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Global technical regulation concerning the location, identification and operation of motorcycle controls, tell-tales and indicators

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Global technical regulation concerning the location, identification and operation of motorcycle controls, tell-tales and indicators

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I. Statement of technical rationale and justification

A. Introduction

1. It is important to note that many vehicle collisions result from driver distraction. One identifiable source of such distraction is diversion of the driver’s attention from the driving task. This can be caused by confusing information displayed in the drivers' field of vision and unclear identification, location and, or operation of the controls necessary for vehicle operation.

2. The objective of the global technical regulation (gtr) is to reduce the safety hazards caused by rider distraction. Specifically, the proposal is intended to reduce distractions resulting from an error in control selection or inconsistency in graphical representations of tell-tales and indicators from one motorcycle to another.

3. When people purchase new vehicles in countries allowing motorcycles certified in different jurisdictions, they are faced with different tell-tales and means of identifying controls. Drivers need time to learn their dashboard messages and to identify their vehicle controls. During this time such drivers have to divide their attention between the increasingly difficult task of driving, the identification of controls and the comprehension of tell-tales provided to "ease" the driving task.

4. One of the main purposes of this gtr 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.

5. Furthermore, some Contracting Parties have more than one official language and require that motorcycle safety information be presented in all official languages. This could result in a requirement to provide a language selection function to drivers or a means to display wording in all official languages, which would be difficult on space-limited dash panels.

6. This gtr is developed to harmonize the way in which motorcycle controls, tell-tales and indicators are installed and identified.

7. This gtr 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.

8. This gtr ensures the accessibility, visibility, and recognition of motorcycle controls, tell-tales, and indicators and facilitates the proper selection of controls under daylight and night-time conditions. The gtr also aims at reducing the safety hazards caused by the diversion of the rider's attention from the driving task by mistakes in selecting controls.

9. When implementing this gtr into national legislation, Contracting Parties may continue to offer the option to use their current required words, in addition to

allowing for symbols only or symbols and supplementary words and other operational requirements than those given in this global technical regulation.

10. Similarly, contracting parties may choose to adopt the alternative locations and operations listed in the table 1, specifically, items 11, 12, 13, 14 and 32.

11. This gtr is based on existing regulations listed below. It includes the common elements from the existing regulations so as to allow the rapid acceptability of the gtr.

12. This gtr is currently applicable to category L 3-3, only so as to have agreement on the harmonization of symbols for controls, tell-tales and indicators. Once the gtr has been established it is the intention to study further extension to other L category vehicles.

13. This gtr is a first step in the harmonization process: as other controls, tell-tales and indicators get used these will be considered to be added to the current list.

B. Existing regulations and international voluntary standards

14. GRSG followed the recommendations of paragraph 4. of TRANS/WP29/2002/882. GRSG considered the documents listed below:

(a) EC Directive 2009/80/EC of the European Parliament and of the Council of 13 July 2009 on the identification of controls, tell-tales and indicators for two or three-wheel motor vehicles (codified version);

(b) Federal motor Vehicle Safety Standard (FMVSS) 123: Motorcycle controls and displays;

(c) Canada Motor Vehicle Safety Regulation No. 123 – Motorcycle controls and displays;

(d) Japan Article 10;

(e) Japan Article 46;

(f) Regulation No. 60; annexed to the 1958 Agreement.

15. GRSG has also considered the known voluntary standards on the subject, specifically:

(a) ISO 6727-1981 Road vehicles - Motorcycles - Symbols for controls, indicators and telltales;

(b) ISO 9021-1988 Motorcycles - Controls - Types, positions and functions;

16. The above regulations and voluntary standards on the subject of the installation and identification of controls, tell-tales and indicators were used as the basis of development of the gtr.

17. Symbols are one of the efficient ways of communicating information to drivers. The consistent use of a selected symbol in all new motorcycles will increase its recognition. Symbols have the potential to simplify motorcycle design and, once taught and recognised, to reduce driver confusion.

18. This gtr attempts to reduce the variety by covering the requirements of as many controls as possible. This does not imply that all those controls and their requirements included in this gtr are mandatory. Each Contracting Party still decides the mandatory controls and the related requirements such as e.g., presence of tell-tales in their region through specific legislation.

C. Background to gtr

19. The proposal to establish this gtr was adopted by the Executive Committee (AC.3) of the 1998 Global Agreement at its twenty-fifth session, in March 2009. It is described in document ECE/TRANS/WP.29/AC.3/22 (appended to this gtr in conformity with paragraph 6.2.7. of the Agreement).

20. Italy agreed to sponsor the proposal for the gtr and in 2008. The International Motorcycle Manufacturers Association (IMMA) undertook to review the similarity between the symbols used for cars and motorcycles, the recognition of symbols and market practice.

21. The results of the IMMA study of how the symbols were being used were presented to the ninety-fifth session of GRSG and to the 139th session of WP29. The study stated that the symbols listed by IMMA were used worldwide. This justified them being used in the gtr whereas those which were frequently found in some regions only could be considered for future amendments of the gtr.

22. The study also concluded that several Contracting Parties allowed the use of language as an alternative means of marking controls and this practice should not be affected by the adoption of the gtr by such administrations.

23. The first full discussion, based on the comparison document drafted by IMMA was held at the ninety-seventh session of GRSG.

24. At its ninety-seventh session, GRSG proposed the formation of an informal group on motorcycle controls, tell-tales and indicators (MCSYM) under the chairmanship of Italy and with secretarial support from IMMA. The meetings were open to all interested parties. The participants in the informal groups included representatives of Canada, India, Japan, Korea, USA, the European Commission and IMMA.

D. Procedural background and development of the gtr

25. This gtr was developed by the GRSG informal group on motorcycle controls, tell-tales and indicators (MCSYM).

26. The first informal group meeting was held in April 2010 and agreed upon the terms of reference and rules of procedure. These were then presented for agreement at the ninety-eighth session of GRSG. Having witnessed the development of a similar gtr for cars, it was agreed that only symbols that were common and agreeable to the Contracting Parties would be included in a first phase of the gtr.

27. The informal group agreed to a time plan that would have delivered the gtr to WP.29 for adoption in March 2011. The original timing has slipped as the collection and consideration of comments has taken more time than planned.

28. One of the key issues for this gtr continued to be how to ensure that motorcycles with symbols only would also be allowed where the administrations had implemented language as an alternative means of marking controls. The informal group noted that the existence of the gtr would in no way reduce the possibilities of Contracting Parties to accept motorcycles with language instead of symbols or in addition to symbols in their territory as long as products that comply with the gtr are accepted also. It has been argued that the meaning of some symbols is not immediately clear and that riders would have to consult the owner's manual to discover their meaning. It is agreed that Safety symbol recognition should be part of learning process to ride a motorcycle. By standardizing symbols around the world, the GRSG Working Party will provide riding schools and evaluation organizations with a standard from which it will be possible to educate and test new riders. The riding population would be informed of the meaning of new symbols as they are added. In fact, it is expected that the global technical regulation itself could improve the communication of safety symbols to the riding public. Contracting Parties have a responsibility to inform their populations of the set of requirements.

29. Another key issue for this gtr was the request by some administrations for the inclusion of options on the location of the controls. The informal group noted that the presence of options would not only push this gtr away from harmonization, it would also reduce the level of safety as riders could be faced with different locations or identifications of controls. However, in limited cases where certain technical solutions would lead to physical difficulties to operate multiple controls at the same time, provisions for different locations are included.

30. This gtr was developed during and in between three informal group meetings and was approved by GRSG at its 100th session.

E. Regulatory impact and economic effectiveness

31. Although this gtr does not quantify any measurable threat to motorcycle safety, GRSG has agreed that there is a need to harmonize identification, operation and location of motorcycle controls, tell-tales and indicators.

32. Driver distraction significantly contributes to incidents involving motorcycles. Standardizing controls, tell-tales and indicators could reduce driver distraction, resulting in improved safety for all road-users.

33. Since all the symbols prescribed in the gtr are currently accepted by most of the Contracting Parties, the cost is minimal. The gtr ensures better understanding of safety symbols by riders around the world.

34. Defining the location, operation and identification of controls and displays is of sufficient importance to warrant this gtr. This gtr is a first step. As other controls, tell-tales and indicators get used and get recognition these will be considered to be added to the current list through revisions and addendums to the gtr.

II. Text of the Regulation

1. Purpose

This global technical regulation specifies requirements for the location, identification, illumination and operation of motorcycle controls, tell-tales and indicators. This global technical regulation also harmonizes a set of symbols for, if fitted, controls, tell-tales and indicators.

The purpose of this global technical regulation is to ensure the accessibility, visibility, and recognition of motorcycle controls, tell-tales, and indicators and to facilitate the proper selection of controls under daylight and night-time conditions. The intention of the global technical regulation is also to reduce the safety hazards caused by the diversion of the rider's attention from the driving task by mistakes in selecting controls.

2. Application and Scope

This global technical regulation applies to power-driven vehicles of category 3-3 as defined in S.R.1[1] that are driven on the public roads.

3. Definitions

For the purposes of this global technical regulation, the following definitions apply.

3.1. "*Adjacent*", with respect to a symbol identifying a control, tell-tale or indicator, means that the symbol is in close proximity to the control, tell-tale or indicator and no other control, tell-tale, indicator, identification symbol or source of illumination appears between an identification symbol and the control, tell-tale, or indicator which that symbol identifies.

3.2. "*Common space*" means an area on which more than one tell-tale, indicator, identification symbol, or other message may be displayed but not simultaneously.

3.3. "*Control*" means any part of the vehicle or a device directly actuated by the driver which changes the state or functioning of the vehicle or any part thereof.

3.4. "*Device*" means an element or an assembly of elements used to perform one or more functions.

3.5. "*Handlebars*" means any part of the bar or bars connected to the head of the forks (steering head) by means of which the vehicle is steered.

3.6. "*Handlebars: right side*" means any part of the handlebars which, when facing the direction of forward movement, lies on the right side of the longitudinal median plane of the vehicle.

[1] Special Resolution No. 1, Concerning the Common Definitions of Vehicle Categories, Masses and Dimensions (S.R. 1) (ECE/TRANS/WP.29/1045 and Amend.1)

3.7. "*Handlebars: left side*" means any part of the handlebars which, when facing the direction of forward movement, lies on the left side of the longitudinal median plane of the vehicle.

3.8. "*Handlebars: forward*" means any part of the handlebars lying on the side furthest from the driver when seated in a driving position.

3.9. "*Handgrip*" means that part of the handlebars, furthest from the centre, by which the handlebars are held by the driver of the vehicle.

3.10. "*Rotating handgrip*" means a handgrip, operating some functional mechanism of the vehicle, which is free to rotate around the handlebar when so turned by the driver of the vehicle.

3.11. "*Frame*" means any part of the frame, chassis or cradle of the vehicle, to which is attached the engine and/or transmission unit, and/or the engine and transmission unit itself.

3.12. "*Frame: left side*" means any part of the frame which, when facing the direction of forward movement, lies on the left side of the longitudinal median plane of the vehicle

3.13. "*Frame: right side*": means any part of the frame which, when facing the direction of forward movement, lies on the right side of the longitudinal median plane of the vehicle

3.14. "*Lever*" means any device consisting of an arm turning on a fulcrum, by means of which some functional mechanism of the vehicle is operated.

3.15. "*Hand lever*" means a lever operated by the hand of the driver;

Note. Unless otherwise stated, a hand lever is operated by compression, (that is, movement of the apex of the lever towards the supporting structure), e.g. to engage a brake mechanism or to disengage the clutch mechanism.

3.16. "*Foot lever*" means a lever operated by contact between the foot of the driver and a spur projecting from the arm of the lever.

3.17. "*Pedal*" means a lever operated by contact between the foot of the driver and a pad on the lever, so placed as to allow pressure to be applied to the arm of the lever.

Note. Unless otherwise stated, a pedal is operated by depression, for example to engage a brake mechanism.

3.18. "*Rocker arm*" means a lever, pivoted at or near its centre and having a pad or spur at each end, operated by contact between the foot of the driver and the said pads or spurs.

3.19. "*Footrest*" means the projections on either side of the vehicle on which the driver places his/her feet when seated in the driving position.

3.20. "*Clockwise*" means the direction of rotation around the axis of the part considered, following the motion of the hands of a clock when viewed from the upper or the outer side of the part considered.

3.21 "*Anticlockwise*" has the inverse meaning;

3.22. "*Combined brake*" means a system of operation (by hydraulic action or mechanical linkage, or both) whereby both the front and the rear brakes of the vehicle are brought into operation at least partially by the use of only one control.

3.23. "*Indicator*" means a device which presents information on the functioning or situation of a system or a part of a system, for example a fluid level.

3.24. "*Tell-tale*" means an optical signal which indicates the actuation of a device, correct or defective functioning or condition, or failure to function.

3.25. "*Symbol*" means a diagram from which to identify a control, a tell-tale or an indicator.

3.26. "*Optical Warning Device*" means a headlamp where the beam can be flashed to give signals to the oncoming or preceding traffic, e.g., when a vehicle is about to overtake a slower preceding vehicle.

4. Requirements

4.1 General

A motorcycle, 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.

For functions for which no symbol is available in Table 1, the manufacturer may use a symbol following the appropriate standards. Where no symbol is available, the manufacturer may use a symbol of its own conception. Such a symbol shall not cause confusion with any symbol specified in Table 1.

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

4.2.2. The tell-tales and indicators listed in Table 1, and their identification symbols shall be located so that they are visible to a driver when seated in the driving position, during daylight and night-time driving. Tell-tales, indicators and their identification symbols need not be visible when not activated.

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.

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.

4.2.4 Paragraph 4.2.3. does not apply to multi-function controls, if the control is associated with a multi-task display that:

4.2.5.1 Is visible to the driver; and

4.2.5.2 Identifies the control with which it is associated; and

4.2.5.3 Identifies all of the vehicle systems for which control is possible from the multi-function control. Sub-functions of those systems need not be shown on the top-most layer of the multi-task display, and

4.2.5.4 Does not display tell-tales listed in Table 1.

4.3. Identification

4.3.1. Each control, tell-tale and indicator listed in Table 1, shall be identified by the relevant specified symbol.

4.3.2. Supplementary symbols, words or abbreviations may be used at the manufacturer's discretion in conjunction with any symbol, word or abbreviation specified in Table 1.

4.3.3. Each additional or supplementary symbol, word or abbreviation used by the manufacturer shall not cause confusion with any symbol specified in this global technical regulation.

4.3.4. If the control, indicator or tell-tale for the same function are combined, one symbol may be used to identify that combination.

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 for an audible warning device. For rotating controls that have an "off" position, this requirement applies to the control in the "off" position.

4.3**.6.** When fitted, each control that regulates a system function over a continuous range shall have identification provided for the limits of the adjustment range.

4.4. Illumination

4.4.1. At the manufacturer's option, any control, indicator and their respective identification symbols may be capable of being illuminated:

4.4.2. A tell-tale shall emit light when the malfunction or vehicle condition it is meant to indicate occurs. It shall not emit light at any other time, except during a bulb check.

4.5. Colour

4.5.1. The light of each tell-tale shall be of the colour as specified in Table 1.

4.5.2. The colour of tell-tales not listed in Table 1 can be selected by the manufacturer in accordance with paragraph 4.5.3. The colour selected shall not mask or interfere with the identification of any tell-tale, control or indicator specified in Table 1.

4.5.3. Colours are recommended in accordance with the following colour code:

4.5.3.1. *Red*: danger to persons or very serious damage to equipment is immediate or imminent;

4.5.3.2. A*mber*: caution, outside normal operating limits, vehicle system malfunction, damage to vehicle likely, or other condition which may produce hazard in the longer term;

4.5.3.3. *Green*: safe, normal operating condition (except if blue or amber is required by Table 1.).

4.5.4. Each symbol used for the identification of a tell-tale, control or indicator shall be in a colour that stands out clearly against the background.

4.5.5. The filled-in part of any symbol may be replaced by its outline and the outline of any symbol may be filled in.

4.6. Common space for displaying multiple messages

A common space may be used to show information from any source, subject to the following requirements:

4.6.1. The tell-tales and indicators displayed in the common space shall meet the requirements for paragraphs 4.3., 4.4. and 4.5. and shall illuminate at the initiation of the condition they are designed to identify.

4.6.2. The tell-tale and indicators that are listed in Table 1 and are shown in the common space shall illuminate at the initiation of any underlying condition.

4.6.3. Except as provided in paragraphs 4.6.4., 4.6.5. and 4.6.6., when the condition exists for actuation of two or more tell-tales, the information shall be either

(a) Repeated automatically in sequence, or

(b) Indicated by visible means and capable of being selected for viewing by the driver when seated in the driving position.

4.6.4. The tell-tales for the brake system malfunction, headlamp driving beam and direction indicator shall not be shown in the same common space.

4.6.5. If condition of activation exists for the following tell-tales: brake system malfunction, headlamp driving beam and direction indicator are displayed on a common space with other tell-tale, they shall have priority over anything else in the common space.

4.6.6. Information displayed in the common space may be cancelled 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 if the condition exists for their activation.

Table 1

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 handlebar,	-		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)						
3	Ignition Switch		Control		-	The device that enables the engine to run, and may also allow operation of other electrical systems on a vehicle	In the case of a rotary switch, the direction of motion shall be clockwise from the ignition "off" position to the ignition "on" position.
4	Electric Starter		Control		-		
5	Manual Choke		Control	The control need not be visible from the rider's position	-		
			Tell-Tale		Amber		
6	Neutral (Gearbox Selection)		Tell-tale		Green		The tell-tale is illuminated when the gear selector is in neutral position

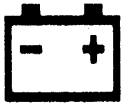
No.	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
	ITEM	SYMBOL	FUNCTION	LOCATION	COLOUR	DEFINITION	OPERATION
7	Fuel Tank Shutoff Valve Manual (OFF)		Control	The control need not to be visible from the rider's position		"	The control shall have separate positive positions for "OFF", "ON" 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	Fuel Tank Shutoff Valve Manual (ON)						
9	Fuel Tank Shutoff Valve Manual (RES)						
10	Speedometer		Indicator				The display shall be illuminated whenever the position lamp (if available) or headlamp is activated

No.	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
	ITEM	**SYMBOL**	**FUNCTION**	**LOCATION**	**COLOUR**	**DEFINITION**	**OPERATION**
11	Audible warning device (Horn)		Control	**On** the left handlebar for vehicles with a gear selection control operated independently of a hand operated clutch. Alternatively, on the right handlebar for vehicles with gear selection located on the left handlebar and operated in conjunction with the hand operated clutch			Push to activate
12	Driving beam (Main, high or upper beam) – (Hi)		Control	**On** the left handlebar for vehicles with a gear selection control operated independently of a hand operated clutch. Alternatively, on the right handlebar for vehicles with gear selection located on the left handlebar and operated in conjunction with the hand operated clutch			
			Tell-Tale		Blue		

No.	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
	ITEM	**SYMBOL**	**FUNCTION**	**LOCATION**	**COLOUR**	**DEFINITION**	**OPERATION**
13	Passing Beam (Dipped, low or lower Beam) - (Lo)		Control	On the left handlebar for vehicles with gear selection control operated independently of a hand operated clutch. Alternatively, on the right handlebar for vehicles with gear selection located on the left handlebar and operated in conjunction with the hand operated clutch			
			Tell-Tale		Green		
14	Optical warning device		Control	Adjacent to the Driving Beam/Passing Beam Control			May be an additional function of the Driving Beam/Passing Beam Control When **control is** released, the beam shall go back to **the previous state**
15	Fog lamps - front		Control				

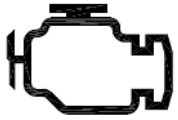
No.	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
	ITEM	SYMBOL	FUNCTION	LOCATION	COLOUR	DEFINITION	OPERATION
			Tell-Tale		Green		
16	Fog lamps - rear		Control	.			
			Tell-Tale		Amber		
17	Direction indicators		Control	Control(s) is/are to be located on the handlebar in clear view from the operator's seat and shall be marked clearly			The control shall be so designed that, when viewed from the rider’s seat, operation of the left hand portion or movement to the left of the control actuates the left side indicators and vice versa for the right side indicators.
			Tell-Tale		Green		The pair of arrows is a single symbol. When the controls or telltales for left and right turn operate independently, however, the two arrows may be considered separate symbols and be spaced accordingly.

No.	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
	ITEM	SYMBOL	FUNCTION	LOCATION	COLOUR	DEFINITION	OPERATION
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		
19	Position Lamp		Control			Represented by the given symbols for position lamps, master lamp control and parking lamp but if all lamps are automatically lit when vehicle is in operation, no position or master lamp control symbol need appear. The tell-tale function may be provided by means of instrument cluster illumination. If the Parking Lamp function is incorporated in the ignition switch, identification is optional	In the case of a rotary switch, operation of the switch in a clockwise direction shall engage, progressively, the vehicle's position lights and then the vehicle's main lights. This shall not prevent the inclusion of additional switch positions provided that they are clearly indicated. The light control switch may be combined with the ignition switch if so desired.
			Tell-Tale		Green		
20	Master Lamp		Control				
			Tell-Tale		Green		
21	Parking Lamp		Control				
			Tell-Tale		Green		

No.	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
	ITEM	**SYMBOL**	**FUNCTION**	**LOCATION**	**COLOUR**	**DEFINITION**	**OPERATION**
22	Fuel Indicator		Indicator				
			Tell-Tale		Amber		
23	Engine coolant temperature		Indicator				
			Tell-Tale		Red		
24	Electrical charging		Indicator				
			Tell-Tale		Red		
25	Engine Oil		Indicator				
			Tell-Tale		Red		
26	Engine Speed Control		Control	On the right handlebar.			Hand operated control. 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				Hand lever On the right handlebar. The front wheel brake may operate with the rear wheel brake in the case of a combined brake system

No.	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
	ITEM	**SYMBOL**	**FUNCTION**	**LOCATION**	**COLOUR**	**DEFINITION**	**OPERATION**
28	Foot rear wheel brakes control		Control				Pedal On the right side of the frame. 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				Hand lever Not allowed for vehicles with hand operated clutch On the left handlebar. The rear wheel brake may operate with the front wheel brake in the case of a combined brake system
30	Parking brake		Control				Hand lever or pedal
31	Clutch		Control	on the left handlebar			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

No.	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
	ITEM	**SYMBOL**	**FUNCTION**	**LOCATION**	**COLOUR**	**DEFINITION**	**OPERATION**
32	Foot selector Manual gear shift Control		Control	On the left side of the frame			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-….). Alternatively, for vehicles 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 handlebar			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 in the first position in the gear selection order (i.e: N-1-2-3-4-…).

No.	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
	ITEM	**SYMBOL**	**FUNCTION**	**LOCATION**	**COLOUR**	**DEFINITION**	**OPERATION**
34	Anti-lock Brake System Malfunction		Tell-Tale		Amber		
35	Malfunction Indicator Lamp		Tell-Tale		Amber	Shall be used to convey power-train related failures which may affect emissions	