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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on Lighting and Light-Signalling****Eighty-fourth session**

Geneva, 26-30 April 2021

Item xx of the provisional agenda

**UN Regulation No. 48 (Installation of lighting and light-signalling devices):****Proposals for new series of amendments to UN Regulation No. 48****Proposal for a new [08] series of amendments to UN Regulation No. 48****Submitted by the expert from Japan\***

The text reproduced below was prepared by the expert from Japan with the aim of adding the park condition to the scope of Regulation No. 48 to minimise hazards to other traffic users such as glare and distraction. This revised proposal is based on GRE-83-45. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37), 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.



## I. Proposal

*Insert new paragraph 2.6.4., to read:*

- "2.6.4. **"Answer-back signal"** means a signal that operates under the park condition, in conjunction with the locking and unlocking of the doors defined in paragraph 2.8. of UN Regulation No. 11, or in accordance with other conditions prescribed as conditions similar to this stated by the manufacturers."

*Paragraph 5.1., amend to read:*

- "5.1. The lighting and light-signalling devices shall be so fitted that under **the** normal conditions of use **and, if specified, the park condition** (as defined in paragraphs 2.3.10., 2.3.10.1., ~~and~~ 2.3.10.2., **2.3.11., 2.3.11.1. and 2.3.11.2.**), and notwithstanding any vibrations to which they may be subjected, they retain the characteristics prescribed by this Regulation and enable the vehicle to comply with the requirements of this Regulation. **The lamps with no specifications under the park condition in this Regulation shall not be activated under the park condition.** In particular, it shall not be possible for the lamps to be inadvertently maladjusted."

*Insert new paragraph 6.27., to read:*

- "6.27. **Answer-back signal**
- 6.27.1. **Presence**
- Optional**
- 6.27.2. **The answer-back signal shall comply with the following requirements:**
- (a) **The signal shall only operate under the park condition of a vehicle.**
  - (b) **The duration of the optical indication shall not exceed 3 seconds.**
  - (c) **The signal shall be given by operation of the dipped-beam headlamps, the direction-indicator lamps, the stop lamps, the rear registration plate lamp(s), the front position lamps, the rear position lamps, the front fog lamps, the rear fog lamp(s), the parking lamps, the side-marker lamps, the end-outline marker lamps, the cornering lamps or the manoeuvring lamps] in accordance with the individual specifications applicable to each lamp; however, the signal may be flashing lamps."**

*Insert new paragraph 12.7., to read:*

- "12.7. **Transitional provisions applicable to the [08] series of amendments.**
- 12.7.1. **As from the official date of entry into force of the [08] series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type approvals under this UN Regulation as amended by the [08] series of amendments.**
- 12.7.2. **As of 1 September [2023] Contracting Parties applying this UN Regulation shall not be obliged to accept UN type approvals to the preceding series of amendments, first issued after 1 September [2023].**
- 12.7.3. **Until 1 September [2027], Contracting Parties applying this UN Regulation shall accept UN type approvals to the preceding series of amendments, first issued before 1 September [2023].**
- 12.7.4. **As from 1 September [2027], Contracting Parties applying this UN**

Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this UN Regulation.

- 12.7.5. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this UN Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept UN type approvals which were granted in accordance with any of the preceding series of amendments to this UN Regulation.
- 12.7.6. Notwithstanding paragraph 12.7.4. Contracting Parties applying this UN Regulation shall continue to accept UN type approvals to the preceding series of amendments to this UN Regulation, for the vehicle types which are not affected by the changes introduced by the [08] series of amendments.
- 12.7.7. Contracting Parties applying this UN Regulation may grant UN type approvals according to any preceding series of amendments to this UN Regulation.
- 12.7.8. Contracting Parties applying this UN Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation.] "

Annex 2, amend to read:

## "Annex 2

### Arrangements of approval marks

Model A

(See paragraph 4.4. of this Regulation)

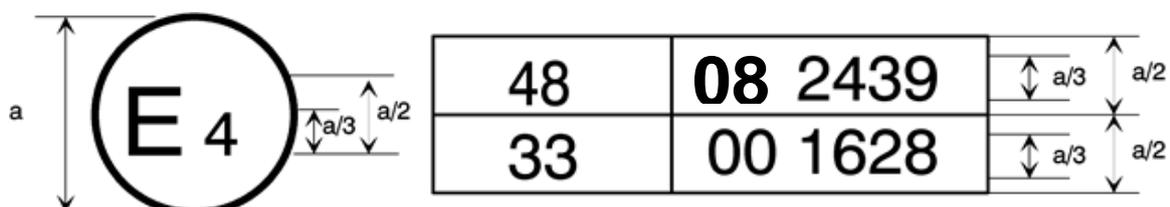


$a = 8 \text{ mm min.}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the installation of lighting and light-signalling devices, been approved in the Netherlands (E4) pursuant to UN Regulation No. 48 as amended by the [08] series of amendments. The approval number indicates that the approval was granted in accordance with the requirements of UN Regulation No. 48 as amended by the [08] series of amendments.

Model B

(See paragraph 4.5. of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to UN Regulation No. 48 as amended by the [08] series of amendments and UN Regulation No. 33.<sup>5</sup> The approval number indicates that, at the dates when the respective approvals were given, UN Regulation No. 48 was amended by the [08] series of amendments and UN Regulation No. 33 was still in its original form.

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<sup>5</sup> The second number is given merely as an example.”

## II. Justification

1. This proposal aims to require that lighting and light-signalling devices be turned on in compliance with the requirements of Regulation No. 48 even when a vehicle is under the park condition by adding “*park condition*” to the scope of Regulation No. 48. We believe that some regulation is necessary because if, for instance, the lights of a vehicle parked on the shoulder are turned on, they may cause hazards such as glare or distraction to other traffic users.
2. Meanwhile, to increase user convenience, some manufacturers have produced vehicles with a function that allows lights to flash in conjunction with the locking and unlocking of the doors while a vehicle is under the park condition. We believe that such functions can be permitted to the extent that they do not impair traffic safety.
3. Therefore, we would like to propose defining lighting and light-signalling functions that operate under the park condition in conjunction with the locking or unlocking of the doors as *answer-back signals*, define the requirements for their operation, and allow them to flash. The requirements for such *answer-back signals* will be defined in terms of the duration of their optical indication and the types of lighting or light-signalling functions that can be used (their maximum luminous intensity and colours will be those of the original lighting or light-signalling functions, since the only answer-back signal that is allowed is to flash). Having updated the current Japanese domestic regulation to allow those *answer-back signals* since last year upon requests from manufacturers, we would like to discuss them at the GRE from the viewpoint of safety.
4. The duration of optical indication of an answer-back signal shall not exceed 3 seconds in the same manner as the external status indicator of immobilisers.
5. The lamps that can be used as *answer-back signals* have been selected based on the requests from manufacturers. However, some lamps such as reversing lamps are not allowed because they emit light upward, and their white colours are supposed to tell other traffic users that the vehicle is moving in the direction of the illumination, which may be misleading to other drivers.
6. If there are lighting or light-signalling functions other than *answer-back signals* that should be reasonably allowed to flash under the park condition, we should address the issue by considering it in future international discussions and adding them to Regulation No. 48.