



# Economic and Social Council

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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

#### Sixty-ninth session

Geneva, 8–11 April 2013

Item 5(j) of the provisional agenda

**Collective amendments – Regulations Nos. 6, 7 and 48**

## **Proposal for Supplement 25 to the 01 series of amendments to Regulation No. 6 (direction indicators)**

### **Submitted by the experts from France and Germany\***

The text reproduced below was prepared by the experts from France and Germany to implement direction indicator lamps with a variable apparent surface into UN Regulation No. 6. The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

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

Paragraph 2.2.4., amend to read:

"2.2.4. For a direction indicator lamp of categories 1, 1a, 1b, 2a and 2b, information regarding the signal according to paragraph **5.6. and ~~6.4.2.~~ 6.2.2.** below.

Insert new paragraphs 5.6. and 5.6.1., to read:

**"5.6. For direction indicators of the categories 1, 1a, 1b, 2a or 2b, intentionally changing the luminous intensity during a flash inside the maximum apparent surface is allowed, if all photometric and colorimetric requirements as well as the following conditions are met:**

**(a) the minimum intensity as specified for the specific category shall be achieved at least from [160] ms onwards after the flash has started;**

**(b) the variation shall propagate in a horizontal orientation outwards only, until all light sources of the lamp are switched on [during the time needed to reach the minimum intensity];**

**(c) the variation is oriented from inside the vehicle in direction of the outer side of the vehicle;**

**(d) once lit, the light source shall remain lit until all light sources of the lamp shall be switched off simultaneously at the end of the flash;**

**(e) the test shall be carried out in flashing mode.5.6.1. A note shall be made in paragraph 9 of the communication form in Annex 2 to this Regulation."**

Annex 2, item 9 amend to read:

"9. Concise description:

...

Variable luminous intensity .....yes/no 2/

**Changing luminous intensity (see paragraph 5.6. to this Regulation).....  
yes/no 2/"**

## II. Justification

1. After a practical presentation made by the expert from GTB on a variable direction indicator (with a variable apparent surface) at the sixty-eighth session of GRE, it was clear that requirements are needed to ensure that only safe solutions can be approved, i.e. the propagation of signal is in a short time frame, less than the ignition of filament lamps, and with a clear horizontal orientation in outboard direction.

2. The proposed variation of the direction indicators helps avoid confusion with the vehicle indication devices and improves the awareness of road users about intended turning of the vehicle.

3. While amending paragraph 2.2.4., a misleading reference was corrected.

4. The proposal is linked closely to the new paragraph 5.9.3. in UN Regulation No. 48.