



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.29/GRE/2009/40  
16 July 2009

Original: ENGLISH  
ENGLISH AND FRENCH ONLY

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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

World Forum for Harmonization of Vehicle Regulations

Working Party on Lighting and Light-Signalling

Sixty-second session  
Geneva, 6 - 9 October 2009  
Item 14(c) of the provisional agenda

**REGULATION No. 53**

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

Installation requirements for daytime running lamps

Proposal for Supplement 11 to the 01 series of amendments to Regulation No. 53

Submitted by the expert from the International Motorcycle Manufacturers Association \*/

The text reproduced prepared by the expert from the International Motorcycle Manufacturers Association (IMMA) aims at increasing the distance separating the illuminating surfaces of two daytime running lamps (DRL) under certain conditions. The proposal is based on a document without symbol (informal document No. GRE-61-23), distributed during the sixty-first session of the Working Party on Lighting and Light-Signalling (GRE) (see report ECE/TRANS/WP.29/GRE/61, para. 33). The modifications to the current text of Regulation No. 53 are marked in bold characters.

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\*/ 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 6.13.4.1.4., amend to read:

"6.13.4.1.4. In the case of two daytime running lamps, the distance separating the illuminating surfaces shall not exceed **420 mm.**"

Insert a new paragraph 6.13.4.1.5., to read:

**"6.13.4.1.5. The maximum separation distance is not applicable when the daytime running lamps:**

- (a) are grouped, combined or reciprocally incorporated with another headlamp, or**
- (b) are within the projection of the frontal silhouette of the motorcycle on an orthogonal plane perpendicular to the longitudinal median plane of the vehicle."**

B. JUSTIFICATION

For paragraph 6.13.4.1.4.

At the sixtieth session of GRE, the original separation distance was justified by the necessity of creating a contrast between the DRL and its immediate surrounding.

Further consideration by IMMA members has produced the following conclusions:

- (a) The handbook of Adult Anthropometric and Strength Measurements give the mean value for the breadth of a male as 569 mm and a female as 450 mm
- (b) 420 mm is a typical width for modern motorcycles
- (c) as a principle, a larger separation distance facilitates the speed estimation of the motorcycle
- (d) The expert from IMMA therefore believes that the current separation distance of 240 mm is unnecessarily design restrictive; however, a separation distance of 420 mm from the opposing driver will always see a part of the rider or the motorcycle behind the DRLs and thus contrast will be ensured.

The expert from IMMA therefore proposes changing the separation distance from 240 mm to 420 mm.

For new paragraph 6.13.4.1.5

It is likely that the manufacturers will want to combine the lamps and therefore the separation distance should be decided based upon those considerations.

Many modern motorcycles have the lamps mounted in a fairing, which can be large or just for the handlebars. In such cases, the DRL would be seen against the frontal silhouette of the motorcycle. Examples of this are shown below.

This is why the expert from IMMA proposes that the new paragraph be inserted, to give manufacturers greater scope for introducing this technology. The expert from IMMA fears that if the conditions are too restrictive, manufacturers will not wish to use this opportunity to improve daytime conspicuity.

