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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Lighting and Light-Signalling (GRE)  
(Fifty-first session, 15-19 September 2003,  
agenda item 1.4.1.)

PROPOSAL FOR A DRAFT AMENDMENT TO REGULATION No. 53

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

Transmitted by the expert from Japan

Note: The text reproduced below was prepared by the expert from Japan, at the request of GRE at its forty-ninth session (TRANS/WP.29/GRE/49, paras. 69 and 70). This revised proposal is based on the original document TRANS/WP.29/GRE/2003/12 concerning the lighting of headlamps by automatic switching instructed upon engine start-up (so-called "Automatic Headlamp On (AHO)"). The modification to TRANS/WP.29/GRE/2003/12 is marked in **bold** text.

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Note: This document is distributed to the Experts on Lighting and Light-Signalling only.

## A. PROPOSAL

Insert a new paragraph 5.11.1., to read:

"5.11.1. The headlamp shall automatically turn on when the engine is **running**."

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## B. JUSTIFICATION

### B.1. History

Japan introduced a proposal on the mandatory Automatic Headlamps "ON" (AHO) system at the fiftieth GRE session, where comments were raised by participating countries. The Chairman instructed Japan to make necessary modifications based on the various opinions expressed during the session. The expert from Japan examined them and introduced the following modifications. The proposal content was clarified by adding either "when the engine is running" or "with the engine running" to some sentences. Furthermore, the description of the AHO system was added in item B. JUSTIFICATION.

### B.2. Results of Japan's Study

#### B.2.1. In the AHO system, the headlamp lights when the engine is running.

- 1) This system is universally adopted in Japan, the United States and Europe (in accordance with ACEM's voluntary regulation implemented from June 2003). This system has already become well established in the Japanese and American markets. It is a common simple system installed in motorcycles of all sizes.
- 2) With the engine running, the headlamps remain lighted whether moving or at rest. Because the light remains on even at rest, the motorcycle becomes more conspicuous when it is stopped at a crossing to turn left or right.
- 3) In some models the headlamp may not light while starting up, but with the engine running it lights on all models.
- 4) The headlamp lighting system does not distinguish between driving and passing beams. The motorcycle rider must manually select between driving and passing beams. The ECE Regulation No. 53 requires motorcycles to be equipped with a closed-circuit tell tale for driving beam so that the rider can recognize whether it is in a driving or passing status.
- 5) The headlamp can be switched off by turning the engine off.
- 6) No switch is equipped to turn the headlamp off when the engine is running.

- 7) **The AHO is a simple and low-cost system that increases the conspicuity of motorcycles, which results in a decreased number of accidents. Additional equipment, such as the DRL (Daytime Running Light) and a dimmed driving beam separate to the headlamp, will increase the motorcycle cost and burden the user.**
- B.2.2.** In Japan, Canada and the United States of America (USA), turning on the headlamps, while the engine is active, is compulsory on Powered Two Wheelers (PTWs). In the European Union (EU), the ACEM voluntarily began introducing market models fitted with the AHO system (TRANS/WP.29/GRE/2002/30).
- B.2.3.** From the results of accident analyses in Japan, the AHO system on PTWs was found to be highly effective in preventing accidents.
- B.2.4.** Japan is expecting to introduce ECE Regulation No. 53 and has been cooperating with the USA and the EU in the harmonization of vehicle regulations. Regulatory obligation of AHO will encourage harmonization of headlamp wiring between the USA, EU and Japan.
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