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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****Ninetieth session**

Geneva, 29 April – 3 May 2024

Item 7 (a) of the provisional agenda

**Device UN Regulations: UN Regulation No. 148 (Light-signalling devices)****Proposal for a Supplement to the 00 and 01 series of  
amendments to UN Regulation No. 148****Submitted by the experts from the International Automotive Lighting  
and Light-Signalling Expert Group \***

The text reproduced below was prepared by the experts from the International Automotive Lighting and Light-Signalling Expert Group (GTB) with the aim to correct and clarify the communication form. The proposed modifications to the current text of the UN Regulations 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 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), 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

### A. Proposal for a Supplement to the 00 series of amendments to UN Regulation No. 148

Paragraph 5.4.1., amend to read:

“5.4.1. The light emitted by each of the two lamps supplied shall meet the requirements in Table 6.

Table 6

**Luminous intensities for daytime running lamps**

	<i>Minimum luminous intensity in H-V (values in cd)</i>	<i>Maximum luminous intensity in any direction (values in cd)</i>
Daytime running lamps	400	1200

**5.4.1.1. In case the luminous intensity of the daytime running lamp is intended to be reduced, the reduced designed maximum luminous intensity shall not exceed 140 cd.”**

Annex 1,

Item 9.1.5., amend to read:

“9.1.5. A daytime running lamp

**9.1.5.1. The maximum luminous intensity does not exceed 700 cd: yes/no**

**9.1.5.2. The daytime running lamp is intended to be reduced so that the maximum luminous intensity does not exceed 140 cd: yes/no<sup>2</sup>”**

Item 9.3., amend to read:

“9.3. The front position lamp<sup>2</sup>, rear position lamp<sup>2</sup>, stop lamp<sup>2</sup>, end-outline marker lamp<sup>2</sup>, daytime running lamp<sup>2</sup>, **parking lamp<sup>2</sup>, reversing lamp<sup>2</sup>, rear fog lamp<sup>2</sup> and side marker lamp<sup>2</sup>** is only for use on a vehicle fitted with a tell-tale indicating failure: yes/no<sup>2</sup>”

### B. Proposal for a Supplement to the 01 series of amendments to UN Regulation No. 148

Paragraph 5.4.1., amend to read:

“5.4.1. Luminous intensity and standard light distribution:

The light emitted by each of the two samples supplied shall meet the requirements in Table 6.

Table 6  
Luminous intensities for daytime running lamps

Daytime running lamp	Minimum luminous intensity in cd (Par. 4.8.3.1. (a))	Maximum luminous intensity in cd when used as (Par. 4.8.3.1. (b))		Standard light distribution (Par. 4.8.3.1. (c))	Angles of geometric visibility (Par. 4.8.3.1. (d))	
		A single lamp	A lamp marked "D" (Par. 3.3.2.5.2.)		Definition	Minimum luminous intensity in cd
RL	$4.00 \cdot 10^2$	$1.20 \cdot 10^3$	$6.00 \cdot 10^2$	Figure A3-II	Table A2-1	$1.0 \cdot 10^0$

**5.4.1.1. In case the luminous intensity of the daytime running lamp is intended to be reduced, the reduced designed maximum luminous intensity shall not exceed  $1.40 \cdot 10^2$  cd."**

Annex 1,

Item 9.1.5., amend to read:

"9.1.5. A daytime running lamp

**9.1.5.1.** The daytime running lamp is intended exclusively for installation on vehicles of category L<sub>3</sub>, and its designed maximum luminous intensity does not exceed  $7.00 \cdot 10^2$  cd: yes/no<sup>2</sup>

**9.1.5.2. The daytime running lamp is intended to be reduced so that the maximum luminous intensity does not exceed  $1.4 \cdot 10^2$  cd: yes/no<sup>2</sup>"**

Item 9.3., amend to read:

"9.3. The front position lamp<sup>2</sup>, rear position lamp<sup>2</sup>, stop lamp<sup>2</sup>, end-outline marker lamp<sup>2</sup>, daytime running lamp<sup>2</sup>, parking lamp<sup>2</sup>, **reversing lamp<sup>2</sup>, rear fog lamp<sup>2</sup> and side marker lamp<sup>2</sup>** is only for use on a vehicle fitted with a tell-tale indicating failure: yes/no<sup>2</sup>"

## II. Justification

Paragraph 5.4.1. and Annex 1, item 9.1.5.

1. In the 08 and 09 series of amendments to UN Regulation No. 48 (paragraphs 6.19.7.6. and 6.19.7.7.2.) there is a reference to an indication in the communication form of UN Regulation No. 148 (if a daytime running lamp (DRL) is reduced during the entire period of operation of the front direction-indicator, to attain not more than 140 cd).

2. It was noticed that in UN Regulation No. 148, there is currently no such indication in the related communication form. To close this gap, it is proposed to insert such an indication in the communication form (item 9.1.5. of Annex 1) and, by adding paragraph 5.4.1.1., to make the text consistent with UN Regulation No. 48.

Annex 1, item 9.3.

3. A mismatch has been identified between the bodytext of UN Regulation No. 148 and the communication form (Annex 1). Paragraph 4.6.1.2. (b) provides a list of all functions of UN Regulation No. 48 which may produce a signal for activation of a "tell-tale indicating failure" and requests that "in this case a note in the communication form states that the lamp is only for use on a vehicle fitted with a tell-tale indicating failure". However, the functions of reversing lamp, rear fog lamp and side marker lamp are currently missing in the relevant item 9.3. of Annex 1. In the 00 series of amendments to UN Regulation No. 148, also the function "parking lamp" is missing in item 9.3. of Annex 1.

4. This proposal intends to insert these missing functions in item 9.3. of the communication form (Annex 1).