

**Proposal for ~~a Supplement to the 01 02 series~~ of amendments to  
Regulation No. 53 (Installation of lighting and light-signalling  
devices for L<sub>3</sub> vehicles)**

This document supersedes ECE/TRANS/WP.29/GRE/2015/41 and contains a revised proposal to delete in Regulation No. 53 the references to headlamps of Class B of Regulation No. 113. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters. In addition, the changes to ECE/TRANS/WP.29/GRE/2015/41 are shown under 'track changes'.

## I. Proposal

*Paragraph 6.1.1. to 6.1.1.2., amend to read:*

"6.1.1. Number:

6.1.1.1. For motorcycles having a cylinder capacity  $\leq 125 \text{ cm}^3$

One or two of approved type according to:

- (a) Class ~~B~~, C, D or E of Regulation No. 113;
- (b) Regulation No. 112;
- (c) Regulation No. 1;
- (d) Regulation No. 8;
- (e) Regulation No. 20;
- (f) Regulation No. 57;
- (g) Regulation No. 72;
- (h) Regulation No. 98.

6.1.1.2. For motorcycles having a cylinder capacity  $> 125 \text{ cm}^3$

One or two of approved type according to:

- (a) Class ~~B~~, D or E of Regulation No. 113;
- (b) Regulation No. 112;
- (c) Regulation No. 1;
- (d) Regulation No. 8;
- (e) Regulation No. 20;
- (f) Regulation No. 72;
- (g) Regulation No. 98.

Two of approved type according to:

- (h) Class C of Regulation No. 113."

*Paragraph 6.2.1 to 6.2.1.2., amend to read:*

"6.2.1. Number:

6.2.1.1. For motorcycles having a cylinder capacity  $\leq 125 \text{ cm}^3$

One or two of approved type according to:

- (a) Class ~~B~~, C, D or E of Regulation No. 113;
- (b) Regulation No. 112;
- (c) Regulation No. 1;
- (d) Regulation No. 8;
- (e) Regulation No. 20;
- (f) Regulation No. 57;

- (g) Regulation No. 72;
  - (h) Regulation No. 98.
- 6.2.1.2. For motorcycles having a cylinder capacity > 125 cm<sup>3</sup>.
- One or two of approved type according to:
- (a) Class ~~B~~, D or E of Regulation No. 113;
  - (b) Regulation No. 112;
  - (c) Regulation No. 1;
  - (d) Regulation No. 8;
  - (e) Regulation No. 20;
  - (f) Regulation No. 72;
  - (g) Regulation No. 98.
- Two of approved type according to:
- (h) Class C of ~~draft~~ Regulation No. 113."

*Insert new paragraphs 11.4. to 11.6., to read:*

- "11.4. As from the official date of entry into force of ~~Supplement [XX] to the 021~~ series of amendments, no Contracting Party applying this Regulation shall refuse to grant approvals under this Regulation as amended by ~~Supplement [XX] to the 01 series]~~ of amendments.**
- 11.5. As from 48 months after the date of entry into force mentioned in paragraph 11.4 above, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type with regard to the number and mode of installation of the lighting and light-signaling devices corresponds to the requirements of the ~~Supplement [XX] to the 01-02~~ series of amendments to this Regulation.**
- 11.6. Existing approvals granted under this Regulation before the date mentioned in paragraph 11.5. above shall remain valid."**

## II. Justification

1. During the seventy-first session of GRE, the expert from Italy presented a proposal to delete the references to frozen Regulations (ECE/TRANS/WP.29/GRE/2013/43/Rev. 1).
2. The expert from Germany complemented the above proposal, in particular, by proposing the deletion of the references to Class B headlamps of Regulation No. 113, because of the consideration that the Class B requirement values may impose a safety concern for the L<sub>3</sub> category of vehicles. The deletion of Class B headlamps, as proposed by the expert of Germany, was further substantiated by the current wording of paragraphs 6.1.1.2. and 6.2.1.2. of Regulation No. 53 which allows for only one headlamp of Class B, but requires two headlamps of Class C, despite the fact that Class C performs better than Class B (ECE/TRANS/WP.29/GRE/2014/32).
3. The expert of IMMA clarified that, to replace the headlamp of Class B with Class C or D, major changes in the headlamp and its surrounding parts are required and probably a larger output generator is needed due to a higher electricity consumption with

a larger headlamp. For certain vehicle models, e.g. where the headlamp is embedded in the vehicle body, installing a larger headlamp may also not be possible due to the limited space. In addition, adopting larger output generator would result in a redesigning of the complete electric system on-board the vehicle. Thus, the industry requires time to redesign and make a large investment which should be aligned with new model development (GRE-72-19).

4. For the reasons given in para. 3 above, IMMA requests 48 months lead-time transitional provisions for the industry to be able to design the vehicle body, engine and electric system as a new model aligned with Euro 5 implementation in and after the year 2020.

5. Following a request for a consolidated proposal at the seventy-second session of GRE, this proposal combines ECE/TRANS/WP.29/GRE/2014/32 and GRE-72-19.

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