

REGULATION No. 53
(INSTALLATION OF LIGHTS (MOTOR CYCLE))

Proposal for amendments to Regulation No.53

The modifications to the current text of Regulation No.53 are marked in **bold** or ~~strikethrough~~ characters.

A. PROPOSAL

Paragraph 5.13., amend to read:

5.13. Colours of the lights

The colours of the lights referred to in this Regulation shall be as follows:

.....

front position lamp: white **or amber**

Paragraph 6.3.7., amend to read:

6.3. DIRECTION-INDICATOR LAMP

6.3.7. May not be "reciprocally incorporated" with any other lamp, **except amber front position lamp.**

Paragraphs 6.6.1. and 6.6.7., amend to read:

6.6. FRONT POSITION LAMP

6.6.1. Number

One or two

if coloured white

or

Two (one per side)

if coloured amber"

6.6.7. Other requirements

~~None~~

When the front position lamp is reciprocally incorporated in the front direction indicator lamp, the position lamp, on the same side as the direction indicator lamp or on the both sides, shall be switched off only when the direction indicator lamp is flashing.

B. JUSTIFICATION

1. Japan is submitting this document to make a proposal as a compromise considering the comment from IMMA by the informal document No. GRE-61-24.
2. First, regarding the comment made by IMMA in the informal document No. GRE-61-24, Japan insists that JARI research which shows the superiority of the amber position lamp (APL) over white position lamp (WPL) in conspicuity be accepted, because:
 - The test results of JARI research simply show the differences of conspicuity between APL and WPL by using detected distance to keep objectivity of the detection. Therefore, whether or not subjects know the reason of the experiment has nothing to do with the result of the experiment. Of course, we know that it would have some effect on test results, if the test were to be done to measure the absolute visibility of lamps.
 - And with regard to behavior, the processes of detection to action of APL and WPL are the same. Therefore, if detection of the object can be advanced, then action can be advanced and completed.
3. However, IMMA has test results which show no difference of conspicuity between APL and WPL and Japan thinks it may have to examine the research report.
4. Considering this situation, Japan thinks more study has to be done to reach conclusion of this discussion. On the other hand, Japan and some motorcycle manufacturers believe the superiority of conspicuity of APL and there is no reason to impede efforts of these manufacturers trying to enhance safety by introducing APL. Therefore, Japan compromises by submitting this proposal to add APL as an alternative to WPL in R53 for the time being and to replace the formal document GRE/2009/5 with this proposal.
