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Item 10 of the provisional agenda

Regulation No. 121

(Hand controls, tell-tales and indicators)

Proposal for corrigendum to Regulation No. 121

Submitted by the expert from the International Organization of Motor Vehicle Manufacturers (OICA)

The text reproduced below was prepared by the expert from OICA in order to improve the text of Regulation No. 121. It is based on informal document No. GRSG-92-24, distributed during the ninety-second session of the Working Party on General Safety Provisions (GRSG) (ECE/TRANS/WP.29/GRSG/71, para. 29). The modifications to the text of Regulation No. 121 are marked in **bold** characters.

A. PROPOSAL

Insert a new paragraph 5.4.1.1., to read:

"**5.4.1.1. Nevertheless, if already fitted on the vehicle as specified in table 1 with the colour specification of column 5, each symbol with the footnote 18/ may be shown in other colours, in order to convey different meanings, according to the general colour coding as proposed in paragraph 5 of standard ISO 2575:2004.**"

Table 1: Symbols, their illumination and colours, amend to read:

No.	Column 1	Column 2	Column 3	Column 4	Column 5
	ITEM	**SYMBOL 2/**	**FUNCTION**	**ILLUMINATION**	**COLOUR**
9.	**Fuel level**	 **18/** **or** 	**Tell-tale** **Indicator**	**Yes** **Yes**	**Yellow**
10.	**Engine oil pressure**	 **5/ 18/**	**Tell-tale** **Indicator**	**Yes** **Yes**	**Red**
11.	**Engine coolant temperature**	 **5/ 18/**	**Tell-tale** **Indicator**	**Yes** **Yes**	**Red**
12.	**Electrical charging condition**	 **18/**	**Tell-tale** **Indicator**	**Yes** **Yes**	**Red**
…	**…**	**…**	**…**	**…**	**…**
25.	**Brake system malfunction**	 **8/**	**Tell-tale**	**Yes**	**see brake Reg.**
26.	**Antilock brake system malfunction**	 **9/**	**Tell-tale**	**Yes**	**Yellow**

Insert a new footnote 18/, to read:

"….

18/ Symbol may be shown in other colours than specified in column 5 in order to convey different meanings according to the general colour coding as proposed in paragraph 5 of standard ISO 2575:2004."

B. JUSTIFICATION

Paragraph 5.4.1.1.

The current text of the paragraph may be interpreted as a mandatory requirement for a tell-tale to have the unique colour coding, as specified in column 5 of table 1, and prohibiting to use of other colours to indicate different warning levels for the same item. The proposed additional sentence from the present version of standard ISO 2575: 2004 aims to clarify the wording of the Regulation as well as bring forward more flexibility in vehicle design.

Addition of footnote 9/ to symbol No. 26

This proposal aims at introducing consistency between Regulation No. 13, Regulation No. 13-H and Regulation No. 121.

Current braking regulations define:

(a) one red warning signal indicating failures within the vehicle braking equipment which preclude achievement of the prescribed service braking performance and/or which preclude the functioning of at least one of two independent service braking circuits (Regulation No. 13, paragraph 5.2.1.29.1.1., Regulation No. 13-H, paragraph 5.2.21.1.1.),

(b) one yellow warning signal indicating an electrically detected defect within the vehicle braking equipment which is not indicated by the red warning signal described above (Regulation No. 13, paragraph 5.2.1.29.1.2., Regulation No. 13-H, paragraph 5.2.21.1.2.).

Both may indicate more than one brake system condition. Footnote 9/ has been introduced into Regulation No. 121, in order to allow the use of the brake system malfunction symbol No. 25 for this purpose in red or in yellow. For example, a brake lining wear-out may be indicated to the driver either by the yellow brake lining wear-out symbol No. 37 or by the brake system malfunction symbol No. 25 in yellow (see footnote 9/ for symbol No. 37).

Brake regulations define that in the case of an ABS malfunction, the yellow warning signal as defined in Regulation No. 13, paragraph 5.2.1.29.1.2. and in Regulation No. 13-H, paragraph 5.2.21.1.2. shall be used.

In Regulation No. 13, Annex 13 (ABS), paragraph 4.1. or in Regulation No. 13-H, Annex 6, paragraph 4.1., it is said:

"*Any electrical failure or sensor anomaly that affects the system with respect to the functional and performance requirements in this annex, including those in the supply of electricity, the external wiring to the controller(s), the controller(s) and the modulator(s) shall be signalled to the driver by a specific optical warning signal. The yellow warning signal specified in* Regulation No. 13, *paragraph 5.2.1.29.1.2., and in* Regulation No. 13-H, *paragraph 5.2.21.1.2., shall be used for this purpose*."

In consequence, it is proposed that footnote 9/ be added to the ABS malfunction symbol No. 26 in order to introduce consistency between Regulations Nos. 13, 13-H and 121 and also allow an ABS malfunction to be displayed by the No. 25.

Addition of a new footnote 18/

Addition of a new footnote 18/ to the following symbols:

9. Fuel level
10. Engine oil pressure
11. Engine coolant temperature
12. Electrical charging condition

The colour coding in the Regulation could follow the ISO 2575:2004 colour coding as below:

- The red coding linked to a meaning of danger to passengers or persons or damage to the vehicle, and need for an immediate action by the driver (e.g. stopping the vehicle).
- The amber / yellow coding linked to several meanings as caution, outside normal operating limit or other condition which may produce hazard in the longer term.

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