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## **IMMA Position paper on the question of amber for motorcycle position lamps**

### 1. Background

44/GRE and 45/GRE discussed the possibility of allowing amber position lamps on motorcycles. The IMMA proposal is for position lamps which would be reciprocally incorporated with the front direction indicator lamps, would use a low-power sub-filament or light source and would emit amber light.

At 45/GRE IMMA informed the Group that discussions were being held in Brussels, which would consider the use of the amber colour in the broader context of motorcycle conspicuity. IMMA therefore proposed that further discussion in GRE should be postponed until the situation had become clearer, at which time the matter could be re-discussed on the basis of a revised IMMA document.

Part of the clarification process will be the outcome of two projects: the industry accident research project, MAIDS, (supported by the EU Commission and due to end its data collection phase during 2001) and the EU Commission Conspicuity project, the first results of which should be available by the end of 2001.

During the discussion at 45/GRE, GTB suggested that there should be a more general review of the question of amber within the scheme of lamp colours on vehicles.

In the discussion of the draft GTR for the installation of lamps on M1 and N1 vehicles the possibility of allowing amber position lamps on passenger cars was raised.

### 2. The issue and proposal

Without wishing to pre-judge the issue in any way, IMMA believes that at this stage in the discussions it would be helpful for all parties if final decisions concerning the use of amber on vehicles, in particular motorcycles, could be delayed at least until the findings of the MAIDS and the EU Conspicuity study are known. It would be unfortunate if decisions were made before that, only to find that later research suggested other policy options. IMMA believes that the pertinent research results will be available by the end of 2001.

### 3. The original IMMA proposal

In response to questions raised outside the GRE sessions, IMMA would like to re-state the main reason for proposing the optional use of amber for motorcycle position lamps.

Currently the ECE Regulations do not allow amber position lamps. In Japan, now a Contracting Party to the 1958 Agreement, amber position lamps are permitted. Amber position lamps are also permitted in the USA and Canada.

In view of the fact that the USA, Canada and Japan have experienced no safety problem with a mixed colour regime and that to mandate white or amber in a GTR for motorcycles would have substantial cost implications within the motorcycle industry; IMMA's proposal is to achieve a harmonised solution based upon the optional use of amber for motorcycle position lamps. IMMA would like to ask GRE to bear this aspect in mind during future discussions.