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Working Party on Lighting and Light-Signalling

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Item 6 (b) of the provisional agenda

Regulation No. 48 (Installation of lighting and light-signalling devices) –

Other proposals for amendments to Regulation No. 48

Proposal for a Supplement to Regulation No. 48 (Installation of lighting and light-signalling devices)

Submitted by the expert from Poland*

The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Paragraph 2.7.26., renumber as paragraph 2.7.26.1.

Insert a new paragraph 2.7.26.2., to read:

"2.7.26.2. "Side illuminating lamp" means a lamp used to provide supplementary illumination of that part of the road which is located on the left side of vehicle to improve road visibility for oncoming drivers in situation when they are exposed for headlights glare."

Insert new paragraph 6.27. to 6.27.6., to read:

"6.27. Side illuminating lamp (Regulation No. 119)

6.27.1. Presence

Optional on motor vehicles.

6.27.2. Number

One or more.

6.27.3. Arrangement

On the left side for right hand traffic and right side for left hand traffic. One or more lamp is allowed but a horizontal distance between lamps of at least 6 m shall be maintained.

6.27.4. Position

In height: minimum: Not less than 400 mm above the ground;

maximum: Not more than 900 mm above the ground.

6.27.5. Geometric visibility

Defined by angles α and β as specified in paragraph 2.13.:

α = 2° downwards and 30° downwards,

β = from 60° to the front to 60° to the rear.

6.27.6. Electrical connections

The side illuminating lamps shall be so connected that they cannot be activated unless the dipped-beam headlamps are switched ON at the same time. The lamp can be manually or automatically switched OFF when vehicle is present in build-up area and during the day. "

II. Justification

When vehicles pass in the opposing direction, drivers are exposed to headlamp glare. Visibility is impaired. Also, the practical road illumination distance of passing beams without glare can be limited to 20-50 m. Visibility could be improved by introducing supplementary illumination/additional light for that part of the road which is located on the left side of approaching vehicles where pedestrians, animals, etc. are "invisible" to the glared driver in the short range of their vehicle's headlights. Many following vehicles equipped with such lights can provide additional illumination at a much greater distance to oncoming drivers. Because these lights are directed down and to the side they will not

hamper other road users. These are similar to cornering lights but are much less visible to other road users.
