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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

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Item 6 (b) 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 the Special Interest Group\***

The expert prepared the text reproduced below from Special Interest Group with the aim to define the switching conditions of dipped beam and daytime running lamps (DRL) and the variable intensity of rear lamps in conjunction with traffic conditions. 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 2021 as outlined in proposed programme budget for 2021 (A/75/6 (Sect.20), para 20.51), 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 4.2., amend to read:*

- "4.2. An approval number shall be assigned to each type approved. Its first two digits (at present **08**, corresponding to the **08** series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign this number to another vehicle type or to the same vehicle type submitted with equipment not specified in the list referred to in paragraph 3.2.2. above, subject to the provisions of paragraph 7. of this UN Regulation."

*Paragraph 5.26., amend to read:*

- "5.26. Rear direction indicator lamps **of category 2b**, rear position lamps **of category R2 and** stop lamps ~~(except stop lamps of category S4)~~ and rear fog lamps **of category S2** with variable luminous intensity control, which respond simultaneously to ~~at least one~~ **or more** of the ~~following external influences: ambient lighting, fog, snowfall, rain, spray, dust clouds, contamination of the light emitting surface, provided that their prescribed intensity relationship is maintained throughout variation transitions. No sharp variation of intensity shall be observed during transition. Stop lamps of category S4 may produce variable luminous intensity independent from the other lamps. It may be possible for the driver to set the functions above to luminous intensities corresponding to their steady category and to return them to their automatic variable category.~~ conditions listed in paragraphs 5.26.1. and 5.26.2., are allowed, provided that:

- (a) The intensity of the all lamps mentioned above, when combined, grouped or reciprocally incorporated, vary all together in the same manner and in a similar proportion.
- (b) In the entire intensity range, the specific prescribed ratio between the luminous intensities of two lamps, if applicable, shall be maintained throughout variation transitions.

### 5.26.1. Environmental conditions

Increase and decrease of the luminous intensity, in the limits prescribed in the pertinent UN Regulations, is allowed in relation to the following conditions:

- (c) ambient lighting,
- (d) fog,
- (e) snowfall,
- (f) rain,
- (g) spray,
- (h) dust clouds,
- (i) contamination of the light emitting surface.

### 5.26.2. Traffic conditions

Independent from environmental conditions mentioned under 5.26.1. a decrease of the luminous intensity, in the limits prescribed in the pertinent UN Regulations, is allowed as long as the vehicle speed is equal or less than 20 km/h or the distance to the following vehicle is equal or less than 20 m.

However as long as the vehicle speed is equal or less than 50 km/h the intensity decrease already activated may remain active.

**5.26.3. Stop lamps of category S4 and rear fog lamps of category F2 may produce variable luminous intensity, based on the conditions listed in paragraphs 5.26.1. and 5.26.2., independently from the other lamps.**

**5.26.4. No sharp variation of intensity shall be observed during transition.**

**It may be possible for the driver to set the functions above to static luminous intensities."**

*Paragraph 6.2.7.5., delete.*

*Paragraph 6.2.7.6., renumber to 6.2.7.5. and amend to read:*

**"6.2.7.56.** The dipped-beam headlamps shall be switched ON and OFF automatically relative to the ambient light conditions ~~(e.g. switch ON during night time driving conditions, tunnels, etc.)~~ according to the requirements of Annex 13.

**In addition, the following subparagraphs 6.2.7.5.1. apply.**

**6.2.7.5.1. Irrespective of the requirements of paragraph 6.2.7.5., under conditions requiring the dipped beam headlamps to be switched ON, the dipped-beam headlamps may remain switched OFF or, once automatically switched ON, may be switched OFF manually and remain switched OFF while one or more of the following conditions exist:**

- (a) the automatic transmission control is in the park position;
- (b) the parking brake is in the locked position;
- (c) prior to the vehicle being set in motion for the first time after each manual activation of the device, which starts and/or stops the propulsion system;
- (d) (i) the control is designed in such a way that manual deactivation shall not be possible with less than two deliberate actions. The lamps referred to in paragraph 5.11. shall be switched ON,  
or  
(ii) if the vehicle speed does not exceed 15 km/h, the control shall be designed in such a way that manual deactivation shall not be possible with less than two deliberate actions. The lamps referred to in paragraph 5.11. may remain switched OFF provided that, throughout the entire period that these lamps are switched OFF, it is indicated to the driver with an optical and with an acoustic or haptic warning signal.
- (e) the front fog lamps are switched ON;

**The automatic operation of the dipped-beam headlamps shall be resumed as soon as the conditions in this paragraph no longer exist."**

*Insert a new paragraph 6.2.7.6., to read:*

**"6.2.7.6. Irrespective of the requirements of paragraph 6.2.7.5., it shall always be possible to switch the dipped beam headlamps ON manually."**

*Insert a new paragraph 6.2.7.7., to read:*

**"6.2.7.7. The driver shall at all times be able to engage the automatic operation."**

*Paragraph 6.2.7.7. (former), renumber to 6.2.7.8. and amend to read:*

**"6.2.7.78** ~~Without prejudice 6.2.7.6.1.,~~ **Notwithstanding the provisions of paragraph 6.2.7.5., in cases where the ambient illuminance is 1,000 lx or more** the dipped-beam headlamps may switch ON and OFF automatically relative to other factors such as time or ambient conditions (e.g. time of the day, vehicle location, rain, fog, etc.)."

Paragraph 6.9.8., amend to read:

"6.9.8. Tell-tale

Circuit-closed tell-tale mandatory.

This tell-tale shall be non-flashing and shall not be required if the instrument panel lighting can only switch ON simultaneously with the front position lamps.

~~This requirement does not apply when light signalling system operates according to paragraph 6.19.7.4.~~

**This requirement does not apply while the daytime running lamps are switched ON.**

However, a tell-tale indicating failure is mandatory if required by the component regulation."

Paragraph 6.10.8., amend to read:

"6.10.8. Tell-tale.

Circuit-closed tell-tale mandatory. It shall be combined with that of the front position lamps.

~~This requirement does not apply when light signalling system operates according to paragraph 6.19.7.4.~~

**This requirement does not apply when daytime running lamps are switched ON.**

However, a tell-tale indicating failure is mandatory if required by the component Regulation."

Paragraph 6.19.7.1., amend to read:

"6.19.7.1. The daytime running lamps shall be switched ON automatically when the device which starts and/or stops the propulsion system is set in a position which makes it possible for the propulsion system to operate ~~However, the daytime running lamps may remain OFF while the following conditions and neither of the following exist:~~

- (a) **the front fog lamps are switched ON;**
- (b) **the headlamps are manually switched ON, except when they are used to give intermittent luminous warnings at short intervals;**
- (c) **conditions of Annex 13 for automatic switching ON of dipped-beam headlamps exist."**

Insert a new paragraph 6.19.7.2., to read:

**"6.19.7.2. Irrespective of the requirements of paragraphs 6.19.7.1. and 6.19.7.5., under conditions requiring the daytime running lamps to be switched ON, the daytime running lamps may remain OFF or, once automatically switched ON, may be switched OFF manually and remain OFF while at least one of the following conditions exists:**

- ~~6.19.7.1.1~~ (a) ~~T~~the automatic transmission control is in the park position; ~~or~~
- ~~6.19.7.1.2.~~ (b) ~~T~~the parking brake is in the locked position;
- ~~6.19.7.1.3.~~ (c) ~~P~~prior to the vehicle being set in motion for the first time after each manual activation of **the device, which starts and/or stops** the propulsion system.
- 6.19.7.2. (d) ~~The daytime running lamps may be switched OFF manually when the vehicle speed does not exceed 15 km/h, provided they switch ON automatically when the vehicle speed exceeds 10 km/h or when the vehicle has travelled more than 100 m] and they remain ON until deliberately switched off again."~~

Insert a new paragraph 6.19.7.3., to read:

**"6.19.7.3. The automatic operation of the daytime running lamps shall be resumed as soon as the conditions described in paragraph 6.19.7.2. no longer exist."**

Paragraph 6.19.7.3. (former), renumber to 6.19.7.4. and amend to read:

**"6.19.7.4. The daytime running lamp shall switch OFF automatically when the device which starts and/or stops the propulsion system is set in a position which makes it impossible for the propulsion system to operate ~~or as well as when either of the following conditions exists:~~**

- (a) the front fog lamps **are switched ON; ~~or~~**
- (b) **the** headlamps are **manually** switched ON, except when ~~the later~~ **they** are used to give intermittent luminous warnings at short intervals<sup>15</sup>;
- (c) **conditions of Annex 13 for automatic switching ON of dipped-beam headlamps exist."**

Paragraph 6.19.7.4. (former), renumber to 6.19.7.5. and amend to read:

**"6.19.7.5. ~~The lamps referred to in paragraph 5.11. may be switched ON w~~When daytime running lamps are switched ON, ~~If this option is chosen,~~ at least the rear position lamps shall be switched ON. **Other lamps may also be switched ON according to paragraph 5.11.****

**However, the rear position lamps and other lamps according to paragraph 5.11. may be switched OFF when the daytime running lamps are switched ON, and remain switched OFF as long as the following conditions are met:**

- **[ambient light conditions outside vehicle are above 7,000 lux (measured according to the requirements of Annex 13).]"**

Paragraph 6.19.7.5. (former), renumber to 6.19.7.6. and amend to read:

**"6.19.7.6. If a front direction-indicator lamp is not reciprocally incorporated with a daytime running lamp and the distance between the edges of the apparent surfaces in the direction of the reference axis of the front direction-indicator lamp and the daytime running lamp is equal or less than 40 mm, the electrical connections of the daytime running lamp ~~on the relevant side of the vehicle may~~ shall be such that, either**

- ~~(a) — It is switched OFF or~~
- ~~(b) — Its luminous intensity is reduced during the entire period (both ON and OFF cycle) of activation of a front direction indicator lamp~~
- (a) **the daytime running lamp on the relevant side of the vehicle is switched OFF during the entire period (both ON and OFF cycle) of operation of the front direction-indicator lamp; or**
- (b) **the luminous intensity of the daytime running lamp on the relevant side of the vehicle is reduced during the entire period (both ON and OFF cycle) of operation of the front direction-indicator lamp, to attain not more than 140 cd within the angles of geometric visibility. The conformity to this requirement shall be verified at the time of the daytime running lamp type approval and indicated in the related communication form.**

**If the luminous intensity of the front direction-indicator lamp in HV is at least 50% higher than the luminous intensity of the daytime running lamp in HV, the daytime running lamp does not need to be switched OFF as required under (a) of this paragraph nor dimmed as required under (b) of this paragraph. In this case the applicant shall demonstrate compliance**

with a concise description or other means acceptable to the Type Approval Authority."

Paragraph 6.19.7.6. (former), renumber to 6.19.7.7. and amend to read:

"6.19.7.67. If a **front** direction-indicator lamp is reciprocally incorporated with a daytime running lamp, **either with:**

**6.19.7.7.1. totally common apparent surfaces**, the electrical connections of the daytime running lamp on the relevant side of the vehicle shall be such that the daytime running lamp **function on the relevant side of the vehicle** is switched OFF during the entire period (both ON and OFF cycle) ~~activation of operation~~ of the **front** direction-indicator lamp

or

**6.19.7.7.2. partially common apparent surfaces**, the electrical connections of the daytime running lamp shall be such that, either:

(a) the whole daytime running lamp function on the relevant side of the vehicle is switched OFF during the entire period (both ON and OFF cycle) of activation of the front direction-indicator lamp; or

(b) for category 1a or 1b front direction-indicator lamp the daytime running lamp function on the relevant side of the vehicle is switched OFF for the part of the apparent surface in common with the one of the front direction indicator lamp and the luminous intensity of the part of the apparent surface not in common is reduced during the entire period (both ON and OFF cycle) of operation of the front direction-indicator lamp, to attain not more than 140 cd within the angles of geometric visibility. The conformity to this requirement shall be verified at the time of the daytime running lamp type approval and indicated in the related communication form."

At the end of paragraph 12., add a new paragraph 12.7. and its subparagraphs to read:

"[12.7. Transitional provisions applicable to 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)

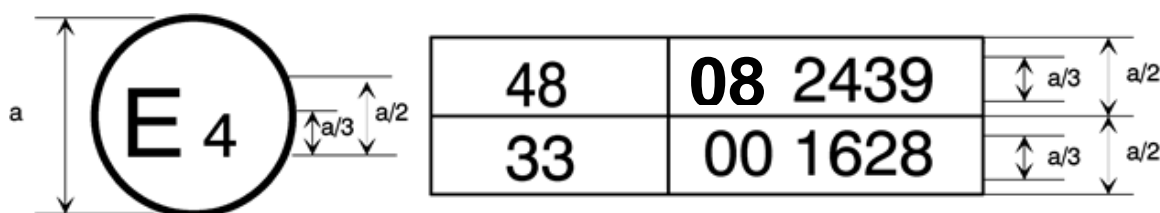


$a = 8 \text{ mm min.}$

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)



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

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.

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

## II. Justification

### *Paragraph 4.2.*

1. The Task Force on Headlamp Switching (TF HS) was established with the aim to simplify and clarify certain aspects of the headlamp and DRL switching and related interaction. As such, the proposal to be prepared by TF should have been treated as a “Supplement” to the present 06 series of amendments to UN Regulation 48. However, the proposal finally prepared by TF involved more complex changes than originally expected, also requesting technical modifications to the vehicles to fulfill the updated requirements. For this reason, it was deemed more suitable to present the proposal as a new 08 series of amendments. Consequently, it was necessary to introduce the suitable changes to this paragraph.

### *Paragraph 5.26.*

2. The proposed amendment is intended to reduce the discomfort caused by the glaring effects of increasingly performant rear-signalling lamps, when seen at short distance, while assuring correct perception of the signals in all cases. The categories of the different lamps, which are allowed to vary, are directly mentioned. The possibility that stop lamps of category S4 can vary independently from the other rear lamps is moved to paragraph 5.26.3. In addition, the rear fog lamps are added to the paragraph.

### *Paragraph 5.26.1.*

3. The environmental conditions which allow a variation are now listed in paragraph 5.26.1. The last two sentences are moved to paragraph 5.26.4.

### *Paragraph 5.26.2.*

4. In addition to the “environmental conditions” where an increase and reduction is allowed “traffic conditions” were added. For traffic conditions, only a decrease of the luminous intensity is allowed in the case the speed is equal or less than 20 km/h or the distance is equal or less than 20 m. The intensity decrease may remain active as long as the vehicle speed is equal or less than 50 km/h.

### *Paragraph 6.2.7.5.*

5. The paragraph is deleted, and the provisions wherein are reworded and moved to other more suitable paragraphs. The requirement in this paragraph remained unchanged after the introduction of automatic headlamps switching requirement and caused misunderstanding and different interpretations. The work of TF HS focused on clarification of this requirement and manual override as well as necessary updates with a view to allowing compatibility with specific circulation exigencies and local in-use requirements.

### *Paragraph 6.2.7.6. (old)*

6. The number is changed to 6.2.7.5., following the deletion of the existing paragraph with the same number. The existing sentence in parenthesis is deleted since it was considered redundant. A further sentence is added to provide a link with the subsequent sub-paragraphs providing exceptions to the general requirement of this paragraph.

### *Paragraph 6.2.7.5.1. (new)*

7. This paragraph was added to provide the exceptions to the general requirements on automatic headlamps switching ON. The requirements in the respective subparagraphs should allow that country specific “user requirements” could be realized from a technical perspective. Subparagraph (d) becomes important for vehicles that are used, for example, in explosive areas like refineries. It is split into two subparagraphs. Under d (i), it is allowed to switch OFF the headlamps, but the lamps mentioned under para. 5.11. have to be ON. Under d (ii), it is allowed to switch OFF all light, but only under a very strict requirement to perform two deliberate actions for switching OFF and with an additional indication to the driver by optical, acoustic or haptic warning. The speed shall not exceed 15 km/h.

### *Paragraph 6.2.7.6. (new)*



8. This paragraph contains part of the requirement previously contained in the deleted paragraph 6.2.7.5. (former). The dipped beam headlamps manual switching ON was unanimously considered to be necessary, even when the automatic switching is present, to always allow the driver to switch ON the headlamps when so desired or needed, in particular for ambient conditions with reduced visibility (e.g., daytime fog or rain situations) hardly detectable by the automatic switching sensors or in case of failure of the automatic switching. The mandatory presence of the manual switching (manual override) has been now expressed in a clearer way than before and in a paragraph different from the one mandating the automatic switching, with a view to reducing confusion and misunderstanding.

*Paragraph 6.2.7.7. (new)*

9. Due to the introduction, in the previous paragraph, of certain conditions allowing exceptions to the automatic switching, it was deemed necessary to specify the obligation to resume it as soon as the conditions allowing for exceptions no longer exist and to mandate the presence of means allowing the driver to engage the automatic switching at any time.

*Paragraph 6.2.7.8.*

10. The number was updated after the introduction of a new paragraph 6.2.7.7. The allowance for additional conditions for dipped beam automatic switching has been confirmed by means of a modified wording, aiming to avoid the discrepancy of interpretation pointed out during the TF HS work. The majority of experts in TF HS deem preferable to allow that the additional conditions for automatic switching may be used independently from the basic conditions prescribed in paragraph 6.2.7.5.

*Paragraph 6.9.8.*

11. The TF HS experts decided to re-introduce the sentence (deleted by Supplement 10 to the 06 series of amendment, as a consequence of other amendments in that Supplement) allowing not to switch ON the tell-tale for the front position lamps when used in connection with DRL. Same previously existing wording of the sentence has been used, subject to updating the reference to the involved paragraph. In addition, a small editorial correction has been introduced.

*Paragraph 6.10.8.*

12. The TF HS experts decided to re-introduce the sentence (deleted by Supplement 10 to the 06 series of amendments, as a consequence of other amendments in that Supplement) allowing not to switch ON the tell-tale for the front position lamps when used in connection with DRL. Same previously existing wording of the sentence has been used, subject to updating the reference to the involved paragraph.

*Paragraph 6.19.7.1.*

13. A clarification about the condition for DRL automatic switching ON in relation to the switching condition of the headlamp and front fog lamp is introduced for coherence and consistency with the requirements in paragraph 6.19.7.4. (new).

*Paragraph 6.19.7.2.*

14. The conditions for the existing exceptions to the mandatory automatic DRL switching ON were confirmed by the TF HS experts, with deleting the condition referred to the vehicle having travelled for more than 100 m with DRL OFF (which was judged an unnecessary burden) and with the change to the speed limit value (explanation for the same change is provided for paragraph 6.2.7.5.1.). The wording of the present sub-paragraphs of paragraph 6.19.7.1., containing the above requirements, has been updated for better clarity.

*Paragraph 6.19.7.3. (new)*

15. This paragraph has been added to specify the obligation to resume the automatic switching as soon as the conditions allowing for exceptions no longer exist.

*Paragraph 6.19.7.4.*

16. The number was updated, due to the introduction of a new paragraph 6.19.7.3. The wording and structure of this paragraph have been updated to improve clarity, without changes to the meaning of the requirements.

*Paragraph 6.19.7.5.*

17. The number was updated, due to the introduction of a new paragraph 6.19.7.3. The TF HS experts decided to re-introduce the sentence (deleted by Supplement 10 to the 06 series of amendment, as a consequence of other amendments in that supplement) allowing for the possibility to switch ON, together with the DRL, the rear position lamps only and not necessarily all the lamps prescribed in paragraph 5.11. The European Commission proposed that the rear position lamps “shall” instead of “may” been switched ON together with the DRL.

18. During the ninth meeting of the Special Interest Group (SIG) it was agreed to add to paragraph 6.19.7.5. the possibility of alternatives. In a first step, it was agreed that the combination of DRLs and at least the rear position lamps is not requested when the ambient light conditions outside the vehicle are above 7,000 lux. Above 7,000 lux Annex 13 of UN Regulation No. 48 today requests that dipped beam headlamps have to be switched OFF. This means that above 7,000 lux the ambient light conditions outside the vehicle are considered more than high enough to drive without dipped beam headlamps and rear position lamps ON. This is also requested to avoid unnecessary fuel consumption.

*Paragraph 6.19.7.6.*

19. The number was updated, due to the introduction of a new paragraph 6.19.7.3. During the discussion in TF HS it was pointed out that a proposal had been submitted to the Working Party on Lighting and Light-Signalling (GRE) in 2016 with the aim to change from “optional” to “mandatory” DRL switching OFF, or luminous intensity reduction, in cases where they are located at less than 40 mm from the front direction indicator lamps. In addition, an editorial improvement was introduced, in line with the wording already used in the present paragraph 6.19.7.6. (now renumbered as 6.19.7.7., see below).

20. An updated proposal on the above subject was presented at the seventy-ninth session of GRE (April 2018) by Germany and Italy. The discussion was deferred to the next eightieth session in October 2018, awaiting an updated proposal.

21. The proposal from the International Organization of Motor Vehicle Manufacturers (OICA) considers that when the distance between direction indicators of categories 1a and 1b and dipped-beam headlamps is in the range of 20 mm to 40 mm, it is not required to switch-off nor to dim the dipped-beam headlamps (see prescriptions of paragraph 6.5.3. of UN Regulation No. 48). Therefore, in order to align the two requirements “dipped beam & direction indicator” versus “daytime running lamp & direction indicator”, it should be optional for categories 1a and 1b to be switched off or to be dimmed. This should be allowed when the luminous intensity of the front direction-indicator lamp is 50% higher than the luminous intensity of the DRL at the point of intersection (HV).

*Paragraph 6.19.7.7.*

22. The number was updated, due to the introduction of a new paragraph 6.19.7.3. The proposal from OICA differentiates between “totally common apparent surfaces” and “partially common apparent surfaces” of DRL and the direction indicator. Furthermore, the spirit of the requirements of new paragraphs 6.19.7.6.2. (a) and (b) were also incorporated. This proposal would align two DRL designs that are on the street.

*Paragraph 12.7. and related sub-paragraphs (new)*

23. As indicated in para. 1 above, TF HS was established with the aim to simplify and clarify certain aspects of the headlamp and DRL switching and related interaction. As such, the proposal to be prepared by TF should have been treated as a “Supplement” to the present 06 series of amendments to UN Regulation No. 48. However, the proposal finally prepared by TF involved more complex changes than originally expected, also requesting technical modifications to the vehicles to fulfill the updated requirements. For this reason, it was deemed more suitable to present the proposal as a new 08 series of amendments. Consequently, a new draft 08 series of amendments in this document is presented with a

proposal for transitional provisions, based on the structure suggested by the “General Guidelines for United Nations regulatory procedures and transitional provisions in UN Regulations” (ECE/TRANS/WP.29/1044/Rev.2 and informal document WP.29-182-11).

24. The proposal for the 08 series of UN Regulation No. 48 was prepared by SIG. In parallel, the Informal Working Group "Simplification of the Lighting and Light-Signalling Regulations" (IWG SLR) finalized a proposal for the 0X/09 series of UN Regulation No. 48 which reflects the outcome of the discussions regarding visibility and glare.

25. Both documents contain proposals for transitional provisions (TPs). The main difference is that the 0X/09 series TPs are split into requirements for vehicles of categories M<sub>1</sub>, N<sub>1</sub> and requirements for vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub>. IWG SLR agreed on this split because of the complexity for buses and trucks. The proposed longer lead-time for buses and trucks is aligned with the dates of phase two of the European Union General Safety Regulation.

26. During the last SIG meeting, a discussion started whether there is a possibility to combine both proposals for amending UN Regulation No. 48. It was agreed that the final decision could only be made by GRE. Therefore, TPs for the 08 series are put in square brackets.

27. If GRE decides to merge the proposals, the split between passenger cars/small commercial vehicles and truck/buses in TPs will be valid for all the requirements in both proposals (08 and 0X/09 series).

#### *Annex 2*

28. Editorial changes were introduced to update the number of the series of amendments in the marking examples.

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