

## 2010 Fxdwg Turn Signal Replacement

The Harley-Davidson Motor Company Cycle World MOTORCYCLE TURN SIGNAL LAMPS MOTORCYCLE AND MOTOR DRIVEN CYCLE TURN SIGNAL LAMPS Motorcycle Turn Signal Lamps Motorcycle Turn Signal Lamps Lighting Test, Motorcycle Red Turn Signal 2 AMP (yamaha Motors Canada Ltd.). Effects of Turn-signal Color on Reaction Times to Brake Signals Turn Signal Lamps for Use on Motor Vehicles Less Than 2032 Mm in Overall Width How Turn Signals Work Turn Signals - when Required and Type Authorized The Effectiveness of Amber Rear Turn Signals for Reducing Rear Impacts Investigation of Use of Turn Signals The Use of Turn Signals on the Expressway Conspicuity of Mirror-mounted Turn Signals Effectiveness of Clear-lens Turn Signals in Direct Sunlight Turn Signals for Motor Vehicles An Evaluation of Leading Versus Lagging Left Turn Signal Phasing. Final Report TURN SIGNAL LAMP The Influence of Rear Turn Signal Characteristics on Crash Risk David K. Wright Motorcycle Technical Steering Committee Motorcycle Technical Steering Committee Motorcycle Lighting Committee American National Standards Institute Canadian Standards Association Juha Luoma Signaling and Marking Devices Std Comm National Committee on Uniform Traffic Laws and Ordinances National Highway Traffic Safety Administration Z. Nemeth J. Zuercher M. Sivak Richard Lewis Moore J. E. Hummer Signaling and Marking Devices Std Comm John Michael Sullivan

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now updated to include the latest motorcycles this definitive harley davidson history is filled with inside information and valuable data features harley davidson s entire production history with special information for restoring any of the classic models 284 illustrations 14 in color

this sae standard provides design parameters and general requirements for motorcycle turn signal lamps it does not apply to mopeds

this experiment was designed to compare reaction times to brake signals when they appear with red or yellow turn signals the laboratory study simulated a daytime driving condition the subject's task was to respond as quickly as possible to the onset of peripherally presented brake lamps but not to turn signals while engaged in a central tracking task there were three lamp conditions brake lamps alone brake lamps while turn signal was on and a turn signal lamp alone thus the subject's task required an immediate response in the first condition a delayed response in the second only after the brake lamps came on not to the turn signal and no response in the third condition turn signals were presented at two levels of luminous intensity the results showed that reaction times to brake signals were significantly shorter when the brake signals were presented in the context of yellow turn signals than when they were presented in the context of red turn signals averaged over both levels of luminous intensity and conditions with and without turn signals the difference between yellow and red was 110 ms the colors of turn signals had an effect whether or not the turn signal was on but the effect was greater when it was older subjects were affected more by the color of turn signals than were younger subjects in conclusion yellow turn signals are beneficial in situations simulated in this experiment however the present findings are directly applicable only to a situation where all vehicles have yellow turn signals and tail lamps are not energized

this sae standard provides test procedures requirements and guidelines for turn signal lamps intended for use on vehicles of less than 2032 mm in overall width updated table of contents section 2 moved sae j1319 and sae j567 to related publications added sae j2442 sae j2999 sae j3069 and a reference to cmvss added transport canada contact information section 3 added sequential turn signal definition removed multiple lamp arrangement reference and reference to sae j387 alphabetized definitions section 5 inserted lens to effective projected luminous area term renumbered 5.1.7 to 5.2 section 6 changed comply to conform and with to to added 6.4.5 sequential turn signals have appeared more frequently on vehicles in the u s and canadian market requirements were added to this document to appropriately limit sequential turn signal executions such that they would not cause confusion un requirements for sequential turn signals were used as a starting point for these requirements and expanded based on common turn signal configurations in the u s and canada such as allowing sequential activation and deactivation and to use the centroid of each sequential area to determine the trajectory of the turn signal section 7 added optically and removed fmvss 108 reference section 7.1.6 added additional information for how epla applies to a sequential turn signal

howstuffworks inc presents the full text of the article entitled how turn signals work by karim nice the author discusses the turn signal on automobiles the thermal flasher makes the signals flash nice details the turn signal circuit the self cancelling signals and turn signals in the side mirrors of automobiles

this purpose of this report is to determine the effect of rear turn signal color on the likelihood of being involved in a rear end crash federal motor vehicle safety standard no 108 allows rear turn signals to be either red or amber in color previous work on this subject includes laboratory experiments and analyses of crash data that suggest amber rear turn signals are beneficial the present study was designed around the concept of switch pairs make models of passenger vehicles were identified that had switched rear turn signal color and crash involvement rates were computed before and after the switch

one of the potential benefits of mirror mounted turn signals is that in certain important traffic situations they are viewed at a smaller peripheral angle than are conventional turn signals this smaller eccentricity in the visual field is likely to lead to better signal conspicuity the present study examined this potential benefit of mirror mounted turn signals specifically this field study evaluated the effect of the eccentricity of a signal on its detectability under bright sunshine while subjects performed a concurrent central visual task two levels of eccentricity were tested 45 representing a conventional turn signal when the observer is in the adjacent lane and just behind the signaling vehicle and 30 representing a mirror mounted turn signal four levels of luminous intensity were used 1 3 9 and 30 cd with older and younger subjects there are two main results of this study first luminous intensity of a signal had a strong effect on its detectability the older subjects had difficulties with all levels of intensity tested and only the two highest levels led to reasonably good performance by the younger subjects second for the conditions in which the overall performance was reasonably good the effect of eccentricity was statistically significant and moderately large in favor of the smaller eccentricity there are two implications of these results first under the demanding conditions represented by bright sunshine and a concurrent central visual task low but legal levels of intensity led to poor detection performance especially for older drivers second under these conditions the smaller eccentricity of mirror mounted turn signals is likely to result in them being better detected than conventional turn signals

current front turn signal lamps in the u s predominantly use clear lenses and amber bulbs however clear lens lamps are more susceptible than amber lens lamps to sun reflections that may be interpreted as turn signals sun phantoms in this study we quantified the relevant photometric differences in direct sunlight between these two lamp types for a large sample of current lamps and presented inferences for likely effects on driver performance although our data confirm that in general clear lens lamps are likely to provide signals that are less discriminable the variability within each lamp type is large in other words some clear lens turn lamps currently on the road are likely to be resistant to sun phantoms and some amber lens lamps are not the report also discusses the desirable photometric levels of turn signals foreffective performance in direct sunlight finally it is argued that an indirect benefit of turn signal lamps that are near low beam headlamps is that because of their higher required intensities they are likely to be less susceptible to sun phantoms than lamps farther away from low beams

this standard provides test methods and requirements for turn signal lamps

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