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World Forum for Harmonization of Vehicle Regulations**Working Party on Lighting and Light-Signalling****Seventy-second session**

Geneva, 20–22 October 2014

Item 4 (i) (iv) of the provisional agenda

1958 Agreement - Regulations**Other business – Any other business****Proposal for an amendment to Regulation No. 53 (Installation of lighting and light-signalling devices for L₃ vehicles)****Submitted by the expert from Germany***

The text reproduced below was prepared by the expert from Germany to delete the references to headlamps of Class B of Regulation No. 113 from Regulation No. 53, because of the poor performance of these headlamps when installed on the category of vehicles (L₃) of this Regulation. This document is based on the proposal by the expert of Italy (ECE/TRANS/WP.29/GRE/2013/43/Rev.1), and on the comments expressed by some experts during the seventy-first session of GRE. The deletions in the existing text of the Regulation proposed by the expert from Italy are marked in strikethrough. Further deletions of references to Class B proposed by the expert from Germany are marked in bold strikethrough.

* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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 6.1.1. to 6.1.1.2., amend to read:

"6.1.1. Number:

6.1.1.1. For motorcycles having a cylinder capacity $\leq 125 \text{ cm}^3$

One or two of approved type according to:

- (a) Class **B**, C, D or E of Regulation No. 113;
- (b) Regulation No. 112;
- ~~(c) Regulation No. 1;~~
- ~~(d) Regulation No. 8;~~
- ~~(e) Regulation No. 20;~~
- ~~(f) Regulation No. 57;~~
- ~~(g) Regulation No. 72;~~
- (h) Regulation No. 98.

6.1.1.2. For motorcycles having a cylinder capacity $> 125 \text{ cm}^3$

One or two of approved type according to:

- (a) Class **B**, D or E of Regulation No. 113;
- (b) Regulation No. 112;
- ~~(c) Regulation No. 1;~~
- ~~(d) Regulation No. 8;~~
- ~~(e) Regulation No. 20;~~
- ~~(f) Regulation No. 72;~~
- (g) Regulation No. 98.

Two of approved type according to:

- (h) Class C of Regulation No. 113."

Paragraph 6.2.1 to 6.2.1.2., amend to read:

"6.2.1. Number:

6.2.1.1. For motorcycles having a cylinder capacity $\leq 125 \text{ cm}^3$

One or two of approved type according to:

- (a) Class **B**, C, D or E of Regulation No. 113;
- (b) Regulation No. 112;
- ~~(c) Regulation No. 1;~~
- ~~(d) Regulation No. 8;~~
- ~~(e) Regulation No. 20;~~
- ~~(f) Regulation No. 57;~~

~~(g) Regulation No. 72;~~

(h) Regulation No. 98.

6.2.1.2. For motorcycles having a cylinder capacity > 125 cm³.

One or two of approved type according to:

(a) Class ~~B~~, D or E of Regulation No. 113;

(b) Regulation No. 112;

~~(c) Regulation No. 1;~~

~~(d) Regulation No. 8;~~

~~(e) Regulation No. 20;~~

~~(f) Regulation No. 72;~~

(g) Regulation No. 98.

Two of approved type according to:

(h) Class C of ~~draft~~ Regulation No. 113."

II. Justification

1. During the seventy-first session of GRE, a proposal by the expert from Italy was discussed (and in principle approved) to delete the references to frozen Regulations (ECE/TRANS/WP.29/GRE/2013/43/Rev. 1).

2. The expert from Germany suggested also deleting the references to Class B headlamps of Regulation No. 113, because the performance of these headlamps imposes a substantial safety risk for the L₃ category of vehicles mentioned in Regulation No. 53.

3. This deletion from the expert of Germany can be further substantiated by the current wording of paragraphs 6.1.1.2. and 6.2.1.2. of Regulation No. 53 which allows for only one headlamp of Class B, but requires two headlamps of Class C, despite the fact that Class C performs better than Class B.

4. Several delegations also raised a question whether deleting of Class B headlamps could entail problems for some markets and if transitional provisions would need to be foreseen. According to additional information received from the expert of International Motorcycle Manufacturers Association (IMMA), these markets are outside the geographical scope of the 1958 Agreement. Therefore, the expert from Germany does not see the need for transitional provisions.