

**157<sup>th</sup> session of WP.29**

Geneva, 25-29 June 2012

Item 18.2 of the provisional agenda

Proposals to develop new gtrs and/or amendments to established gtrs, not included under agenda item 16 – **gtr No. 12 (Motorcycle controls, tell-tales and indicators)**

**Request for the development of amendments to gtr No. 12  
(Motorcycle controls, tell-tales and indicators)**

**Submitted by the representative from Italy \***

This document contains a proposal to develop amendments to UN GTR No. 12 on motorcycle controls, tell-tales and indicators in order to make editorial changes and introduce a gear shift pattern that had been discussed but had been overlooked in the introduction of GTR 12. This amendment is based on ECE/TRANS/WP.29/2011/140 and corrigendum ECE/TRANS/WP.29/155/09. It is distributed to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Executive Committee (AC.3) of the 1998 Agreement for consideration. This document (ECE/TRANS/WP.29/GRSG-102-10) shall be appended to the amendment to the UN GTR once adopted.

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\* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, 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. Introduction

1. One of the main purposes of GTR 12, motorcycle controls, tell-tales and indicators, is to standardize and harmonize markings identifying controls, tell-tales and indicators. One way of doing this is through the use of symbols. A clear advantage of symbols, or pictograms, over wording is that symbols, once they have been taught to and have been recognised by the target group, overcome language barriers. Drivers shall be able to operate motorcycles safely, even if they cannot understand the language of the country they are visiting. Recognition that is independent of language is an advantage in a global motorcycle market.
2. GTR 12 is developed to harmonize the way in which motorcycle controls, tell-tales and indicators are installed and identified.
3. GTR 12 applies to all on-road motorcycles. It specifies requirements for the location, identification, operation, colour, and illumination of motorcycle tell-tales, indicators and controls. It also harmonizes a set of symbols for, if fitted, controls, tell-tales and indicators.
4. The objective of this proposal is to clarify the current text of gr No 12 on motorcycle controls, tell-tales and indicators to prevent misinterpretations and to introduce editorial corrections. This proposal ensures that the text in **Table 1** correctly uses the defined terms.
5. The proposal aligns text with R60 and introduces in Table 1 a gear shift pattern for the “*Hand Selector Manual gear shift Control*” that had previously been discussed at UN/ECE/ GRSG informal group but had been omitted from the current text. .

## II. Justification of changes

### A. Amendments proposed for editorial changes for the use of defined terms

6. **Paragraph 4.2.1**, the missing text was re-introduced  
“**However, the controls for Manual Choke and Manual Fuel Tank Shutoff Valve shall be located so that they are operable and within reach of the driver when seated.**”
7. **Paragraph 4.2.3** was not numbered.
8. In the illumination of the controls and tell-tales, the yellow colour was introduced as an alternative to amber colour.
9. **Table 1, column 4**, the terms “on the left handlebar” has been replaced by “**on handlebar: left side**”.
10. Table 1 a gear shift pattern for the “*Hand Selector Manual gear shift Control*” has been added as this pattern this existed in a number of countries had been and had not been covered.  
“position is provided it shall be **either** in the first position **or the second position** in the gear selection order (i.e.: N-1-2-3-4-... **or 1-N-2-3-4...**).”

### III. Proposed amendments

*In the text of the regulation (part B)*

#### A. Proposal

#### 3. DEFINITIONS

Delete clause 3.19 and renumber the remainder of the clauses

~~3.19. "Footrest" means the projections on either side of the vehicle on which the~~

Amend the following definition

3.21. "Anticlockwise" has the inverse meaning; of "Clockwise"

#### 4. REQUIREMENTS

##### 4.1 General

A ~~motorcycle~~, **vehicle**, if fitted with a control, tell-tale or indicator identified in Table 1, shall comply with the requirements of this global technical regulation with respect to the location, identification, operation, illumination, and colour of that control, tell-tale or indicator

##### 4.2. Location

4.2.1. The controls, listed in Table 1, shall be located so that they are operable and within reach of the driver when seated in the driving position. **However, the controls for Manual Choke and Manual Fuel Tank Shutoff Valve shall be located so that they are operable and within reach of the driver when seated.**

*Number the second paragraph in 4.2.3 and renumber the clause as follows*







4.2.3. The identification symbols for controls, tell-tales, and indicators shall be placed on or adjacent to the controls, tell-tales or indicators that they identify except as provided in paragraph 4.2.5.


4.2.4. Controls for hazard warning lamps, passing and driving beam headlamps, direction indicators, supplemental engine stop, audible warning device, brakes and clutch shall be always accessible to the driver as primary function of the corresponding control without the removal of the driver's hands from the respective handgrips.




- 4.2.5 Paragraph 4.2.3. does not apply to multi-function controls, if the control is associated with a multi-task display that:
- 4.3. Identification
- 4.3.5. All identification symbols for the tell-tales, indicators and controls provided on handle bar or instrument cluster shall be positioned so as to appear to the driver to be perceptually upright except **the symbol** for an audible warning device **control**. For rotating controls that have an "off" position, this requirement applies to the control in the "off" position.
- 4.4. Illumination
- 4.5. Colour
- 4.5.3.2. *amber (yellow)*: caution, outside normal operating limits, vehicle system malfunction, damage to vehicle likely, or other condition which may produce hazard in the longer term
- 4.6. Common space for displaying multiple messages
- 4.6.6. Information displayed in the common space may be cancellable automatically or by the driver, except the tell-tales for brake system malfunction, headlamp driving beam, direction indicator and those for which the colour red is required by Table 1 shall not be ~~cancelled~~ **cancellable** if the condition exists for their activation.




Table 1. Symbols

identifying controls, tell-tales and indicators

No.	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
	ITEM	SYMBOL	FUNCTION	LOCATION	COLOUR	DEFINITION	OPERATION
1	Supplemental engine stop control (OFF)		Control	Located on the right handlebars: right side	-		As a means of stopping the engine, alternative to the main switch or a decompression valve control, the vehicle may be equipped with an engine electrical power supply cut-out (Supplemental engine stop).
2	Supplemental engine stop control (RUN)						
7	Manual Fuel Tank Shutoff Valve Manual (OFF)		Control	The control need not to be visible from the rider's position			The control shall have separate positive positions for "OFF", "ON" and "RESERVE" (where a reserve supply is provided). The control shall be in the ON position when it is in the direction downstream of the flow of fuel from the tank to the engine: in the OFF position when it is in a direction perpendicular to the flow of fuel, and in the RESERVE position (where applicable) when it is in the direction upstream of the flow of fuel.  In case of a system in which the fuel flow is stopped when the engine is switched off, and if equipped with a control, the symbols and control positions shall be the same as identified for Manual Fuel Shut-Off Control.
8	Manual Fuel Tank Shutoff Valve Manual (ON)						
9	Manual Fuel Tank Shutoff Valve Manual (RES)						
11	Audible warning device (Horn)		Control	on the left handlebars: left side for vehicles with a gear selection			Push to activate

				<p>control operated independently of a hand operated clutch  <b>or for vehicles without gear selection control.</b>          Alternatively, on the <del>right</del> <b>handlebars: right side</b> for vehicles with gear selection located on the <del>left</del> <b>handlebars: left side</b> and operated in conjunction with the hand operated clutch</p>			
12	Driving beam (Main, high or upper beam) – (Hi)		Control	<p>on the <del>left</del> <b>handlebars: left side</b> for vehicles with a gear selection control operated independently of a hand operated clutch  <b>or for vehicles without gear selection control.</b>          Alternatively, on the <del>right</del> <b>handlebars: right side</b> for vehicles with gear selection located on the <del>left</del> <b>handlebars: left side</b> and operated in conjunction with the</p>			

				hand operated clutch			
			Tell-Tale		Blue		
13	Passing Beam (Dipped, low or lower Beam) - (Lo)		Control	on the left <b>handlebars: left side</b> for vehicles with a gear selection control operated independently of a hand operated clutch <b>or for vehicles without gear selection control.</b> Alternatively, maybe on the right <b>handlebars: right side</b> for vehicles with gear selection located on the left <b>handlebars: left side</b> and operated in conjunction with the hand operated clutch			
			Tell-Tale		Green		
18	Hazard warning signal		Control				
			Tell-Tale		Red	Represented by either the direction indicator tell-tale(s) flashing (simultaneously), or by the given triangle symbol.	

		(delete)  					
			Tell-Tale		Green		
18	Hazard warning signal		Control			Represented by either the direction indicator tell-tale(s) flashing (simultaneously), or by the given triangle symbol.	
			Tell-Tale		Red		
							
			Tell-Tale		Green		
26	Engine Speed Control		Control	On the right handlebars: right side			Hand operated control. <b>Rotating Handgrip</b> Anticlockwise rotation increases speed. The control shall be self-closing to idle in a clockwise direction after release of the hand unless a vehicle speed control device is activated
27	Front wheel brake		Control	On the right handlebars: right side forward			Hand lever The front wheel brake may operate with the rear wheel brake in the case of a combined brake system
28	Foot rear wheel brakes control		Control	On the right side of the frame: right side			Pedal The rear wheel brake may operate with the front wheel brake in the case of a combined brake system



29	Hand rear wheel brake control		Control	On the left handlebars: left side forward		Hand lever Not allowed for vehicles with hand operated clutch The rear wheel brake may operate with the front wheel brake in the case of a combined brake system
31	Clutch		Control	On the left handlebars: left side		Hand lever Squeeze to disengage clutch. Shall not prohibit the use of devices on the left side of the vehicle that combine operations of a clutch and gear selector
32	Foot selector Manual gear shift Control		Control	On the left side of the frame: left side		Foot lever or rocker arm Moving the forward part of the foot lever or rocker arm shall progressively select the gears: upward movement of the forward part for shifting to a higher gear position and downward movement for shifting to a lower gear position. If a separate, positive "neutral" position is provided, it shall be in either the first or second position in the gear selection order (i.e: 1-N-2-3-4-.... or N-1-2-3-4-....).  However, for vehicles with an engine capacity of less than 200cc, transmissions with the following shift patterns may be fitted: - Rotary pattern (i.e. N-1-2-3-4-5-N-1.) - Reverse pattern, where moving the forward part of the foot lever or rocker arm shall progressively select the gears: - upward movement of the forward part for shifting to a lower gear position, and - downward movement for shifting to a higher gear position
33	Hand Selector Manual gear shift Control		Control	On the left handlebars: left side		If the operation of the control is through rotation of the handgrip, the anticlockwise rotation shall progressively select gears giving an increased forward speed and conversely for a reduced forward speed. If a separate, positive "neutral" position is provided it shall be either in the first position or the second position in the gear selection order (i.e.: N-1-2-3-4-.... or 1-N-2-3-4....).

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