



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.29/GRE/2008/55  
15 July 2008

Original: ENGLISH  
ENGLISH AND FRENCH ONLY

---

**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Lighting and Light-Signalling

Sixtieth session

Geneva, 1 - 3 October 2008

Item 10(b) of the provisional agenda

**REGULATION No. 53**

(Installation of lighting and light-signalling devices for L<sub>3</sub> category vehicles)

Proposal for Corrigendum 1 to draft Supplement 10 to the 01 series of amendments to  
Regulation No. 53

Submitted by the expert from the Netherlands \*/

The text reproduced below was prepared by the expert from the Netherlands proposing a corrigendum to the draft Supplement 10 to the 01 series of amendments to Regulation No. 53 tabled by the expert of the International Motorcycle Manufacturers Association (IMMA) to allow the installation of high-intensity discharge (HID) headlamps, approved according to Regulations Nos. 98 and 113, on L<sub>3</sub> category vehicles. It is based on ECE/TRANS/WP.29/GRE/2006/46/Rev.1, adopted during the fifty-ninth session of GRE as amended by Annex IV to the report (ECE/TRANS/WP.29/GRE/59, para. 40). The corrections to the current text of the Regulation (including the draft Supplement 10 to the 01 series of amendments) are marked in bold characters or strike through 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 6.2.5.4., amend to read:

"6.2.5.4. The requirement in paragraph 6.2.5.3. shall be tested on the vehicle in the following conditions:

Condition A (rider alone):

a mass of 75 kg  $\pm$  1 kg, simulating the rider, shall be placed on ~~the seat~~ of the vehicle in such a way as to reproduce the axle loads declared by the manufacturer for this loading condition.

**The vertical inclination (initial aiming) of the passing beam headlamp shall be set, following the manufacturer's instructions, between -1.0 and -1.5 per cent.**

Condition B (fully laden motorcycle):

masses, simulating the manufacturer's maximum total mass, shall be placed on ~~the seat~~ of the vehicle in such a way as to reproduce the axle loads declared by the manufacturer for this loading condition.

Before making the measurements, the vehicle shall be rocked 3 times **up and down and then moved** backwards and forwards **for at least a complete wheel revolution.**"

B. JUSTIFICATION

During its fifty-ninth session GRE adopted a proposal prepared by the expert from IMMA, document ECE/TRANS/WP.29/GRE/2006/46/Rev.1, as corrected by paragraph 40 of the report.

After the presentation by the expert from IMMA during that session, the expert from the Netherlands has already raised a question regarding the initial aiming of the headlamps, in the case of testing the requirements for automatic leveling. The question was addressed generally at that time.

However, following further study of the adopted proposal, the expert from the Netherlands is of the opinion that additional correction is actually needed, in particular regarding the inclusion of initial aiming.

Furthermore, it has been identified that a few other small corrections of the text are needed with regards to the practical preparation of the vehicle, e.g. providing the necessary flexibility to the type-approval inspectors for achieving the right distribution of the masses (axle loads).

-----