

Revision of ECE/TRANS/WP.29/GRE/2024/9

Proposal for a Supplement to the 03 series of amendments to UN Regulation No. 74

Submitted by the experts from Germany

This document replaces the proposal ECE/TRANS/WP.29/GRE/2024/9. The text reproduced below was prepared by the experts from Germany **and France**. The modifications to the existing text of the UN Regulations are marked bold for new and strikethrough for deleted character.

I. Proposal

Paragraph 6.8.3.3., amend to read:

“6.8.3.3. in length: the forward distance between the centre of reference of the rear indicators and the transverse plane which constitutes the rearmost limit of the vehicle’s over-all length shall not exceed 300 mm. **This condition shall not apply to vehicles with a maximum design speed not exceeding 25 km/h.**”

Paragraph 6.8.5., amend to read:

“6.8.5. Orientation
The front indicators **and, for vehicles with a maximum design speed not exceeding 25 km/h, the rear indicators** may move in line with the steering angle.”

Insert a new paragraph 6.8.6.1., to read:

“6.8.6.1. **For vehicles with a maximum design speed not exceeding 25 km/h, the front indicator of category 11 may be grouped or combined with the rear indicator of category 12⁴. The minimum distance between the center of reference of the two rear indicators installed in handlebars shall not be less than 550 mm.**”

Insert a new footnote, to read:

~~“⁴The minimum distance between the center of reference of the rear indicators installed in handelbars shall not be less than 550 mm.”~~

II. Justification

1. This proposal to amend UN Regulation No. 74 (Installation of lighting and light-signalling devices for mopeds) is submitted by the experts from Germany with the aim to enable the approval of a front and rear indicator which can be activated simultaneously.
2. For reasons of safety and in order to be in line with the 02 series of amendment to UN Regulation No. 74, Germany sees the necessity to allow the installation of optional direction indicators at national level on bicycles (including vehicles with a maximum design speed not exceeding 25 km/h).
3. In some contracting parties to the 1958 Agreement category L₁ also includes bicycles with an electric auxiliary drive. Due to the general design of these vehicles, it is difficult to

fit the rear direction indicators to the rear of the vehicle. At the same time, field tests show that such vehicles only achieve steering angles of maximum 3° during normal condition of use. Therefore, with appropriate consideration of road safety, it seems acceptable to install optional rear direction indicators at the end of the handlebars. In order to ensure geometric visibility, the minimum distance of 550 mm between the center of reference of the optional rear indicator installed in handlebars will become mandatory for this type of installation. In this way, recognition and visibility can be ensured.

4. The requirement contained in paragraph 6.8.3.3. of UN Regulation No. 74 does not allow the installation of a rear indicator if the distance from the centre of reference of this device to the transvers plane, which constitutes the rearmost limit of the vehicle's overall length, exceeds 300 mm. This is the reason why the requirement of paragraph 6.8.3.3. in this proposal is modified for the optional rear indicators at the handlebar for vehicles with a maximum design speed not exceeding 25 km/h.
