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Reference: C.N.167.2002.TREATIES-1 (Depositary Notification)

AGREEMENT CONCERNING THE ADOPTION OF UNIFORM TECHNICAL  
PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS  
WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND  
THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS  
GRANTED ON THE BASIS OF THESE PRESCRIPTIONS.  
GENEVA, 20 MARCH 1958

REGULATION NO. 6. UNIFORM PROVISIONS CONCERNING THE  
APPROVAL OF DIRECTION INDICATORS FOR MOTOR VEHICLES  
AND THEIR TRAILERS

15 OCTOBER 1967

PROPOSAL OF AMENDMENTS TO REGULATION

On 5 February 2002, the Secretary-General received from the Administrative Committee of the above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to the above Regulation.

..... A copy, in the English and French languages, of the document containing the text of the proposed amendments is transmitted herewith (doc. TRANS/WP.29/819). (*Copies of the proposed amendments are transmitted in hard copy only*).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement which read as follows:

"2. An amendment to a Regulation will be considered to be adopted unless, within a period of six months from its notification by the Secretary-General, more than one-third of the Contracting Parties applying the Regulation at the time of notification have informed the Secretary-General of their disagreement with the amendment. If, after this period, the Secretary-General has not received declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation, the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the unamended Regulation will be regarded as an alternative to the amended Regulation and will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force. In this case the obligations of the Contracting Parties applying the Regulation shall be the same as set out in paragraph 1.

Attention: Treaty Services of Ministries of Foreign Affairs and of international organizations concerned.

3. Should a new Contracting Party accede to this Agreement between the time of the notification of the amendment to a Regulation by the Secretary-General and its entry into force, the Regulation in question shall not enter into force for that Contracting Party until two months after it has formally accepted the amendment or two months after the lapse of a period of six months since the communication to that Party by the Secretary-General of the proposed amendment.”

26 February 2002

A handwritten signature in black ink, consisting of a stylized, cursive script that is difficult to decipher but appears to be a personal name or initials.



**Economic and Social  
Council**

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22 January 2002

ENGLISH  
Original: ENGLISH  
and FRENCH

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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

DRAFT SUPPLEMENT 10 TO THE 01 SERIES  
OF AMENDMENTS TO REGULATION No. 6

(Direction indicators)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its nineteenth session, following the recommendation by WP.29 at its one-hundred-and-twenty-fifth session. It is based on document TRANS/WP.29/2001/42, as corrected in French only (TRANS/WP.29/815, para. 125).

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Paragraph 2.1., amend to read:

"..... of two lamps of the same category. At the choice of the applicant, it will also specify that the device may be installed on the vehicle with different inclinations of the reference axis in respect to the vehicle reference planes and to the ground or rotate around its reference axis; these different conditions of installation shall be indicated in the communication form."

Paragraph 2.2.1., amend to read:

"..... geometrically in what position(s) the direction indicator may be mounted on the vehicle; the axis of ....."

Annex 2, item 9., amend to read:

"9. Concise description: 3/  
Category: 1, 1a, 1b, 2a, 2b, 3, 4, 5, 6. 2/  
Number and category of filament lamp(s): .....  
Geometrical conditions of installation and relating variations, if any: ....."

Annex 4, add a new paragraph 1.3., to read:

"1.3. In the case where the device may be installed on the vehicle in more than one or in a field of different positions the photometric measurements shall be repeated for each position or for the extreme positions of the field of the reference axis specified by the manufacturer."

Paragraph 6.1, footnote 3/, amend to read:

"3/ The total value of maximum intensity for an assembly of two or more lamps is given by multiplying by 1.4 the value prescribed for a single lamp, except for category 2a.

When an assembly of two or more lamps having the same function is deemed to be, for the purpose of installation on a vehicle, a "single lamp" (following the definition of Regulation No. 48 and its series of amendments in force at the time of application for type approval), this assembly shall comply with the minimum intensity required when one lamp has failed, and, all the lamps together shall not exceed the admissible maximum intensity (last column of the table).

In the case of a single lamp containing more than one light source:

- (i) all light sources which are connected in series are considered to be one light source;
- (ii) the lamp shall comply with the minimum intensity required when any one light source has failed. However, for front or rear direction indicator lamps designed for only two light sources, 50 per cent of the minimum intensity in the axis of reference of the lamp shall be considered sufficient, provided that a note in the communication form states that the lamp is only for use on a vehicle fitted with an operating tell-tale which indicates when any one of these two light sources has failed.
- (iii) when all light sources are illuminated the maximum intensity specified for a single lamp may be exceeded provided that the single lamp is not marked "D" and the maximum intensity specified for an assembly of two or more lamps (last column of the table) is not exceeded."

Paragraph 6.3., amend to read:

"6.3. In general the intensities shall be measured with the light source(s) continuously alight.

However, depending on the construction of the device, for example, the use of light-emitting diodes (LED), or the need to take precautions to avoid overheating, it is allowed to measure the lamps in flashing mode.

This must be achieved by switching with a frequency of  $f = 1.5 \pm 0.5$  Hz with the pulse width greater than 0.3 s, measured at 95 per cent peak light intensity.

In the case of replaceable filament lamps, the filament lamps shall be operated at reference luminous flux during on time. In all other cases the voltage as required in paragraph 7.1.1. shall be switched with a rise time and fall time shorter than 0.01 s; no overshoot is allowed.

In the case of measurements taken in flashing mode the reported luminous intensity shall be represented by the maximum intensity."

Annex 4, paragraph 3.2., amend to read:

"3.2. For replaceable filament lamps:  
when equipped with filament lamps at 6.75 V, 13.5 V or 28.0 V the luminous intensity values produced shall be corrected. The correction factor is the ratio between the reference luminous flux and the mean value of the luminous flux found at the voltage applied (6.75 V, 13.5 V or 28.0 V). The actual luminous fluxes of each filament lamp used shall not deviate more than  $\pm 5$  per cent from the mean value. Alternatively a standard filament lamp may be used in turn, in each of the individual positions, operated at its reference flux, the individual measurements in each position being added together."