. Richard Damm, President of KBA said on the occasion of the granting. KBA sets national,

European and international standards for road safety on the road to autonomous driving. This is the key point, because it requires consumer confidence in the safety of the new technologies. In order to create this trust, we have applied a strict standard, which we, as pioneers in this field, will also adhere to further down the road, Mr. Richard Damm continued.

6. The automatic lane-keeping system - ALKS - is classified as "Level 3" automation. This is an automated mode in which the driver does not have to constantly monitor the system. UN Regulation No. 157 still limits the use of ALKS in its current form on motorway-like roads up to a speed of 60 km/h. The use of ALKS on motorway-like roads is not permitted. Under this condition, the driver can perform non-driving activities with the ALKS function switched on. However, the driver must be prepared at all times to resume driving after being requested to do so.

7. The number of type approvals for automated and autonomous driving vehicles will increase rapidly. Without rapid adaptation of UN Regulation No. 48, the entire Regulation may become less relevant in the long run as alternative regulations are developed somewhere else.

8. One example for that is "ANNEXES to the Commission Delegated Regulation (EU) 2022/... amending Annexes I, II, IV and V to Regulation (EU) 2018/858 of the European Parliament and of the Council as regards the technical requirements for vehicles produced in unlimited series, vehicles produced in small series, *fully automated vehicles produced in small series* and special purpose vehicles, and as regards software updates" which was expected to come into force on 6 July 2022².

9. This includes "Annex II, Part I, Appendix 1 to Regulation (EU) 2018/858, containing the requirements for EU type-approval of vehicles produced in small series is amended and complemented to take into account Regulation (EU) 2019/2144 and the delegated acts and implementing acts adopted pursuant to it. In addition, the requirements for the EU whole vehicle type-approval of fully automated vehicles produced in small series are set out in a new Table 2 to that Appendix."

10. The above Table 2 contains the requirements as follows:

"D15 Installation of light signalling, road illumination and retro-reflective devices Regulation (EU) 2019/2144 A (which refers in general to UN Regulation No. 48)

Definition of: X (for manual driving mode) // A (for fully automated driving mode)

Additional requirements: The requirements shall remain the same, but in case of malfunctioning, the information shall be sent to ADS and the remote intervention operator (if applicable).

The activation of the lights is managed by the ADS.

For bidirectional vehicles, requirements shall be met in both directions unless it is incompatible with the use in agreement with the type-approval authority."

11. Therefore, Germany proposes to adapt the regulation 48 as soon as possible.

² [https://eur-lex.europa.eu/legal-content/NL/TXT/?uri=PI_COM:Ares\(2022\)2077610](https://eur-lex.europa.eu/legal-content/NL/TXT/?uri=PI_COM:Ares(2022)2077610)