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Item 16 of the provisional agenda

REGULATION No. 53

(Installation of lighting and light-signalling devices for L₃ category vehicles)

Proposal for Supplement 12 to the 01 series of amendments to Regulation No. 53

Submitted by the expert from the International Motorcycle Manufacturers Association */

The text reproduced below was prepared by the expert from the International Motorcycle Manufacturers Association (IMMA) in order to improve the installation requirements for optional daytime running lamps (DRL) in Regulation No. 53. The modifications to the current text of the Regulation are marked in bold or strikethrough characters.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Paragraph 5.11.1., amend to read:

- "5.11.1. If installed, the daytime running lamp shall automatically be ON when the engine is running. **If the headlamp control (if any) is in the ON position, the daytime running lamp need not come on when the engine is running.**
If no daytime running lamp is installed, the headlamp shall automatically be on when the engine is running."

Paragraph 6.13.7.1., amend to read:

- "6.13.7.1. ~~If installed, the daytime running lamp shall be switched ON automatically when the device, which starts and/or stops the engine, is in a position which makes it possible for the engine to operate.~~

The daytime running lamp shall switch OFF automatically when the headlamps are switched ON, except when the latter are used to give intermittent luminous warnings at short intervals.

The rear position light shall be switched ON when the daytime running lamp(s) is/are switched ON. The front position lamp(s) and the rear-registration-plate illuminating device may be switched ON individually or together, when the daytime running lamp(s) is/are switched ON."

Paragraph 5.10., amend to read:

- "5.10. The electrical connections shall be such that the front position lamp or the passing beam headlamp, if there is no front position lamp, the rear position lamp and the rear-registration-plate illuminating device cannot be switched **ON** or **OFF** otherwise than simultaneously, **unless otherwise specified.**"

Paragraph 6.13.8., amend to read:

- "6.13.8. Tell-tale
Closed-circuit **green** tell-tale, optional"

Insert a new paragraph 6.13.9., to read:

"6.13.9 Other requirements

The DRL symbol in ISO 2575 Road vehicles. Symbols for controls, indicators and tell-tales, may be used to identify the control, until such time as an appropriate symbol has been introduced into Regulation No. 60."

B. JUSTIFICATION

Proposal for amendments to Regulation No. 53 after first experiences with daDRL

Introduction

With the adoption of Supplement 10 to the 01 series of Amendments to Regulation No. 53, the (optional) installation of Daytime Running Lights (DRL) on motorcycles has been introduced.

The first experiences in working with this amendment have revealed the need for some clarifications, precisions and/or amendments.

For each of the points the current text of the Regulation is given, the problem explained and a suggested solution given. Some paragraphs are discussed several times.

1. DRL electrical connection (reset)

1.1. Current text

Paragraph 5.11.1.:

"5.11.1 If installed, the daytime running lamp shall automatically be ON when the engine is running. If no daytime running lamp is installed, the headlamp shall automatically be on when the engine is running.

Paragraph 6.13.7.1.:

"6.13.7.1. If installed, the daytime running lamp shall be switched ON automatically when the device, which starts and/or stops the engine, is in a position which makes it possible for the engine to operate.
The daytime running lamp shall switch OFF automatically when the headlamps are switched ON, except when the latter are used to give intermittent luminous warnings at short intervals.
Furthermore....."

1.2. Problem

The text of 6.13.7.1. overlaps the text of 5.11.1. and it is design restrictive:

Paragraph 6.13.7.1. presents three problems:

- (a) It requires an automatic reset to the DRL position when the engine is restarted, even when the engine was previously stopped while the headlamp switch was in the "ON" position. This will require complicated switching and wiring.
- (b) The DRL is required to operate when the ignition is on (even if the engine is not running);

- (c) the DRL is operating during the cranking of the engine;

1.3 Justification

The amendment to paragraph 5.11.1. makes it clear that either the DRL or the headlamp may come on automatically when the engine is running, which takes care of both daytime and night-time operation.

The amendment to paragraph 6.13.7.1. deletes a design prescriptive requirement for the following reasons:

- (a) paragraph 5.11 already contains the necessary requirements. It is not necessary to specify how this is achieved
- (b) the existing text would require additional complicated wiring and switching
- (c) there is no need for the DRL or the headlamp to be ON when the ignition is ON but the engine is not running
- (d) in view of the physical limitations of motorcycle batteries, it is desirable to conserve battery power when the ignition is on, but the engine is not running

2. DRL electrical connection (rear position lamp)

2.1. Current text

Paragraph 6.13.7.1.:

"6.13.7.1. ~~If installed, the daytime running lamp shall be switched ON automatically when the device, which starts and/or stops the engine, is in a position which makes it possible for the engine to operate.~~

The daytime running lamp shall switch OFF automatically when the headlamps are switched ON, except when the latter are used to give intermittent luminous warnings at short intervals.

Furthermore, the lamps referred to in paragraph 5.10.1/ shall not **be** switched ON when the daytime running lamps are switched ON."

1/ ("5.10. The electrical connections shall be such that the front position lamp or the passing beam headlamp, if there is no front position lamp, the rear position lamp and the rear-registration-plate illuminating device cannot be switched on or off otherwise than simultaneously.")

2.2. Problem

Article 32 paragraph 6 of the Convention on Road Traffic specifically requires the rear position lamp to be on with daytime running lamps. In addition, having no rear position light might be dangerous in certain situations such as entering tunnels.

2.3 Justification

Maintained conspicuity at the rear in case of:

- (a) conforms to Article 32 paragraph 6 of the Convention on Road Traffic
- (b) entering tunnels
- (c) dawn
- (d) does not require unnecessary lamps on in daytime

2.4 Consequential amendment

This also needs a consequential amendment to paragraph 5.10, to allow just the tail lamp to be on with the DRL.

3. DRL tell-tale colour

3.1. Current text

Paragraph 6.13.8.:

"6.13.8. Tell-tale

Closed-circuit tell-tale optional."

3.2 Problem

No colour has been specified for the DRL tell-tale.

3.3 Justification

To avoid confusion the same colour on all motorcycles should be used.

4. DRL symbol

4.1. Current text

None

4.2. Problem

There is no DRL symbol for motorcycles

4.3. Justification

The correct identification of the telltale and harmonization with a symbol already in use for cars. The work on a global technical regulation (gtr) for motorcycle telltales is ongoing in the General Safety Working Group (GRSG,) so this symbol could be added quite quickly to the gtr and Regulation No. 60.
