

REGULATION No. 53
(Installation of headlamps on motorcycles)

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

Proposal for the installation requirements for daytime running lamps

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 60th 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:

- 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
- 420mm is a typical width for modern motorcycles
- as a principle, a larger separation distance facilitates the speed estimation of the motorcycle
- IMMA therefore believes that the current separation distance of 240 mm is unnecessarily design restrictive; but that with a separation distance of 420 mm the opposing driver will always see a part of the rider or the motorcycle behind the DRLs and thus contrast will be ensured.

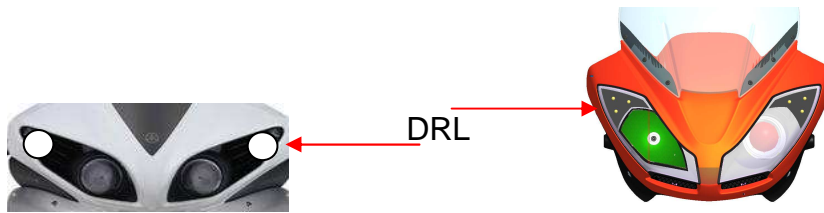
IMMA therefore proposes changing the separation distance from 240 mm to 420 mm.

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 by those considerations.

Many modern motorcycles have the front 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 IMMA proposes that the new paragraph be inserted, to give manufacturers greater scope for introducing this technology. IMMA fears that if the conditions are too restrictive manufacturers will not wish to use this opportunity to improve daytime conspicuity.



Dr NM Rogers
