

Improvements to ECE/TRANS/WP.29/GRE/2025/4

This document is a revised proposal to amend ECE/TRANS/WP.29/GRE/2025/4 which is submitted to the ninety second session of the Working Party on Lighting and Light-Signalling (GRE). The proposed modifications to the current R48 text are marked in bold for new or strikethrough for deleted characters. The changes to the formal document are marked in red.

I. Proposal

Paragraph 6.12.1., amend to read:

"6.12.1. Presence

On motor vehicles not exceeding 6m in length, ~~and not exceeding 2m in width,~~ optional.

On all other vehicles, prohibited."

II. Justification

1. Parking lamps have a significantly lower power consumption and are allowed to illuminate on one side of the vehicle which drastically reduces their total electric power. The use of parking lamps significantly raises the possible duration of parked illumination with a given battery energy.

2. Modern M1 vehicles have increased in width due to safety systems (e.g. for compliance with side impact performance requirements) and for the comfort of occupants. As a result, there are now M1 vehicles in the market which exceed a width of 2 m. The existing paragraph 6.12. of UN Regulation No. 48 does not allow parking lamps to be fitted to these vehicles. To increase the safety of road users this proposal would extend the fitment of parking lamps to vehicles which exceed 2 m in width.

3. OICA is aware that the 1968 Vienna Convention includes similar rules for the use of lamps which should in future be aligned with the proposed changes:

"9. Notwithstanding the provisions of paragraph 8 of this Article, within a built-up area the front and rear position lamps may be replaced by parking lamps, provided that:

- (a) The vehicle does not exceed 6 m in length and 2 m in width;
- (b) No trailer is coupled to the vehicle;
- (c) The parking lamps are placed on that side of the vehicle which is furthest from the carriageway edge alongside which the vehicle is standing or parked."

4. ~~However, an intermediate difference between UN Regulation No. 48 and the 1968 Vienna Convention is not uncommon. Thus, for UN Regulation No. 48 there is no need to delay a decision, as e.g. the modification of the speed limit for manoeuvring lamps from 10 km/h to 15 km/h in UN Regulation No. 48 has also not been aligned. If adopted by GRE, an amendment to the 1968 Vienna Convention, along with any other outstanding changes, will be submitted to WP.1.~~