

## OICA comments on GRE/2014/39 (Germany)

The text reproduced below was prepared by the expert from OICA, in order to present an alternative wording of GRE/2014/39, the German proposal to introduce the automatic activation of hazard warning signals upon detection of excessive temperatures and/or smoke in M2 and M3-category-vehicles.<sup>1</sup> The modifications to the existing Regulation are marked in bold for new or strikethrough for deleted characters.

### I. Proposal

*Amend para. 6.6.7.2., to read:*

"6.6.7. Electrical Connections

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.

6.6.7.2. The hazard warning signal may be activated automatically in the event of a vehicle being involved in a collision or after the de-activation of the emergency stop signal, as specified in Paragraph 6.22. In such cases, it may be turned "off" manually.

**In addition, the hazard warning signal may be switched on automatically to indicate to other road-users the risk of imminent danger; in this case the signal shall remain switched on until it is manually or automatically switched off.**

6.6.7.3. On M1 and N1 vehicles less than 6m 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."

### II. Justification

OICA is in general supporting the proposal of Germany to automatically activate the hazard warning signal in the event of excess temperature in the engine compartment or in other compartments where a combustion heater is located.

For this it is necessary that Regulation UN R48 is been amended in view of allowing an automatic activation of hazard warning signals. The detailed requirements have to be described in UN R107.

In the Vienna Convention for Road Traffic (article 32, paragraph 13 b) it is mentioned that the hazard warning signal may be activated to indicate to other road-users the risk of imminent danger. OICA is of the opinion that more generic requirements for the automatic activation of the hazard warning signal should be introduced, to avoid frequent updates of the regulation because of every specific system. This more generic wording is now proposed to amend § 6.6.7.2. of UN R48.

Furthermore, the above amendment of § 6.6.7.2. entails the advantage that GRSG, in the future, will not have to update its regulation when the requirement on the automatic activation in UN R 48 will be amended, e.g. moved to another paragraph because of a renumbering.

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<sup>1</sup> Reg. 107

7.5.6. Fire Detection.

7.5.6.1. Vehicles shall be equipped with an alarm system detecting either an excess temperature or smoke in toilet compartments; driver's sleeping compartments and other separate compartments.