

COMMENTS ON DOCUMENT TRANS/WP.29/2000/8/Rev.3
(Draft global technical regulation on identification of controls, tell tales and indicators)

Transmitted by the expert from the International Organization for Standardization (ISO)

ISO/TC22/SC13/WG5 having reviewed document TRANS/WP.29/2000/8/Rev.3 agreed on the following comments:

A new edition (7th) of ISO 2575 is in the final stages of publication. GRSG is requested to review and reference this edition in the final Regulation. All symbols in tables 1 and 2 should be derived from this edition.

Symbols not yet published in ISO 2575 should not be included in the proposed Regulation. These symbols are:

Table 1 – Symbols not currently included in ISO 2575 work program.
No. 23. Regenerative brake system malfunction and
No. 40. Tire malfunction (that identifies involved tire).

Table 2 – Symbols in the 7th edition but not in 6th edition.
Page 14, first line. Interior compartment illumination,
Page 17, third line. Immobilizer / theft protection,
Page 17, second line. Child lock / locked,
Page 17, ninth line. Vent open,
Page 18, fourth line. Seat height adjustment,
Page 18, sixth line. Seat lumbar adjustment
Page 19, third line. Exhaust gas brake.

Symbols included in ISO 2575 work program, but not included in 6th or 7th edition.

Table 1 - Emission system malfunction

Table 2 - Antilock brake system malfunction in tow vehicle,
Antilock brake system trailer fault.



Table 2 - The ISO registered symbol for "Child lock, locked" should be used.

Symbols should follow the design principles laid down in paragraph 4 of ISO 2575 7th edition. This permits modification of symbolic vehicle shapes so that the vehicle shape is more representative of the vehicle in which the symbol is used.

Symbols should follow the color principles laid down in paragraph 5 of ISO 2575 7th edition. This permits the use of multiple colors to show severity status of a warning and/or malfunction.
