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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****Sixty-ninth session**

Geneva, 8–11 April 2013

Item 4(b) of the provisional agenda

**Regulation No. 48 – Proposal for amendments  
to the 06 series of amendments****Proposal for Supplement 3 to the 06 series of  
amendments to Regulation No. 48 (Installation of  
lighting and light-signalling devices)****Submitted by the expert from the Netherlands\***

The text reproduced below was prepared by the expert from the Netherlands to introduce a mandatory requirement for fitting an operating tell-tale on the daytime running lamp, in case the failure provision (for the light sources) according to paragraph 7.4.2.(b) of UN Regulation No. 87 is applied. 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 2010–2014 (ECE/TRANS/208, para. 106 and 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 6.19.8.*, amend to read:

"6.19.8. Tell-tale

Closed-circuit tell-tale optional

**However, in case the failure provision (for the light sources) according to paragraph 7.4.2.(b) of Regulation No. 87 is applied, an operating tell-tale is mandatory."**

## II. Justification

1. GRE at its sixty-eighth session adopted a proposal for UN Regulation No. 87 (ECE/TRANS/WP.29/GRE/2012/37 superseded by ECE/TRANS/WP.29/2013/23) amending the requirements on light source failures.
  2. One of the options accepted is that the light intensity in the axis of reference shall be at least fifty per cent of the minimum intensity required, provided that a note in the communication form states that the lamp is only for use on a vehicle fitted with an operating tell-tale.
  3. However, although the expert from the Netherlands did not generally object to the proposal, the expert could not fully support this specific option because of the absence of any corresponding mandatory requirements, in afore-mentioned case, for an operating tell-tale in UN Regulation No. 48.
  4. During the sixty-eighth session of GRE, the expert from the Netherlands already argued that without such a corresponding requirement in UN Regulation No. 48, there would be a gap in the regulatory system. Since a failure mode (at component-level) is acceptable only under the condition that an operating tell-tale is fitted to the vehicle, logic would dictate that this should also be stated in the requirements for fitting this tell-tale, i.e. in UN Regulation No. 48
  5. This proposal for UN Regulation No. 48, therefore, introduces the mandatory requirement for an operating tell-tale for the daytime running lamp, in case the failure provision for the light sources according to paragraph 7.4.2.(b) of UN Regulation No. 87 is applied.
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