

**Economic and Social Council**

Distr.: General  
13 December 2012

Original: English

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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****159<sup>th</sup> session**

Geneva, 12-15 March 2013

Item 4.8.3 of the provisional agenda

**1958 Agreement – Consideration of draft amendments  
to existing Regulations submitted by GRSG****Proposal for Supplement 4 to Regulation No. 60 (Driver  
operated controls for mopeds and motorcycles)****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 103<sup>rd</sup> session, introducing editorial corrections and aligning the provisions of UN Regulation No. 60 with those of UN Global Technical Regulation No. 12 (ECE/TRANS/WP.29/GRSG/82, para. 29). It has been prepared as a revision to UN Regulation No. 60. It is based on ECE/TRANS/WP.29/GRSG/2012/20, as amended by Annex IV 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.

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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.

## Regulation No. 60

### **Uniform provisions concerning the approval of two-wheeled motor cycles and mopeds with regard to driver-operated controls including the identification of controls, tell-tales and indicators**

#### **1. Scope**

This Regulation applies to vehicles of categories L<sub>1</sub> and L<sub>3</sub><sup>1</sup> with regard to driver operated controls.

This Regulation specifies requirements for the location, identification, illumination and operation of controls, tell-tales and indicators on mopeds and motorcycles.

#### **2. Definitions**

For the purposes of this Regulation, the following definitions apply:

- 2.1. "*Approval of a vehicle*" means the approval of a vehicle type with regard to driver operated controls, where such controls are fitted and to their identification.
- 2.2. "*Vehicle type*" means a category of power-driven vehicles which do not differ in respect of the arrangements which may affect the function or position of the driver-operated controls.
- 2.3. "*Vehicle*" means a two-wheeled motorcycle or a two-wheeled moped as defined in paragraph 2.1.1. or 2.1.3. of the Consolidated Resolution on the Construction of Vehicles (R.E.3).
- 2.4. "*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.
- 2.5. "*Device*" means an element or an assembly of elements used to perform one or more functions.
- 2.6. "*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.
- 2.7. "*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.
- 2.8. "*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.

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<sup>1</sup> As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), (ECE/TRANS/WP.29/78/Rev.2, para. 2. – [www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html)).

- 2.9. "*Handlebars: forward*" means any part of the handlebars lying on the side furthest from the driver when seated in a driving position.
- 2.10. "*Handgrip*" means that part of the handlebars, furthest from the centre, by which the handlebars are held by the driver of the vehicle.
- 2.11. "*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.
- 2.12. "*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.
- 2.13. "*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
- 2.14. "*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
- 2.15. "*Lever*" means any device consisting of an arm turning on a fulcrum, by means of which some functional mechanism of the vehicle is operated.
- 2.16. "*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.
- 2.17. "*Foot lever*" means a lever operated by contact between the foot of the driver and a spur projecting from the arm of the lever.
- 2.18. "*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.
- 2.19. "*Riding pedals*" means those devices which are linked to some form of transmission and may be used to propel a moped
- 2.20. "*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.
- 2.21. "*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.
- 2.22. "*Anticlockwise*" has the inverse meaning of "*Clockwise*".
- 2.23. "*Combined service 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.
- 2.24. "*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.

- 2.25. "Tell-tale" means an optical signal which indicates the actuation of a device, correct or defective functioning or condition, or failure to function.
- 2.26. "Symbol" means a diagram from which to identify a control, a tell-tale or an indicator.
- 2.27. "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.
- 2.28. "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.
- 2.29. "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. Application for approval**

- 3.1. The application for approval of a vehicle type with regard to driver-operated controls shall be submitted by the vehicle manufacturer or by his duly accredited representative.
- 3.2. It shall be accompanied by the under-mentioned documents in triplicate and the following particulars:
  - 3.2.1. Drawings, on an appropriate scale and in sufficient detail of the parts of the vehicle to which the requirements of this Regulation relate and, where necessary, of the vehicle itself.
- 3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the technical service responsible for conducting approval tests, for the checks referred to in paragraph 5. of this Regulation.

### **4. Approval**

- 4.1. If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of paragraphs 5. and 6. below, approval of that vehicle type shall be granted.
- 4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 00 for the Regulation in its original form) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party may not assign the same number to another vehicle type.
- 4.3. Notice of approval or of refusal of approval of a vehicle type pursuant to this Regulation shall be communicated to the Parties to the Agreement applying this Regulation, by means of a form conforming to the model in Annex 1 to this Regulation and of drawings and diagrams supplied by the applicant for approval, in a format not exceeding A4 (210 x 297 mm) or folded to that format and on an appropriate scale.

- 4.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation an international approval mark consisting of:
  - 4.4.1. A circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval<sup>2</sup>;
  - 4.4.2. The number of this Regulation, followed by the letter: "R", a dash and the approval number to the right of the circle prescribed in paragraph 4.4.1.
- 4.5. If the vehicle conforms to a vehicle type approved, under, one or more other Regulations annexed to the Agreement, in the country which had granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1. need not be repeated; in such a case, the Regulation and approval numbers and the additional symbols of all the Regulations under which approval has been granted in the country which has granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1.
- 4.6. The approval mark shall be clearly legible and shall be indelible.
- 4.7. The approval mark shall be readily accessible.
- 4.8. Annex 2 to this Regulation gives examples of arrangements of approval marks.

## 5. Requirements

### 5.1. General

A vehicle, if fitted with a control, tell-tale or indicator identified in Table 1, shall comply with the requirements of this 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.

### 5.2. Location

- 5.2.1. 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.
- 5.2.2. The tell-tales and indicators listed in Table 1, and their identification symbols shall be located so that they are visible to the 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.
- 5.2.3. The identification symbols for controls, tell-tales, and indicators shall be

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<sup>2</sup> The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.2/Amend.1.

placed on or adjacent to the controls, tell-tales or indicators that they identify except as provided in paragraph 5.2.5.

- 5.2.4. 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 the primary function of the corresponding control without the removal of the driver's hands from the respective handgrips.
- 5.2.5. Paragraph 5.2.3. does not apply to multifunction controls, if the control is associated with a multitask display that:
  - 5.2.5.1. Is visible to the driver, and
  - 5.2.5.2. Identifies the control with which it is associated, and
  - 5.2.5.3. Identifies all of the vehicle systems for which control is possible from the multifunction control. Sub-functions of those systems need not be shown on the top-most layer of the multi-task display, and
  - 5.2.5.4. Does not display tell-tales listed in Table 1.

### **5.3. Identification**

- 5.3.1. Each control, tell-tale and indicator listed in Table 1, shall be identified by the relevant specified symbol.
- 5.3.2. 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.
- 5.3.3. Each additional or supplementary symbol, word or abbreviation used by the manufacturer shall not cause confusion with any symbol specified in this Regulation.
- 5.3.4. If the control, indicator or tell-tale for the same function are combined, one symbol may be used to identify that combination.
- 5.3.5. All identification symbols for the tell-tales, indicators and controls provided on the handle bar or the 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.
- 5.3.6. When fitted, each control that regulates a system function over a continuous range shall have identification provided for the limits of the adjustment range.

### **5.4. Illumination**

- 5.4.1. At the manufacturer's option, any control, indicator and their respective identification symbols may be capable of being illuminated.
- 5.4.2. A tell-tale shall emit a 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.

### **5.5. Colour**

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

- 5.5.2. The colour of tell-tales not listed in Table 1 can be selected by the manufacturer in accordance with paragraph 5.5.3. The colour selected shall not mask or interfere with the identification of any tell-tale, control or indicator specified in Table 1.
- 5.5.3. Colours are recommended in accordance with the following colour code:
  - 5.5.3.1. Red: danger to persons or very serious damage to equipment is immediate or imminent;
  - 5.5.3.2. 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;
  - 5.5.3.3. Green: safe, normal operating condition (except if blue or amber is required by Table 1.).
- 5.5.4. 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.
- 5.5.5. The filled-in part of any symbol may be replaced by its outline and the outline of any symbol may be filled in.

## **5.6. Common space for displaying multiple messages**

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

- 5.6.1. The tell-tales and indicators displayed in the common space shall meet the requirements for paragraphs 5.3., 5.4. and 5.5. and shall illuminate at the initiation of the condition they are designed to identify.
- 5.6.2. 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.
- 5.6.3. Except as provided in paragraphs 5.6.4., 5.6.5. and 5.6.6., 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.
- 5.6.4. The tell-tales for the brake system malfunction, headlamp driving beam and direction indicator shall not be shown in the same common space.
- 5.6.5. If condition of activation exists for the following tell-tales: brake system malfunction, headlamp driving beam and direction indicator being displayed on a common space with other tell-tales, they shall have priority over anything else in the common space.
- 5.6.6. 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 cancellable, if the condition occurs for their activation.

## **6. Modifications of the vehicle type**

- 6.1. Every modification of the vehicle type shall be notified to the Type Approval

Authority which approved the vehicle type. The Type Approval Vehicle may, then either:

- 6.1.1. Consider that the modifications made are unlikely to have an appreciable adverse effect and that, in any case, the vehicle still complies with the requirements; or
- 6.1.2. Require a further test report from the Technical Service responsible for conducting the tests.
- 6.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3. above to the Contracting Parties to the Agreement applying this Regulation.

## **7. Conformity of production**

- 7.1. Every vehicle bearing an approval mark as prescribed under this Regulation shall conform to the vehicle type approved, particularly as regards the driver-operated controls.
- 7.2. In order to verify conformity as prescribed in paragraph 7.1. above, a sufficient number of random checks shall be made on serially-manufactured vehicles bearing the approval mark required by this Regulation.

## **8. Penalties for non-conformity of production**

- 8.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirements laid down in paragraph 8.1. above are not complied with or if the vehicle or vehicles taken fail to pass the tests prescribed in paragraph 7.2 above.
- 8.2. If a Party to the Agreement applying this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation, by means of a copy of the approval form bearing at the end, in large letters, the signed and dated annotation "APPROVAL WITHDRAWN".

## **9. Production definitely discontinued**

If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he shall so inform the authority which granted the approval. Upon receiving the relevant communication that authority shall inform thereof the other Parties to the Agreement applying this Regulation by means of a copy of the approval form bearing at the end, in large letters, the signed and dated annotation "PRODUCTION DISCONTINUED".

## **10. Names and addresses of Technical Services responsible for conducting approval tests, and of the Type Approval Authorities**

The Parties to the Agreement applying this Regulation shall communicate to












the United Nations Secretariat the names and addresses of the technical services responsible for conducting approval tests and of the Type Approval Authorities which grant approval and to which forms certifying approval or refusal or withdrawal of approval, issued in other countries, are to be sent.



## **11. Transitional provisions**




The use of symbols specified in Table 1 of this Regulation becomes mandatory as from [DD/MM/YYYY].






Table 1  
Symbols identifying controls, tell-tales and indicators





No.	Column 1 Item	Column 2 Symbol	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)						
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 Item	Column 2 Symbol	Column 3 Function	Column 4 Location	Column 5 Colour	Column 6 Definition	Column 7 Operation
7	Manual Fuel Tank Shutoff Valve (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.
8	Manual Fuel Tank Shutoff Valve (ON)						
9	Manual Fuel Tank Shutoff Valve (RES)						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..
10	Speedometer		Indicator				The display shall be illuminated whenever the position lamp (if available) or headlamp is activated
11	Audible warning device (Horn)		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, on the handlebar: right side for vehicles with gear selection located on the handlebars: left side and operated in conjunction with the hand operated clutch			Push to activate

No.	Column 1 Item	Column 2 Symbol	Column 3 Function	Column 4 Location	Column 5 Colour	Column 6 Definition	Column 7 Operation
12	Driving beam (Main, high or upper beam) – (Hi)		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, 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.			
			Tell-Tale		Blue		
13	Passing Beam (Dipped, low or lower Beam) - (Lo)		Control	On the handlebars: left side for vehicles with gear selection control operated independently of a hand operated clutch or for vehicles without gear selection control.  Alternatively, on handlebars: right side for vehicles with gear selection located on the handlebars: left side and operated in conjunction with the hand operated clutch.			
			Tell-Tale		Green		



No.	Column 1 Item	Column 2 Symbol	Column 3 Function	Column 4 Location	Column 5 Colour	Column 6 Definition	Column 7 Operation
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				
			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 tell tales for left and right turn operate independently, however, the two arrows may be considered separate symbols and be spaced accordingly.

No.	Column 1 Item	Column 2 Symbol	Column 3 Function	Column 4 Location	Column 5 Colour	Column 6 Definition	Column 7 Operation
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.	
			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.	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.
			Tell-Tale		Green		
20	Master Lamp		Control				
			Tell-Tale		Green	The tell-tale function may be provided by means of instrument cluster illumination.	The light control switch may be combined with the ignition switch if so desired.
21	Parking Lamp		Control				
			Tell-Tale		Green	If the Parking Lamp function is incorporated in the ignition switch, identification is optional	

No.	Column 1 Item	Column 2 Symbol	Column 3 Function	Column 4 Location	Column 5 Colour	Column 6 Definition	Column 7 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 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> <b>Item</b>	<i>Column 2</i> <b>Symbol</b>	<i>Column 3</i> <b>Function</b>	<i>Column 4</i> <b>Location</b>	<i>Column 5</i> <b>Colour</b>	<i>Column 6</i> <b>Definition</b>	<i>Column 7</i> <b>Operation</b>
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
30	Parking brake		Control				Hand lever or pedal
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



No.	Column 1 Item	Column 2 Symbol	Column 3 Function	Column 4 Location	Column 5 Colour	Column 6 Definition	Column 7 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-...).</p> <p>Alternatively for vehicles with an engine capacity of less than 200cc, transmissions with the following shift patterns may be fitted:</p> <ul style="list-style-type: none"> <li>- Rotary pattern (i.e. N-1-2-3-4-5-N-1.)</li> <li>- 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"> <li>- upward movement of the forward part for shifting to a lower gear position, and</li> <li>- downward movement for shifting to a higher gear position.</li> </ul> </li> </ul>
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>
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	

## Annex 1

### Communication

(maximum format: A4 (210 x 297 mm))



issued by:                      Name of administration:

.....  
 .....  
 .....

concerning<sup>2</sup>:    Approval granted  
                       Approval extended  
                       Approval refused  
                       Approval withdrawn  
                       Production definitively discontinued

of a vehicle type with regard to driver-operated controls pursuant to Regulation No. 60.

Approval No.....                      Extension No .....

1.    Trade name or mark of the vehicle .....
2.    Vehicle type .....
3.    Manufacturer's name and address .....
4.    If applicable, name and address of manufacturer's representative .....
5.    Brief description of the vehicle as regards the driver-operated controls .....
6.    Vehicle submitted for approval on .....
7.    Technical service responsible for conducting approval inspection .....
8.    Date of report issued by that service .....
9.    Number of report issued by that service .....
10.   Approval granted/refused
11.   Position of approval mark on the vehicle .....
12.   Place
13.   Date
14.   Signature

<sup>1</sup> Distinguishing number of the country which has granted/refused/withdrawn approval (see approval provisions in the Regulation).

<sup>2</sup> Strike out which does not apply.

15. The following documents, bearing the approval number shown above, are annexed to this communication:

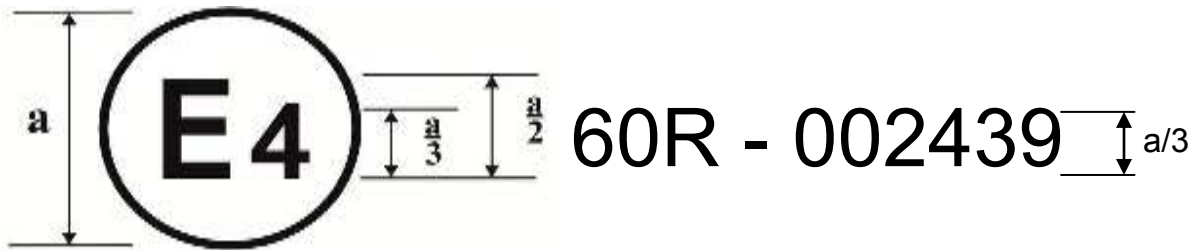
... drawings, diagrams and layout plans of the driver-operated controls and of the parts of the vehicle considered to be of importance for the purposes of this Regulation.

## Annex 2

### Arrangement of approval marks

#### Model A

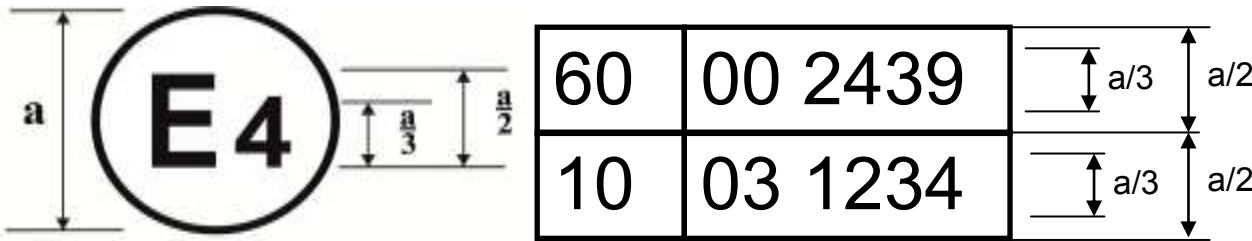
(See paragraph 4.4 of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the driver-operated controls, been approved in the Netherlands (E 4) pursuant to Regulation No. 60 under approval number 002439. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 60 in its original form.

#### Model B

(See paragraph 4.5 of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to Regulations Nos. 60 and 10.<sup>1</sup>

The approval numbers indicate that, at the dates when the respective approvals were given, Regulation No. 60 had not been modified, and Regulation No. 10 already included the 03 series of amendments.

<sup>1</sup> The latter number is given as an example only.