|  |  |  |  |
| --- | --- | --- | --- |
|  | United Nations | ECE/TRANS/WP.29/GRE/2024/12/Rev.1 | |
| Description: _unlogo | **Economic and Social Council** | | Distr.: General  4 February 2025  Original: English |

**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**Working Party on Lighting and Light-Signalling**

**Ninety-second session**

Geneva, 22–25 April 2025

Item 6 (a) of the provisional agenda

**Installation UN Regulations:**

**UN Regulation No. 48 (Installation of Lighting and Light-Signalling devices)**

Proposal for a Supplement to the 08 and 09 series of amendments to UN Regulation No. 48

**Submitted by the expert from France**[[1]](#footnote-2)\*

The text reproduced below was prepared by the expert from France. The modifications to the existing text of the UN Regulation are marked bold for 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.”**

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

**“6.28. Work lamp**

**6.28.1. Presence**

**Optional on vehicles of categories M, N and O.**

**6.28.2. Number**

**No special requirement**

**6.28.3. Arrangement**

**No special requirement, however, the requirements of paragraph 6.28.9. apply.**

**6.28.4. Position**

**Minimum: Not less than 500 mm above the ground.**

**6.28.5. Geometric Visibility**

**No special requirement.**

**6.28.6. Orientation**

**Downwards, such that the requirements of paragraph 6.28.9. are fulfilled.**

**6.28.7. Electrical connections**

**Shall be such that the work lamps are operated [activated] independently of all other lamps;**

**If the work lamps are installed on several sides of the vehicle, the number of manual controls must be sufficient to switch ON and OFF each side independently, to comply with the requirements of paragraph 6.28.9.3.**

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

**[if not already [manually] deactivated,] work lamps 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.**

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

**6.28.8. Tell-tale**

**Mandatory.**

**6.28.9. Other requirements**

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

*Annex 1, add a new item 9.31.* to read

**“9.31. Work lamps: yes/no2**

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.
5. The objective of this proposal is to define common rules while leaving the choice to countries to adopt them or not. These rules must in particular make it possible to automatically cut off the work lamps in circulation to avoid glare and make traffic safer.
6. 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).
7. Following discussions with GRE participants, the proposal was amended to focus on functional requirements at the vehicle level. The intensity requirements were deleted, given the difficulty of introducing lamp component control requirements into UN Regulation No. 48.

1. \* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate. [↑](#footnote-ref-2)