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Item 4(c) of the provisional agenda

**Regulation No. 48 (Installation of lighting and
light-signalling devices) - Proposal for Supplement 1
to the 05 series of amendments**

Proposal for Supplement 1 to the 05 series of amendments to Regulation No. 48 (Installation of lighting and light-signalling devices)

Submitted by the expert from Canada *

The text reproduced below was prepared by the expert from Canada to clarify illumination of marking lamps in conjunction with daytime running lamps. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106, ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Paragraph 6.19.7.4., correct to read:

"6.19.7.4. The lamps referred to in paragraph 5.11. ~~are not~~ **may be** swithed ON when the daytime running lamps are switched ON, except if daytime running lamps are operating according to paragraph 6.2.7.6.2., **where at least the rear position lamps shall be activated.**"

II. Justification

1. According to the 05 series of amendments of Regulation No. 48 it is possible to use daytime running lamps (DRL) operating in conjunction with at least the rear position lamps as an alternative to the sensor automatically activating lower beam headlamps. Hence, the possibility of using these lamps together, already exists without any apparent safety problem. On a contrary, the discussion on this subject indicated safety advantages to have marking lamps activated during the day.

2. According to the proposal, the decision of simultaneous use of lamps listed in 5.11 and DRL (other than in situation described in 6.2.7.6.2.) would be left to the vehicle manufacturer who would have to weigh such decision vs. potentially increased fuel consumption, emissions and resulting penalties.

3. Since 1989, Canada requires that DRL may be switched off only when headlamps are switched on. This requirement creates a situation where, as the master light switch is in the "marking lamps on" position, the DRL must remain on, unless the parking brake is applied, transmission is in a park or neutral position or the engine was started and the vehicle did not move.

4. At present time, Canada allows the use of DRL conforming to Regulation No. 87 and installed according to Regulation No. 48. This allowance assumed the possibility of switching lamps listed in paragraph 5.11. together with daytime running lamps. If Regulation No. 48 is interpreted by GRE as prohibitive for such simultaneous activation of above mentioned lamps, the Canadian reference to UN Regulations would have to be rescinded.