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Item 8 of the provisional agenda

Regulation No. 121 (Identification of controls, tell-tales and indicators)**Proposal for amendments to Regulation No. 121
(Identification of controls)****Submitted by the experts from the International Organization of Motor
Vehicle Manufacturers***



The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA) transferring the control and tell-tale requirements for the electronic stability control (ESC) from Regulations Nos. 13 and 13-H to Regulation No. 121. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

*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 UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Table 1, amend to read:

"

No.	Column 1	Column 2	Column 3	Column 4	Column 5
	Item	Symbol <u>2/</u>	Function	Illumination	Colour
...
25.	Brake system malfunction	 <u>8/18/</u>	Tell-tale	Yes	See Regulations Nos. 13-H and 13 as appropriate
...
28.	Parking brake applied	 <u>9/18/</u>	Tell-tale	Yes	Red See Regulations Nos. 13-H and 13 as appropriate
...

...

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

..."

II. Justification

1. As a general rule in braking Regulations, red warnings indicate severe errors implying danger to persons. For less severe errors which also require caution from the driver, the yellow warning signal is given.

2. The mandatory red colour, when the parking brake is applied, conforms to the provisions of the braking regulations (Regulation No. 13-H, paragraph 5.2.3. and Regulation No. 13, paragraph 5.2.1.26.2.3.). For less severe errors like a break in the wiring of the parking braking system (see Regulation No. 13-H, paragraph 5.2.19.2.1.) a yellow warning signal is given:

"5.2.19.2.1. A break in the wiring within the electrical transmission, or an electrical failure in the control of the parking braking system shall be signalled to the driver by the yellow warning signal specified in paragraph 5.2.21.1.2."

"5.2.21.1.2. Where applicable, a yellow warning signal indicating an electrically detected defect within the vehicle braking equipment, which is not indicated by the red warning signal described in paragraph 5.2.21.1.1. above."

3. Using symbol No. 28 will indicate clearly which system of the vehicle is affected.

4. The most appropriate way to allow special meanings by colour coding is to implement this by using footnote 18/ like for symbol No. 25 (Brake system malfunction):

Footnote 18/ does already exist in Regulation No. 121: no new footnote is needed;

The colour coding of ISO 2575 is used, which is well understood by drivers and not subject to confusion.

5. For best convenience, the current text of paragraph 5. of ISO standard 2575 can be found below:

"5. Colour

5.1. When used on optical indicators or tell-tales, the following colours have the meanings indicated:

Red: danger to persons or very serious damage to equipment, immediate or imminent;

Yellow or amber: caution, outside normal operating limits, vehicle system malfunction, damage to vehicle likely, or other condition which can produce hazard in the longer term;

Green: safe, normal operating condition (where blue or yellow is not required).

A given symbol may be shown in more than one of these colours in order to convey the indicated meanings."
