

## **Revision of ECE/TRANS/WP.29/GRE/2024/12/Rev.2**

The modifications to ECE/TRANS/WP.29/GRE/2024/12/Rev.2 are marked in red colour for the new text.

The modifications to GRE-93-28 Rev 1 are marked in green colour for the new text.

## I. Proposal

Add a new paragraph 2.5.21., to read:

**“2.5.21. “Work lamp” means a device for illuminating a working area or process.”**

Paragraph 5.15., add at the end:

“5.15. The colours of the light emitted by the lamps<sup>7</sup> are the following:

...

**Work lamp: White.”**

Add a new paragraph 6.28. and its subparagraphs, to read:

**“6.28. Work lamp**

**6.28.1. Presence**

**Optional on vehicles of categories N<sub>2</sub>/N<sub>3</sub> and O<sub>3</sub>/O<sub>4</sub>.**

**6.28.2. Number**

**No special requirement.**

**6.28.3. Arrangement**

**No special requirement.**

**6.28.4. Position**

**Minimum: Not less than 250 mm above the ground.**

**6.28.5. Geometric Visibility**

**No special requirement.**

**6.28.6. Orientation**

**Downwards, as regard to the horizontal axis.**

**6.28.7. Electrical connections**

**Shall be such that the work lamps can be activated independently of all other lamps.**

**If the work lamps are installed ~~on one or more several~~ sides of the vehicle, the number of manual controls must be sufficient to switch ON and OFF each side independently.**

**Work lamps automatically switch OFF within not more than 1 second if the forward speed of the vehicle exceeds 15 km/h and they shall remain switched OFF until the conditions for activation are met again; they may switch ON again automatically if the control is ON and the vehicle speed drops below 10 km/h for at least 3 seconds.**

**If not already deactivated work lamps ~~shall be are~~ automatically deactivated when the device which starts and/or stops the vehicle's propulsion system is manually set to a position which makes it impossible for the propulsion system to operate. ~~This action shall also disable the work lamps on the trailer when it is connected to a towing vehicle.~~**

**The work lamps may be activated when the vehicle is in park condition.**

**6.28.8. Tell-tale**

**Visual ~~closed-circuit~~ tell-tale mandatory ~~except for O categories~~.**

**6.28.9. Other requirements**

**The work lamps shall not be ~~combined or~~ reciprocally incorporated with another lamp.”**

*Annex 1, add a new item 9.32. to read:*

**“9.32. Work lamps:** yes/no<sup>2</sup>.....”

## II. Justification

1. Sometimes, we can see these devices on the road. They are potentially dazzling for the following vehicle in particular.
2. Usually they are switched on/off by the driver (no automatic switch-off depending on the speed of the vehicle, for example). The driver often forgets to turn off these lights when the work is finished.
3. These lights are not « manoeuvring lamp ». No rules exist today except in UN Regulation No. 86 “Installation of lighting and light-signalling devices for agricultural tractors”:
4. They are usually installed in after-sales. The proposal gives the manufacturer the option of installing pre-wiring directly in the factory or even installing the work lamps on a new vehicle.
5. The objective of this proposal is to define simple common rules while leaving the choice to countries (especially on very specific cases). These rules must, in particular, make it possible to automatically cut off the work lamps in circulation to avoid glare and to make traffic safer. Work lamps remain optional.
6. Considering that the main safety issues concern heavy vehicles and taking into account the comments of Contracting Parties, categories M/N<sub>1</sub>, O<sub>1</sub>/O<sub>2</sub> have been removed of the scope. This point also remains compatible with paragraph 12.1.7. of the UN Regulation which define specific requirements for Japan for M<sub>1</sub>/N<sub>1</sub> categories.
7. To avoid abuse, colours of lightnings have been specified in accordance with comments from Contracting Parties.
8. As work lights are not defined now in UN Regulation No. 48, it is preferable to introduce them in the Regulation before it is not too late, in view of the ongoing discussion on the “prohibited if not allowed” topic in the Informal Working Group “Simplification of the Lighting and Light-Signalling Regulations” (IWG SLR).
9. Following discussions with GRE participants, the proposal was amended to focus on functional requirements at the vehicle level.
10. **Considering the comments from Japan and OICA during the GRE 92, the document has been amended.**
11. **Considering the comments from Korea during the GRE 92 about the tell-tale, the document has been amended.**