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Item 13.1 of the provisional agenda

**1998 Agreement – Consideration and vote of draft global technical regulations
and/or draft amendments to established global technical regulations****Proposal for Amendment 1 to global technical regulation
No. 12 (Controls, tell-tales and indicators for two-wheeled
vehicles)****Submitted by the Working Party on General Safety Provisions***

The text reproduced below was adopted by the Working Party on General Safety Provisions (GRSG) at its 103rd session, introducing editorial corrections and aligning the provisions of UN Global Technical Regulation (GTR) No. 12 with those of UN Regulation No. 60 (ECE/TRANS/WP.29/GRSG/82, para. 30). It is based on document ECE/TRANS/WP.29/GRSG/2012/21, as amended by Annex V to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration.

* 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.

The statement of technical rationale and justification

Insert a new Chapter F, to read:

"F. Purpose of Amendment 1

35. At its June 2012 session, the Executive Committee (AC.3) of the 1998 Global Agreement noted the proposal by the representative of Italy for an amendment to global technical regulation (gtr) No. 12 aimed at clarifying the provisions on the location, identification and operation of motorcycle controls, tell-tales and indicators. At its November 2012 session, AC.3 gave its consent for the proposal to develop the amendment (ECE/TRANS/WP.29/2012/123).

36. At its 102nd, the Working Party on General Safety Provisions (GRSG) noted an informal proposal amending the gtr (see report ECE/TRANS/WP.29/GRSG/82) and adopted the proposal at its 103rd session of GRSG on the basis of official document ECE/TRANS/WP.29/GRSG/2012/21. The document would be submitted to AC.3 for consideration at its March 2013 session."

The text of the regulation

Paragraph 3.19., should be deleted:

Paragraph 3.20., renumber as paragraph 3.19.

Paragraph 3.21., renumber as paragraph 3.20. and amend to read:

"3.20. "Anticlockwise" has the inverse meaning of "clockwise";"

Paragraphs 3.22. to 3.26., renumber as paragraphs 3.21. to 3.25.

Paragraphs 4. to 4.2.1., amend to read:

"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. 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.

Paragraph 4.2.3. to 4.2.4., renumber as paragraphs 4.2.3 to 4.2.5., and amend to read:

"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."

Paragraph 4.3.5., amend to read:

"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."

Paragraph 4.5.3.2., amend to read:







"4.5.3.2. *amber (yellow)*: caution, outside"



Paragraph 4.6.6., amend to read:




"4.6.6. Information displayed ... by Table 1 shall not be cancellable if the condition exists for their activation."

Table 1, items 1, 2, 7, 8, 9, 11, 12, 13, 18, 26, 27, 28, 29, 31, 32, and 33, amend to read (see next pages):

Table 1
Symbols identifying controls, tell-tales and indicators

No.	Column 1 Item		Column 3 Function	Column 4 Location	Column 5 Colour	Column 6 Definition	Column 7 Operation
1	Supplemental engine stop control (OFF)		Control	Located on the 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 (OFF)		Control	The control need not 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).
8	Manual Fuel Tank Shutoff Valve (ON)						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.
9	Manual Fuel Tank Shutoff Valve (RES)						

No.	Column 1 Item	Column 2 Symbol	Column 3 Function	Column 4 Location	Column 5 Colour	Column 6 Definition	Column 7 Operation
11	Audible warning device (Horn)		Control	<p>on the handlebars: left side for vehicles with a gear selection control operated independently of a hand operated clutch or for vehicles without gear selection control.</p> <p>Alternatively, on the handlebars: right side for vehicles with gear selection located on the handlebars: left side and operated in conjunction with the hand operated clutch</p>			Push to activate
12	Driving beam (Main, high or upper beam) - (Hi)		Control	<p>on the handlebars: left side for vehicles with a gear selection control operated independently of a hand operated clutch or for vehicles without gear selection control.</p> <p>Alternatively, on the handlebars: right side for vehicles with gear selection located on the handlebars: left side and operated in conjunction with the hand operated clutch</p>			
			Tell-Tale		Blue		

No.	Column 1 Item	Column 2 Symbol	Column 3 Function	Column 4 Location	Column 5 Colour	Column 6 Definition	Column 7 Operation
13	Passing Beam (Dipped, low or lower Beam) - (Lo)		Control	on the handlebars: left side for vehicles with a gear selection control operated independently of a hand operated clutch or for vehicles without gear selection control. Alternatively, maybe on the handlebars: right side for vehicles with gear selection located on the handlebars: left side and operated in conjunction with the hand operated clutch			
18	Hazard warning signal		Tell-Tale		Green		
			Control				
			Tell-Tale		Red	Represented by either the direction indicator tell-tale(s) flashing (simultaneously),	
			Tell-Tale		Green	or by the given triangle symbol.	
26	Engine Speed Control		Control	On the handlebars: right side			Hand operated control. Rotating Handgrip 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

<i>No.</i>	<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>	<i>Column 4</i>	<i>Column 5</i>	<i>Column 6</i>	<i>Column 7</i>
	Item	Symbol	Function	Location	Colour	Definition	Operation
27	Front wheel brake		Control	On the 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 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 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 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

<i>No.</i>	<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>	<i>Column 4</i>	<i>Column 5</i>	<i>Column 6</i>	<i>Column 7</i>
	Item	Symbol	Function	Location	Colour	Definition	Operation
32	Foot selector Manual gear shift Control		Control	On the frame: left side			<p>Foot lever or rocker arm</p> <p>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 200 cc, transmissions with the following shift patterns may be fitted:</p> <ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> - 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 handlebars: left side			<p>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...).</p>