

Proposal for Corrigendum to Regulation No. 48

(Installation of Lighting and Light-Signalling Devices)

The text reproduced below was prepared by the experts from CLEPA further to the sixty-sixth session of GRE (see ECE/TRANS/WP.29/GRE/66 para. 7); and, as an alternative to Germany's Informal Document No. GRE-67-04 addressing "marking of the cab of a motor vehicle". The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 6.21.4.2., amend to read:

6.21.4.2. Length

6.21.4.2.1. The conspicuity marking shall be as close as practicable to the ends of the vehicle and reach to within 600 mm of each end of the vehicle (~~or cab in the case of tractor units for semi-trailers~~).

6.21.4.2.1.1. for motor vehicles, each end of the vehicle, or in the case of tractors for semi-trailers each end of the cab;

however, an alternative marking mode of the front end of the motor vehicle is allowed where a series of retro-reflectors of Class IV of Regulation No. 3 or Class C of Regulation No. 104 are mounted followed by the required conspicuity marking as follows:

- **Conspicuity marking reaching to within [1800] mm of the front end**
- **Retro-reflector size minimum 25 cm²**
- **One retro-reflector mounted not more than 600 mm from the front of the vehicle**
- **Additional retro-reflectors spaced not more than [400] mm apart**
- **The distance between the last retro-reflector and the start of the conspicuity marking shall not exceed [400] mm**

6.21.4.2.1.2. for trailers, each end of the vehicle (excluding the drawbar).

6.21.4.2.2. The cumulative horizontal length of the conspicuity marking elements, as mounted on the vehicle, excluding any horizontal overlap of individual elements, shall equate to at least 80 per cent of:

6.21.4.2.2.1. for motor vehicles, length of vehicle ~~excluding the cab~~, or in the case of tractors for semi-trailers, if fitted, the length of the cab; **however, when using the alternative marking mode per 6.21.4.2.1.1., the distance beginning within [1800] mm of the front of vehicle and its rear end.**

6.21.4.2.2.2. for trailers, length of vehicle (excluding the drawbar).

6.21.4.2.3. ~~However, if the manufacture can prove to the satisfaction of the authority responsible for type approval that it is impossible to achieve the value referred to in paragraph 6.21.4.2.2. above, the cumulative length may be reduced to 60 per cent or, if this is not possible in case of especially difficult vehicle designs or applications, to at least 40 per cent and shall be indicated in the communication document and test report 16/.~~

II. Justification

1. The Informal Group on Cab Marking could not reach an agreement at the meeting in London. Subsequent communications were ineffective due to electronic mode of information transfer.
2. CLEPA, keeping with the original intent of this section of Regulation 48 to provide for best vehicle safety and still reach a compromise on alternative marking mode of cabs, wishes to present this proposal without compromising the former and accomplishing the latter.
3. The original 80% rule of marking the length of the vehicle remains intact, still allowing for alternative way of marking the front end.
4. Annexed to this document, the illustration of Conspicuity Coverage for N₂ and N₃ category of vehicles showing, for ease of evaluation, the existing requirements as well as the proposals contained in Informal Document GRE-67-04 and this Informal Document.
5. Some values proposed are in square brackets for decision at GRE.
6. Paragraph 6.21.4.2.3. has been deleted because the transitional provisions ended in October 2011 rendering it invalid.