



**Italian reminder for next AVLI meeting**

**Stefano Pagliarani** An: Andreas.Schauer, DRovers,  
timo.karkkainen

Kopie: "Genone Valter \ (FCA)", antonio.erario

AVLI 07-05e

08.06.2015 11:16

Dear AVLI Colleagues

As I will not be able to attend next AVLI meeting, I kindly remind the e-mail below containing Italian contribution and proposals.

In particular we would like to include a new small amendment related to the **horizontal inward visibility angle** of direction indicators, position lamps and stop lamps. We propose to add the following sentence at the end of points 6.7.5, 6.9.5 and Annex 5:

***“the horizontal inward angle may be reduced to 30° if the shape of the bodywork makes it impossible to reach 45°”***

Justification is to consider the needs and special design characteristics of certain “non-conventional” tractors or towed vehicles. The same value (30°) is used for retro-reflectors, side marker lamps and reversing lamps; it seems acceptable to us.

I am available if you have questions/doubts. Please add the item within AVLI agenda and let us know the result of your discussion.

Thanks & Regards

Stefano Pagliarani

**Da:** Stefano Pagliarani [mailto:stefano.pagliarani@unacoma.it]

**Inviato:** giovedì 30 aprile 2015 14:41

**A:** 'Andreas Schauer'; DRovers@rdw.nl; timo.karkkainen@trafi.fi

**Cc:** Genone Valter (FCA) (valter.genone@fcagroup.com); antonio.erario@mit.gov.it

**Oggetto:** Italian contribution to AVLI

Dear All

Unfortunately I will not be able to attend the next AVLI meeting, due to another CEMA meeting (in Brussels) where my presence is required.

However Italy will continue to be an active AVLI member, and this is the main purpose of this e-mail.

I've been reported by Andreas and Valter on the outcome of last GRE. I feel it has been a difficult one, maybe for “political” and not technical reasons. We received 2 substantial comments:

- (AT) Front position lamps for R&S mandatory also below 40 km/h. For the time being, they are optional in Italy (speed limited to 40 km/h for all AG machines); this is why we accepted the current wording of AVLI proposal. However it is clear to

everybody that, from a technical point of view, the presence of this lamp is not speed related. AVLI real aim was to include a derogation for many S vehicles (towed implements), where it could be difficult to fit such lamps. We could try to say a similar thing with other words: "***Mandatory on all vehicles of categories R and S exceeding 1,600 mm in width, with the exception of those vehicles where the shape of the bodywork or the operational requirements make it impossible to install such lamps***". If this not accepted, I feel we will have to accept the Austrian comment.

- (FR) Reconsider the schemes for direction indicator installation (Annex 5). Current drawings are really old (more than me...). They have always been there. They are present in the current version of R86 (so no change made by AVLI!!), they are present in the current EU directive and also in the relevant Italian legislation. It has never been a problem, but, if needed, we could "refresh" Annex 5. Arrangement A is not used anymore; arrangement B and D are almost equivalent and could be summarized in one drawing; arrangement C is relevant for big vehicles and should be maintained. Thus 2 schemes instead of 4.

Regards

Stefano

-