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Working Party on Lighting and Light-Signalling (GRE)

(Forty-sixth session, 27-30 March 2001,
agenda item 1.1.)

PROPOSAL FOR DRAFT AMENDMENTS (SUPPLEMENT 4 TO THE 02 SERIES)
TO REGULATION No. 48
(Installation of lighting and light-signalling devices)

Transmitted by the expert from France

Note: The text reproduced below was prepared by the expert from France in order to allow an automatic operation of the hazard warning signal. It is based on the text of a document distributed without a symbol (informal document No. 7) during the forty-fifth session (TRANS/WP.29/GRE/45, paras. 5. and 9.).

Note: This document is distributed to the Experts on Lighting and Light-Signalling only.

GE.01-20117

A. PROPOSAL

Paragraph 6.6.7., amend to read:

"6.6.7. Electrical connections

The signal shall be operated by means of a separate control enabling all the direction-indicator lamps to flash in phase.

In addition, the signal may be automatically operated in the following conditions:

- (i) speed of vehicle $>[50]$ km/h;
- (ii) deceleration $>[5-7]$ m/s² during at least $[0.3]$ s;
- (iii) disengagement after an acceleration recovery during more than $>[0.3]$ s, or in relation with a time delay system.

However, it shall be always possible to manually switch on or off the hazard warning signal.

On M₁ and N₁ vehicles less than 6 m in length,"

* * *

B. JUSTIFICATION

Automatic operation of hazard warning signal in emergency situation as described in the proposal improves safety.

In substituting to the manual operation, an automatic system makes sure that the device is immediately actuated.
