

**Economic and Social Council**Distr.: General
4 August 2017

Original: English

Economic Commission for Europe

Inland Transport Committee

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

Geneva, 24-27 October 2017

Item 7 (b) of the provisional agenda

Other Regulations -**Regulation No. 53 (Installation of lighting and light-signalling devices for L₃ vehicles)****Proposal for Supplement 20 to the 01 series of amendments to Regulation No. 53 and for Supplement 2 to the 02 series of amendments to Regulation No. 53 (Installation of lighting and light-signalling devices for L₃ vehicles)****Submitted by the expert from the International Motorcycle Manufacturers Association (IMMA)***

The text reproduced below was prepared by the expert from IMMA with the aim to allow the use of different stop lamp activation methods and to align the stop lamp provision with those applicable for four-wheelers. 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 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), 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 2.5.9., amend to read:

"2.5.9. "Stop lamp" means the lamp used to indicate to other road-users to the rear of the vehicle that its driver is applying the service brake; **The stop lamps may be activated by the application of a retarder or a similar device;**"

Paragraph 6.4.6., amend to read:

"6.4.6. Electrical connections

6.4.6.1. All **the** stop lamps shall light up simultaneously ~~at any service brake application~~ ~~Shall light up at any service brake application.~~ **when the braking system provides the braking signal defined in Regulation No. 78.**

6.4.6.2. **The stop lamps need not to function if the device, which starts and/or stops the engine, is in a position that makes it impossible for the engine to operate."**

II. Justification

1. This proposal is a revised version of document ECE/TRANS/GRE/2015/42 which takes into account the comments raised by the stakeholders at the October 2015 session of GRE.
 2. This amendment proposes to update the definition of "stop lamp" so that it would allow the use of different stop lamp activation methods for powered two-wheelers as currently applicable for four-wheelers; e.g. by the application of a retarder or a similar device.
 3. The proposed new definition is aligned with the definitions in Regulations Nos. 7 and 48. In particular, paragraph 6.4.6.1. is based on paragraph 6.7.7.1. of Regulation No. 48 and paragraph 6.4.6.2. is similar to paragraph 6.7.7.2. of Regulation No. 48.
 4. A corresponding proposal for amendments to Regulation No. 78 was submitted to the September 2017 session of the Working Party on Braking and Running Gear (GRRF) (ECE/TRANS/GRRF/2017/14).
-