

Transmitted by the expert from OICA

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 48  
(Hazard warning signal)

Note: This document contains a draft proposal for amending ECE Regulation No. 48 "Installation of lighting and light-signalling devices for motor vehicles and their trailers" under the 1958 Agreement. The text is based on an extracted section from paragraph 6.6.7. of Regulation No. 48. The modifications to the current text of the Regulation are marked in **bold** characters.

**A. PROPOSAL**

Paragraph 6.6.7., amend to read:

"6.6.7. Electrical connections

**6.6.7.1. Hazard warning signal may be switched ON or OFF automatically.  
However, it shall be always possible to switch this signal ON and OFF manually.**

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

**6.6.7.2.1.** On M<sub>1</sub> and N<sub>1</sub> 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.

**6.6.7.3. The signal may be operated automatically under conditions which comply with the term of "imminent danger" of the Vienna Convention 1968. Such conditions are, but not limited to:**

**6.6.7.3.1. after the de-activation of the emergency stop signal, as per paragraph 6.22. [see ECE/TRANS/WP.29/GRE/2006/31];**

**6.6.7.3.2. after sudden puncture or explosion of a vehicle tyre;**

**6.6.7.3.3. after the vehicle is involved in a collision."**

Insert new paragraphs 12.12. to 12.14., to read:

**"12.12. As from the official date of entry into force of Supplement 1 to the 03 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approvals under this Regulation, as amended by Supplement 1 to the 03 series of amendments.**

**12.13. As from 18 months from the entry into force of Supplement 1 to the 03 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by Supplement 1 to the 03 series of amendments.**

**12.14. Approvals granted under this Regulation before the date mentioned in paragraph 12.13. above, including extensions of such approvals, shall remain valid indefinitely."**

**B. JUSTIFICATION**

Transitional provisions for new type-approvals are necessary:

- because some vehicles in project are designed to be type-approved according to **specifications that have been different for 6 years** from the new ones inserted in this proposal,
- because the **electronic architecture** of these vehicles in project could not be modified before the final detailed requirements adopted at WP.29 session are known,
- because switching OFF the present systems, even if they are optional, could jeopardise **safety**, which could not be acceptable for harmonisation reasons only.

Transitional provisions needed to meet the **necessary harmonisation** are proposed to be 18 months from the enforcement date of this Supplement (as around 26 months from adoption at WP.29 session). This amount of time is industrially evaluated with the **successive activities according to standard quality procedures for reaching operating reliability targets**, as follows:

- generic specification writings, based on the final and complete requirements adopted at WP.29 session,
- generic electronic and software developments,
- generic validation tests loop,
- specific adaptation to individual projects,
- specific validation tests loop,
- negotiations with Technical Services for extension of Whole Vehicle Type Approvals, and if necessary validation tests with Technical Services,
- serial and logistic implementations through a couple of modification windows per year.

OICA thanks representatives of Administrations for taking into account these industrial constraints: as such, car manufacturers would be able to reach harmonization as well as safety targets, concerning **the hazard warning signal as an independent signal, complementary to the emergency stop signal**.

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