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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****Eighty-first session**

Geneva, 15-18 April 2019

Item 7 (a) of the provisional agenda

Other UN Regulations:**UN Regulation No. 53 (Installation of lighting and light-signalling devices for L₃ vehicles)****Proposal for an amendment to the draft 03 series of amendments to UN Regulation No. 53****Submitted by the expert from the International Motorcycle Manufacturers Association (IMMA)***

The text reproduced below was prepared by the expert from IMMA in order to restore the original automatic headlamp ON (AHO) requirement for vehicles not equipped with daytime running lamps (DRL). The modifications to the draft 03 series of amendments to UN Regulation No. 53 (ECE/TRANS/WP.29/GRE/2018/50) are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, cluster 3.1), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate

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I. Proposal

Paragraph 5.11.2., amend to read:

"5.11.2. If no daytime running lamp is installed, the headlamp ~~{{(passing beam)}}~~ shall automatically be ON when the engine is running."

II. Justification

1. At the eightieth session of GRE, ECE/TRANS/GRE/2018/50 was adopted as new 03 series of amendments to UN Regulation No. 53. It is worth noting that this amendment not only affects motorcycles with DRL but also imposes a restriction to the use of passing-beam for AHO (automatic headlamp ON) after the engine starts. IMMA would like to re-discuss the applicability of this new requirement for AHO.

2. IMMA can accept the proposal for such a restriction in the case of a motorcycle equipped with DRL, as there can be a potential glare problem for the oncoming driver if the vehicle switched automatically from DRL to the main-beam whilst in motion. However, in case of vehicles not equipped with DRL, we do not expect any such glare incidents to occur. This is because the AHO headlamp(s) would turn on just after the engine was started. In which case, even if the main-beam was selected, the vehicle would be stationary, and the mandated tell-tale would then inform the rider on the state of this main-beam. This would enable the rider to then immediately switch to the passing-beam. Such a situation was in particular explained and justified in ECE/TRANS/WP.29/GRE/2003/12/Rev.1, which introduced mandatory AHO to UN Regulation No. 53.

3. The mandatory AHO requirement was introduced to UN Regulation No. 53 at the fifty-second session of GRE in 2004. However, as the motorcycle industry was always committed to improve safety on the road, we had already applied AHO as a voluntary commitment in certain markets for many years (Japan: since 1991, with mandatory application from 1997; the United States of America: gradual application from late 1970's to 1990's; the European Union: since June 2003). Over such a long period, no single glare-related safety issue has ever been reported.

4. Furthermore, there has been a rising interest in the application of UN Regulation No. 53 even among countries which are not Contracting Parties to the 1958 Agreement. However, despite Revision 3 of the 1958 Agreement, we are concerned that this significant change to the AHO provisions in UN Regulation No. 53 may in fact discourage these countries from applying the Regulation. This is because the item has not yet been thoroughly assessed nor has the potential effectiveness of this provision been sufficiently considered.
