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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-ninth session**

Geneva, 24-27 April 2018

Item 7 (c) of the provisional agenda

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

The text reproduced below was prepared by the expert from IMMA with the aim to clarify possibilities for activation of direction indicators when the engine is stopped. The modifications to the current text of Regulation No. 53 are marked in bold for new or strikethrough for deleted characters.

* 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, cluster 02.4), 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.



I. Proposal

Paragraph 6.3.6., amend to read:

“6.3.6. Electrical connections

6.3.6.1 The direction indicator lamps shall switch on independently of the other lamps. All direction indicator lamps on one side of a vehicle shall be switched on and off by means of one control.

6.3.6.2 **The direction indicator lamps may be activated to indicate the vehicle status (e.g. locking system) or vehicle presence when the device which starts and/or stops the engine (propulsion system) is set in a position which makes it impossible for the engine (propulsion system) to operate.”**

II. Justification

1. This proposal is an improved version of ECE/TRANS/WP.29/GRE/2017/27, which was not presented at the October 2017 session of the Working Party on Lighting and Light-Signalling (GRE) due to lack of time.

2. This proposal aims to clarify that direction indicators may also be activated:

(a) To show the vehicle status (e.g. locking system) when the vehicle is parked;

(b) To allow the driver to recognize the presence of his/her own vehicle from a certain distance by remote control;

(c) In case of keyless entry system and of the driver having lost the key fob while riding - to inform the driver that he/she no longer has the key fob and that the vehicle will soon become unable to restart.

3. Some motorcycles are currently available with such functions. However, it is not completely clear whether the scope of Regulation No. 53 covers these functions or not.

4. It is worth mentioning that the above proposal is not necessarily linked to an alarm system or immobilizer activation/deactivation. If the motorcycle is equipped with an alarm system or immobilizer according to Regulation No. 97, activation of the direction indicator lamps is already allowed in Regulation No. 53, paragraph 2.5.8.:

"2.5.8. *"Direction indicator lamp"* means the lamp used to indicate to other road-users that the driver intends to change direction to the right or to the left;

A direction indicator lamp or lamps may also be used according to provisions of Regulation No. 97."

5. Regulation No. 97, paragraph 32.6.1. further stipulates:

"32.6.1. To provide information on the status of the immobilizer (set/unset, change of set to unset and vice versa), optical displays inside and outside the passenger compartment are allowed. The light intensity of optical signals installed outside the passenger compartment shall not exceed 0.5 cd."

6. To provide information on the status of the immobilizer (set/unset, change of set to unset and vice versa), optical displays inside and optical signals outside the passenger compartment are allowed. Any optical signal or any use of lighting and light-signalling devices outside the passenger compartment shall fulfil the requirements of Regulation No. 48.

7. However, motorcycles do not necessarily have immobilizer nor alarm system, which are defined in Regulation No. 97.
