

# ANSI/IES RP-8-25 Errata

If you, as a user of ANSI/IES RP-8-25, believe you have located an error not covered by the following revisions, you should e-mail your information to Pat McGillicuddy, [pmcgillicuddy@ies.org](mailto:pmcgillicuddy@ies.org), or send a letter to Pat McGillicuddy, Senior Manager of Technical Content, IES, 85 Broad St. 17th Floor, New York, NY 10004.

Deletions are shown using strike-through and additions are shown in red font.

Please confine your comments to specific typographical errors or misstatements of fact in the document's text and/or graphics. Do not attempt revisions of ANSI/IES RP-8-25.

Additions will be posted to this list online as they become available. This errata list was last updated **Feb. 15, 2026**.

*The Parking Lot Illuminance Table 17-2 is revised as follows:*

ANSI/IESRP-8: Ch. 17: Parking Facilities											
Recommended/Maintained Illuminance Targets <sup>(b,c,d,f)</sup>											
Table 17-2 Open Parking Lots											
TS= Task Surface: Recommended illuminances are at height of task surface above finished grade (AFG)											
Horizontal (E <sub>h</sub> )						Vertical (E <sub>v</sub> )					
Target E <sub>h</sub> @ Height AFF			Uniformity Ratio			Target E <sub>v</sub> @ Height AFF			Uniformity Ratio <sup>(a)</sup>		
Lux @ m	(Fc @ Ft)	Max Avg/Min	Ratio	Ratio Basis		Lux @ m	(Fc @ Ft)	Max Avg/Min	Ratio	Ratio Basis	
<b>APPLICATION TASK/AREA <sup>(a)</sup></b>											
<b>PARKING LOTS (and Top Floor of Parking Garages)<sup>1</sup></b>											
<b>Drive Aisles / EV Stations / Parking Areas<sup>2,3,4</sup></b>											
All Parking Lots											
	All Parking Lots	2 @ 0.0	(0.2 @ 0.0)	Avg Min	4:1 20:1	MaxAvg MaxMin	1 @ 1.5	(0.1 @ 5.0)	Avg Min	20:1	MaxAvg MaxMin
<b>Transaction Areas (Pedestrian &amp; Vehicle)<sup>1</sup></b>											
<b>General Areas <sup>3,5</sup></b>											
	Pre-curfew	10 @ 0.0	(0.9 @ 0.0)	Min	15:1	MaxMin	5 @ 1.5	(0.5 @ 5.0)	Min	15:1	MaxMin
	Post-curfew	2 @ 0.0	(0.2 @ 0.0)	Min	15:1	MaxMin	1 @ 1.5	(0.1 @ 5.0)	Min	15:1	MaxMin
<b>Transaction Machines <sup>6,7</sup></b>											
	Pre-curfew						30 @ TS	(2.8 @ TS)			
	Post-curfew						15 @ TS	(1.4 @ TS)			
<b>EV Charging Stations<sup>2</sup></b>											
<b>High activity <sup>2,5,6</sup></b>											
	LZ4	200 @ 0.00	(20 @ 0.0)	Avg	8:4:1	MaxAvg/Min	200 @ TS	(20 @ TS)	Avg	8:4:1	MaxAvg/Min
	LZ3 (and LZ4 curfew)	150 @ 0.00	(15 @ 0.0)	Avg	8:4:1	MaxAvg/Min	150 @ TS	(15 @ TS)	Avg	16:8:1	MaxAvg/Min
	LZ2 (and LZ3 curfew)	100 @ 0.00	(10 @ 0.0)	Avg	8:4:1	MaxAvg/Min	100 @ TS	(10 @ TS)	Avg	16:8:1	MaxAvg/Min
	LZ1 (and LZ2 curfew)	75 @ 0.00	(7.5 @ 0.0)	Avg	8:4:1	MaxAvg/Min	75 @ TS	(7.5 @ TS)	Avg	16:8:1	MaxAvg/Min
	LZ0 (and LZ1 curfew)	50 @ 0.00	(5 @ 0.0)	Avg	2:1	MaxAvg	50 @ TS	(5 @ TS)	Avg	2:1	MaxAvg
<b>Medium activity <sup>2,5,6</sup></b>											
	LZ4	150 @ 0.00	(15 @ 0.0)	Avg	8:4:1	MaxAvg/Min	150 @ TS	(15 @ TS)	Avg	8:4:1	MaxAvg/Min
	LZ3 (and LZ4 curfew)	100 @ 0.00	(10 @ 0.0)	Avg	8:4:1	MaxAvg/Min	100 @ TS	(10 @ TS)	Avg	16:8:1	MaxAvg/Min
	LZ2 (and LZ3 curfew)	75 @ 0.00	(7.5 @ 0.0)	Avg	8:4:1	MaxAvg/Min	75 @ TS	(7.5 @ TS)	Avg	16:8:1	MaxAvg/Min
	LZ1 (and LZ2 curfew)	50 @ 0.00	(5 @ 0.0)	Avg	8:4:1	MaxAvg/Min	50 @ TS	(5 @ TS)	Avg	16:8:1	MaxAvg/Min
	LZ0 (and LZ1 curfew)	40 @ 0.00	(4 @ 0.0)	Avg	2:1	MaxAvg	40 @ TS	(4 @ TS)	Avg	2:1	MaxAvg
<b>Low activity <sup>2,5,6</sup></b>											
	LZ4	100 @ 0.00	(10 @ 0.0)	Avg	8:4:1	MaxAvg/Min	100 @ TS	(10 @ TS)	Avg	8:4:1	MaxAvg/Min
	LZ3 (and LZ4 curfew)	75 @ 0.00	(7.5 @ 0.0)	Avg	8:4:1	MaxAvg/Min	75 @ TS	(7.5 @ TS)	Avg	16:8:1	MaxAvg/Min
	LZ2 (and LZ3 curfew)	50 @ 0.00	(5 @ 0.0)	Avg	8:4:1	MaxAvg/Min	50 @ TS	(5 @ TS)	Avg	16:8:1	MaxAvg/Min
	LZ1 (and LZ2 curfew)	40 @ 0.00	(4 @ 0.0)	Avg	8:4:1	MaxAvg/Min	40 @ TS	(4 @ TS)	Avg	16:8:1	MaxAvg/Min
	LZ0 (and LZ1 curfew)	30 @ 0.00	(3 @ 0.0)	Avg	2:1	MaxAvg	30 @ TS	(3 @ TS)	Avg	2:1	MaxAvg

ANSI/IES RP-8: Ch. 17: Parking Facilities									
Table 17-2 Open Parking Lots									
Recommended/Maintained Illuminance Targets <sup>(b,c,d,f)</sup>									
APPLICATION TASK/AREA <sup>(a)</sup>	TS= Task Surface: Recommended illuminances are at height of task surface above finished grade (AFG)								
	Horizontal (E <sub>h</sub> )					Vertical (E <sub>v</sub> )			
	Target E <sub>h</sub> @ Height AFF			Uniformity Ratio		Target E <sub>v</sub> @ Height AFF			Uniformity Ratio <sup>(a)</sup>
	Lux @ m	(Fc @ Ft)	Max Avg Min	Ratio	Ratio Basis	Lux @ m	(Fc @ Ft)	Max Avg Min	Ratio
<b>General Notes</b>									
a. Applications, tasks, or viewing specifics encountered on any given project may be different than these and may necessitate different criteria. The designer is responsible for making final determinations of applications, tasks, and illuminance criteria.									
b. Codes, ordinances, or mandates may supersede these values; designers should design accordingly.									
c. Values cited are to be maintained over time on the area of coverage.									
d. Target illuminance values are intended to apply to the respective plane or planes of the task.									
e. Illuminance criteria are for typical conditions. During periods of non-use, the illumination of certain parking facilities may be turned off or reduced to conserve energy. If reduced lighting is to be used only for the purpose of property security, it is desirable that the minimum illuminance be not less than 1 lux horizontal.									
f. Illuminance uniformity targets offer best results when planned in conjunction with luminance ratios and surface reflectances.									
g. Values are current as of February 15, 2026 and include Errata & Addenda. For additional details, contact IES standards staff, <a href="mailto:standards@ies.org">standards@ies.org</a> .									
<b>Application Task/Area Notes</b>									
1 Applies to LZ1 through LZ4. No electric lighting is used in LZ0.									
2 Lighting should address drive aisles and adjacent parking with mixed pedestrian and vehicular activity.									
3 Vertical illuminance criteria are measured in the primary directions of vehicular travel, in the center of the drive lane; vertical calculations are to account for the visibility of the pedestrian face and are defined by an imaginary vertical plane oriented perpendicular to the primary direction of vehicular travel. Illuminances on each side of the plane are assessed separately.									
4 Motion sensing should be used to reduce lighting levels when no one is present.									
5 Lighting should address an area extending 3 meters (10 feet) beyond the transaction area in all directions or to curb, property line, or structure, whichever is less.									
6 Vertical illuminance over entire front faces of pay machines. Coordinate with any machine display lighting requirements.									
7 Fuel pumps or short-time (DC Fast Charge) charging stations.									

The Parking Garages Table 17-2 has been revised as follows:

Figure 12-20 has been revised:

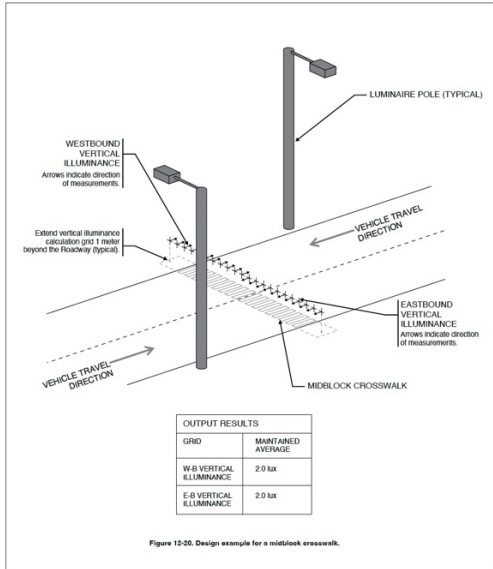


Figure 14-11 has been revised:

