

Distr.: General
25 November 2013

English Only

Economic Commission for Europe

Inland Transport Committee

Working Party on Road Traffic Safety

Sixty-seventh session

New Delhi, 4-6 December 2013

Convention on Road Traffic (1968)

**Consistency between the Convention on Road Traffic (1968)
and Vehicle Technical Regulations**

Submitted by International Motorcycle Manufacturers Association

The text reproduced below was prepared by the expert from IMMA in order to introduce amendments to ensure consistency of Chapter II (Vehicle lighting and light-signalling devices of the 1968 Convention on Road Traffic with regulations under the 1958 Agreement and regulations applicable in the European Union. The amendments refer to working document TRANS/WP.1/2011/4/Rev.3. Proposals for amendments are marked in bold for new or strikethrough for deleted characters.

- In the column I, reference is made to the paragraph numbers in ECE/TRANS/WP.1/2011/4/Rev.3 to which the proposed amendments apply
- In the column II, in the proposal for amendment is given in bold. Normal text is the original text in TRANS/WP.1/2011/4/Rev.2 and Rev.3.
- In column III, the explanation is given with references to 1958 Agreement regulations. In italics the actual relevant § are reproduced.

| I | II | III |
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| 19 | <p>A bend lighting lamp may be activated automatically in conjunction with the passing beam to produce bend lighting. Bend lighting means a lighting function to provide enhanced illumination in bends.</p> | <p>Bend lighting should be added. The function is specified in R53, which applies to motorcycles (L3) only. The idea is the introduction of a light on each front side of the vehicle, which comes on with the passing beam lamp, which provides light in the direction of the vehicle when the motorcycle is tilting (bending).</p> <p>Reference to ECE/324/Rev.1/Add.52/Rev.3 ECE/TRANS/505/Rev.1/Add.52/Rev.3A</p> <p><i>2.30. "Bend lighting" means a lighting function to provide enhanced illumination in bends.</i></p> <p><i>6.2.5.7. Additional light source(s) or additional lighting unit(s) may be activated only in conjunction with the principal passing-beam to produce bend lighting. The illumination provided by the bend lighting shall not extend above the horizontal plane, that is parallel with the ground and containing the reference axis of the headlamp producing the principal passing-beam for all bank angles as specified by the manufacture during type approval of the device according to Regulation No. 113.</i></p> <p><i>6.2.6.1. The additional light source(s) or additional lighting unit(s) used to produce bend lighting shall be so connected that it (they) cannot be activated unless the headlamp(s) producing the principal passing-beam is (are) also activated. The additional light source(s) or additional lighting unit(s) used to produce bend lighting on each side of the vehicle may only be automatically activated when the bank angle(s) is(are) greater or equal to the minimum bank angle(s) given in the communication form for the type approval of the device according to Regulation No. 113.</i></p> |
| 36 | Subject to the possibility that exemption from all | There is a problem with the limit 40 km/h. |

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| | <p>or some of these obligations may be granted in respect of mopeds by Contracting Parties which, in conformity with Article 54, paragraph 2, of the Convention, have declared that they treat mopeds as motorcycles:</p> <p>(a) Every two-wheeled motorcycle with or without side-car shall be equipped with one or two white passing beam headlamps;</p> <p>(b) Every two-wheeled motorcycle with or without side-car with a maximum design speed exceeding 40 km (25 miles) per hour shall may be equipped, in addition to the passing beam headlamps, with at least one white driving-beam headlamp.</p> <p>(c) Every two-wheeled motorcycle with or without side-car with a maximum design speed exceeding 50 km per hour shall be equipped, in addition to the passing beam headlamps, with at least one white driving-beam headlamp</p> | <p>A) ECE R 53 is applicable only for two wheeler with maximum speed exceeding 50km/h (motorcycles, L3 category)</p> <p>B)ECE R 74, applicable to mopeds, two wheelers with Maximum design speed not exceeding 50km/h, prescribes driving beam head lamps as optional.</p> <p>This would leave a mismatch between ECE Regulations and Vienna convention, for two wheelers with maximum speed between 40 and 50km/h.</p> <p>As a possible solution to resolve this an additional option C is proposed:</p> <p>Option in b) and mandatory in c)</p> |
| <p>New § after 38</p> | <p>Motorcycles may be equipped with additional light source(s) or additional lighting unit(s) which may be activated only in conjunction with the principal passing beam to produce bend lighting?</p> <p>The additional light source(s) or additional lighting unit(s) used to produce bend lighting on each side of the vehicle may only be automatically activated and deactivated on the basis of the banking of the vehicle.</p> | <p>Reference to ECE/324/Rev.1/Add.52/Rev.3 ECE/TRANS/505/Rev.1/Add.52/Rev.3A</p> <p><i>6.2.6.1. The additional light source(s) or additional lighting unit(s) used to produce bend lighting shall be so connected that it (they) cannot be activated unless the headlamp(s) producing the principal passing-beam is(are) also activated. The additional light source(s) or additional lighting unit(s) used to produce bend lighting on each side of the vehicle may only be automatically activated when the bank angle(s) is(are) greater or equal to the minimum bank angle(s) given in the communication form for the type approval of the device according to Regulation No. 113. ...</i></p> |
| <p>39.</p> | <p>Every two-wheeled motorcycle may be equipped with one or two white or amber daytime running lamps. If installed, the daytime running lamp shall automatically be ON when the engine is running.</p> <p>If no daytime running lamp is installed, the headlamp shall automatically be on when the engine is running.</p> <p>If the headlamp is switched on, the daytime running lamp shall not come on when the engine is running.</p> | <p>Reference to E/ECE/324/Rev.1/Add.52/Rev.2/Amend.4 E/ECE/TRANS/505/Rev.1/Add.52/Rev.2/Amend.4</p> <p><i>Paragraph 6.13.7.1., amend to read: "6.13.7.1. If installed, the daytime running lamp shall be switched ON automatically when the device, which starts and/or stops the engine, is in a position which makes it possible for the engine to operate.</i></p> <p><i>The daytime running lamp shall switch OFF automatically when the headlamps are switched ON, except when the latter are used to give intermittent luminous warnings at short intervals.</i></p> <p><i>Furthermore, the lamps referred to in paragraph 5.10. shall not switched ON when the daytime running lamps are switched ON.</i></p> |

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| | | <i>5.11.1. The headlamp shall automatically be on when the engine is running.</i> |
| 40 | Every two-wheeled motorcycle without side-car shall be equipped at the rear with one or two rear red position lamp(s). | The Regulation 50 specifies that we can have a pair of position lamps. |
| 41. | Every two-wheeled motorcycle without side-car shall be equipped at the rear with one or two red non-triangular retro-reflector (s) and may be equipped at the side with one or two (number per side) amber (front & rear side) or red (rear side only) non-triangular retro-reflector(s). | <p>ECE 53 specifies mandatory rear red retro-reflector, non-triangular.</p> <p>ECE 53 specifies side retro-reflector, non-triangular: amber at the front and amber or red at the rear.</p> <p>In EU the side retro-reflectors are optional. Therefore the side reflectors should be optional in the Convention.</p> |
| 42. | Subject to the possibility for Contracting Parties which, in conformity with Article 54, paragraph 2, have declared that they treat mopeds as motorcycles, to exempt two-wheeled mopeds with or without side-cars from this obligation, every two-wheeled motorcycle with or without side-car shall be equipped with one or two red stop lamp (s). | <p>Reference to ECE/324/Rev.1/Add.52/Rev.3 ECE/TRANS/505/Rev.1/Add.52/Rev.3A</p> <p><i>6.4. Stop lamp</i> <i>6.4.1. Number</i> <i>One or two.</i></p> |