

**Economic and Social Council**Distr.: General  
26 January 2024

Original: English

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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****127th session**

Geneva, 15–19 April 2024

Item 13 of the provisional agenda

**UN Regulation No. 121 (Identification of controls, tell-tales and indicators)****Proposal for Supplement 7 to the 01 Series of Amendments to  
UN Regulation No. 121 (UN Regulation No. 121  
(Identification of Controls, Tell-tales and Indicators))****Submitted by the expert from the Republic of Korea\***

The text reproduced below was submitted by the representative from the Republic of Korea to amend UN Regulation No. 121. The proposal clarifies that indicators, their identifications and the identifications of controls need not be illuminated when the driver intentionally deactivates illumination and the electric vehicle is not in driving conditions. The modifications to the existing text of the UN 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 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

Paragraph 5.3.3., amend to read:

- "5.3.3. The indicators, their identifications and the identifications of controls need not be illuminated when at least one of the following conditions apply:
- (a) the headlamps are being used to give intermittent luminous warnings at short intervals;
  - (b) daytime running lamps are operated;
  - (c) daytime running lamps are switched on;
  - (d) **in case of the electric vehicle, the driver deactivates illumination with intention when the vehicle is not under driving condition."**

## II. Justification

1. With the increase in the sales of electric vehicles equipped with high-capacity batteries, various types of use cases emerge.
2. For example, people can use the high-capacity battery mounted in an electric vehicle to stay overnight or to watch a feature film in the electric vehicle.

### Examples of the Use of an Electric Vehicle in a Non-Driving Condition



3. In such cases, the vehicle is not in a driving state, but electric power is needed for the functioning of various utilities.
4. According to the current regulations, even in the above cases, problems arise given that the indicators, their identifications, and the identifications of controls need to be illuminated regardless of the driver's intention.
5. This proposal allows the driver to intentionally deactivate the illumination of identifications and the identifications of controls for convenience while the electric vehicle is in a non-driving condition.