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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****Seventy-sixth session**

Geneva, 25–28 October 2016

Item 7 (e) of the provisional agenda

**Other Regulations: Regulation No. 53****(Installation of lighting and light-signalling devices for L<sub>3</sub> vehicles)****Proposal for the 03 series of amendments to Regulation  
No. 53 (Installation of lighting and light-signalling devices for  
L<sub>3</sub> vehicles)****Submitted by the expert from Japan\***

The text reproduced below was prepared by the expert from Japan in accordance with discussions at the seventy-fifth session of the Working Party on Lighting and Light-Signalling (GRE) regarding a new requirement for automatic switching from the daytime running lamp (DRL) to the headlamp. The text is based on Informal document GRE-75-08 distributed at the seventy-fifth session of GRE. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

*Paragraph 5.11.1., amend to read:*

"5.11.1. If installed, the daytime running lamp shall automatically be ON when the engine is running. If the headlamp is switched on, the daytime running lamp shall not come on when the engine is running. **The headlamp shall be switched ON automatically within 2 seconds when the ambient light condition falls below 1,000 lx (e.g., under night-time driving conditions, in tunnels, etc.), after which the headlamp shall remain lit until the ambient light condition becomes not less than 1,000 lx.**

If no daytime running lamp is installed, the headlamp shall automatically be on when the engine is running. "

*Insert new paragraphs 11.7. to 11.11., to read:*

"11.7. **As from the official date of entry into force of the 03 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 03 series of amendments.**

11.8. **As from [48 months] after the date of entry into force of the 03 series of amendments, Contracting Parties applying this Regulation shall grant type approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 03 series of amendments.**

11.9. **Contracting Parties applying this Regulation shall not refuse to grant extensions of type approvals for existing types which have been granted according to the preceding series of amendments to this Regulation.**

11.10. **Even after the date of entry into force of the 03 series of amendments to this Regulation, type approvals to the preceding series of amendments to the Regulation shall remain valid. Contracting Parties applying this Regulation shall continue to accept them.**

11.11. **Notwithstanding the transitional provisions above, Contracting Parties whose application of this Regulation comes into force after the date of entry into force of the 03 series of amendments are not obliged to accept type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation."**

## II. Justification

The daytime running lamp ("DRL") of motorcycle causes the glare since there is no requirement that the DRL shall be switched automatically to the headlamp at night. Accordingly, Japan proposes that the new requirement regarding automatic switching from the DRL to the headlamp is introduced into the Regulation No. 53 as with the Regulation No. 48.