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Item 7 (i) of the provisional agenda

Other Regulations - Regulation No. 53 (Installation of lighting and light-signalling devices for L₃ vehicles)

Proposal for Supplement 19 to the 01 series of Regulation No. 53 (Installation of lighting and light-signalling devices for L₃ vehicles)

Submitted by the expert from the International Automotive Lighting and Light Signalling Expert Group (GTB)*

The text reproduced below was prepared by the expert from the GTB to allow the activation of additional lighting units, in conjunction with the driving-beam, to improve illumination when the motorcycle is banking. 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 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, 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 6.2.5.7., amend to read:

“6.2.5.7. Additional light source(s) or additional lighting unit(s) may be activated only in conjunction with the principal passing-beam **or the driving-beam** to produce bend lighting. The illumination provided by the bend lighting shall not extend above the horizontal plane that is parallel with the ground and containing the reference axis of the headlamp producing the principal passing-beam for all bank angles as specified by the manufacturer during type approval of the device according to Regulation No. 113.”

Paragraph 6.2.6.1., amend to read:

“6.2.6.1. The additional light source(s) or additional lighting unit(s) used to produce bend lighting shall be so connected that it (they) cannot be activated unless the headlamp(s) producing the principal passing-beam **or the driving-beam** is (are) also activated.

The additional light source(s)...”

II. Justification

In the case where a motorcycle is using additional lighting units (ALUs) to provide bend lighting, it is not allowed, according to Regulation No.53, to activate these ALUs during operation of the driving beam. This requirement is unnecessarily restrictive. Night time visibility and safety can be improved if it is also allowed to operate ALUs in conjunction with the driving beam to improve illumination when the motorcycle is banking.
