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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 new Supplement to Regulation No. 53
(Installation of lighting and light-signalling devices for L₃
vehicles)****Submitted by the expert from the International Motorcycle
Manufacturers Association (IMMA)***

The text reproduced below was prepared by the experts from IMMA with the aim to improve ECE/TRANS/WP.29/GRE/2017/25, which is the IMMA proposal aiming to allow the use of different stop lamp activation methods and to align the stop lamp provision with those applicable for four-wheelers. The modifications to the current text of the 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, 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 2.5.9., amend to read:

"2.5.9. *"Stop lamp"* means the lamp used to indicate to other road-users to the rear of the vehicle that ~~its driver is applying the service brake~~ **the longitudinal movement of the vehicle is intentionally retarded."**

Paragraph 6.4.6., amend to read:

"6.4.6. Electrical connections

6.4.6.1. All ~~the~~ stop lamps shall light up simultaneously ~~at any service brake application~~ **Shall light up at any service brake application. when the braking system provides the braking signal defined in Regulation No. 78.**

6.4.6.2. **The stop lamps need not to function if the device, which starts and/or stops the engine (propulsion system), is in a position that makes it impossible for the engine (propulsion system) to operate."**

II. Justification

1. This proposal is a revised version of ECE/TRANS/WP.29/GRE/2017/25 and GRE-78-07 and takes into account the comments raised by the stakeholders at the October 2017 session of the Working Party on Lighting and Light-Signalling (GRE).

2. This amendment proposes updating the definition of "stop lamp" so that it would allow the use of different stop lamp activation methods for powered two-wheelers as currently applicable for four-wheelers; e.g. by the application of a retarder or a similar device.

3. The "stop lamp" definition in para. 2.5.9. is aligned with the definition in the 06 series of amendments to Regulation No. 48. Furthermore, paragraph 6.4.6.1. of the proposal is based on paragraph 6.7.7.1. of Regulation No. 48 and paragraph 6.4.6.2. is similar to paragraph 6.7.7.2. of Regulation No. 48.

4. A corresponding proposal for amendments to Regulation No. 78 is being submitted to the Working Party on Braking and Running Gear (GRRF) (ECE/TRANS/WP.29/GRRF/2017/14).

5. This proposal for amendment should be considered as a supplement, rather than a new series of amendments. At its November 2017 session, the World Forum for Harmonization of Vehicle Regulations (WP.29) adopted the Draft General Guidelines for UN regulatory provisions and transitional provisions in UN Regulations (ECE/TRANS/WP.29/2017/107 and Add.1), paragraph 22. of which clarifies the issue of series of amendments and supplements. In the case of stop lamps, there is no change in the level of stringency, since the current text of paragraph 6.4.6. of Regulation No. 53 reads "All stop lamps shall light up...".