



**OICA PROPOSAL FOR A DRAFT AMENDMENTS TO THE
DRAFT REGULATION ON HAND CONTROLS,
TELL-TALES AND INDICATORS**

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PROPOSAL FOR A NEW DRAFT REGULATION:

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES
WITH REGARD TO THE LOCATION AND IDENTIFICATION OF
HAND CONTROLS, TELL-TALES AND INDICATORS

Transmitted by the Working Party on General Safety Provisions (GRSG)

Note: The text reproduced below was adopted by GRSG at its eighty-second session, and is transmitted for consideration to WP.29 and AC.1. It is based on document TRANS/WP.29/GRSG/1999/19/Rev.5, as amended (TRANS/WP.29/GRSG/61, para. 34).

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1. SCOPE

This Regulation applies to vehicles of categories M and N 1/. It specifies requirements for the location, identification, colour, and illumination of motor vehicle hand controls, tell-tales and indicators. It is designed to ensure the accessibility and visibility of vehicle controls, tell-tales, and indicators and to facilitate their selection under daylight and night-time conditions, in order to reduce the safety hazards caused by the diversion of the driver's attention from the driving task and by mistakes in selecting controls.

2. DEFINITIONS

For the purpose of this Regulation

- 2.1. “Control” means that hand-operated part of a device that enables the driver to bring about a change in the state or functioning of a vehicle or vehicle’s subsystem.
- 2.2. “Device” means an element or an assembly of elements used to perform one or more functions.
- 2.3. “Indicator” means a device that shows the magnitude of the physical characteristics that the instrument is designed to sense.
- 2.4. “Common space” means an area on which two or more information functions (e.g. symbol) may be displayed but not simultaneously.
- 2.5. “Tell-tale” means an optical signal that, when alight, indicates the actuation of a device, a correct or defective functioning or condition, or a failure to function.
- 2.6. “Adjacent” means that no control, tell-tale, indicator, or other potential source of distraction appears between the identifying symbol and the tell-tale, indicator, or control which that symbol identifies.
- 2.7. “Manufacturer” means the person or body who is responsible to the approval authority for all aspects of the type approval process and for ensuring conformity of production. It is not essential that the person or body is directly involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process.
- 2.8. “Vehicle type” means motor vehicles, which do not differ in respect of the internal arrangements, which may affect the identification of symbols for controls, tell-tales, and indicators and operation of controls.

1/ Categories M and N as defined in annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.1/Amend.2).

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2.9. “Approval of a vehicle” means the approval of a vehicle type with regard to the mode of installation, graphical design, legibility, colour, and brightness of controls, tell-tales, and indicators.

3. APPLICATION FOR APPROVAL

3.1. The application for approval of a vehicle type with regard to the specification for controls, tell-tales and indicators shall be submitted by the manufacturer or his duly accredited representative.

3.2. It shall be accompanied by the following documents and particulars in triplicate:

3.2.1. a description of the vehicle type;

3.2.2. a list of items specified by this Regulation **in table 1** and prescribed by the manufacturer for the vehicle as controls, tell-tales or indicators;
(Justification: only the items in enhanced table 1 are relevant for this regulation)

3.2.3. graphical design of symbols identifying controls, tell-tales and indicators; and

3.2.4. drawings and/or photographs showing the layout of controls and location of tell-tales and indicators in the vehicle;

3.3. A vehicle or representative part thereof fitted with a complete set of controls, tell-tales and indicators, as prescribed in paragraph 3.2.2. above, representing the vehicle type to be approved shall be submitted to the technical service responsible for conducting approval evaluation.

4. APPROVAL

4.1. If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of the Regulation in respect of all the paragraphs specified in the list, approval of that vehicle type shall be granted.

4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 00 for the Regulation in its original form) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign this number to another vehicle type or to the same vehicle type submitted with equipment not specified in the list referred to in paragraph 3.2.2. above, subject to the provisions of paragraph 6. of this Regulation.

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- 4.3. Notice of approval or of extension or refusal of approval or production definitely discontinued of a vehicle type/part pursuant to this Regulation shall be communicated to the Parties to the 1958 Agreement applying this Regulation, by means of a form conforming to the model in annex 1 to this Regulation.
- 4.4. An international approval mark shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation. Such international approval mark shall consist of:
- 4.4.1. A circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval 2/;
- 4.4.2. The number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the circle prescribed in paragraph 4.4.1.
- 4.5. If the vehicle conforms to a vehicle type approved, under one or more other Regulations annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1. need not to be repeated; in such a case the Regulation and approval numbers and the additional symbols of all the Regulations under which approval has been granted in the country which has granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1.
- 4.6. The approval mark shall be clearly legible and be indelible.
- 4.7. The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer.
- 4.8. Annex 2 to this Regulation gives examples of arrangements of approval marks.

2/ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Yugoslavia, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for the Republic of South Africa and 46 for New Zealand. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify the Agreement concerning the Adoption for Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, or in which they accede to that Agreement, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.

5. SPECIFICATIONS

A vehicle fitted with a control, a tell-tale or an indicator, listed in table 1 ~~or ISO 2575:2000 standard~~, shall meet the prescribed requirements of this regulation for the location, identification, colour, and illumination of such control, tell-tale or indicator.

(Justification: table 1 shall contain all symbols from ISO 2575:2000 which are relevant for driving safety. For this reason the old table 1 of this proposal was enhanced by the missing symbols from FMVSS 101, CMVSS 101 and 78/316/EEC Annex II.)

5.1. LOCATION

5.1.1. The controls to be used by a driver while driving the vehicle shall be located so that they are operable by this driver under the conditions of paragraph 5.6.2.

5.1.2. The tell-tales and indicators ~~listed in table 1~~, shall be located so that they are visible and recognisable to a driver during night and day under the conditions of paragraphs 5.6.1. and 5.6.2. Tell-tales and indicators need not be visible or recognisable when not activated.

(Justification: this restriction is superfluous now, because the modification of paragraph 5. already restricts the concerned tell-tales and indicators on those included in table 1)

5.1.3. The identifications of tell-tales, indicators and controls shall be placed on or adjacent to the tell-tales, indicators and controls that they identify. ~~Where this is not possible, the symbol must be joined with the corresponding control, tell-tale or indicator by a continuous line as short as possible. In the case of multifunction control, the identifications need not be immediately adjacent.~~ Nonetheless, they shall be as close as practicable to such multifunction control.
(Justification: correction as per GRSG-82, the report however omits it)

5.1.4. Notwithstanding paragraphs 5.1.1., 5.1.2. and 5.1.3. the tell-tale for “passenger air bag off”, if fitted, must be located within the interior of the vehicle and forward of and above the design H-point of both the driver's and the front passenger(s) seat in their forward most seating positions. The tell-tale which alerts front seat occupants that the passenger ~~side~~ air bag is switched off must be visible to the driver and front passenger(s) under all driving conditions.

(Justification: the wording “passenger side air bag” could be understood as: “side air bag of the passenger” instead of “front air bag on the passenger side of the car”)

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5.2. IDENTIFICATION

- 5.2.1. Where fitted, the controls, tell-tales and indicators, listed in column 1 of table 1, shall be identified by symbols designated for them in column 2 of table 1. This requirement does not apply to the horn (an audible warning signal) control, when it is activated by a narrow ring-type control or by a lanyard. **If a symbol is used for identifying a control, tell-tale or indicator not listed in table 1, it is recommended shall be to use identified by a symbol designated for the purpose in standard ISO 2575:2000 where one exists and where that symbol is suitable for the application concerned.**
(Justification: controls, tell-tales or indicators not included in table 1 are not relevant for driving safety. Therefore they are not regulated concerning the approval of vehicles. But it is recommended to use symbols from ISO 2575:2000 to improve their recognition.)
- 5.2.2. To identify a control, a tell-tale or an indicator not included in table 1 or ISO 2575:2000, the manufacturer may use a symbol of its own conception. Such symbol may include internationally recognised alphabetic or numeric indications. All symbols used shall follow the design principles laid down in paragraph 4. of ISO 2575:2000.
- 5.2.3. If necessary for clarity, supplementary symbols may be used in conjunction with any symbol specified in table 1 or ISO 2575:2000.
- 5.2.4. Each additional or supplementary symbol used by the manufacturer must not cause confusion with any symbol specified in this Regulation.
- 5.2.5. Where a control, an indicator or a tell-tale for the same function are combined, one symbol may be used to identify such combination.
- 5.2.6. Except as provided in paragraph 5.2.9., all identifications of tell-tales, indicators and controls listed in table 1 or ISO 2575:2000 must appear to the driver perceptually upright. In case of rotating control, this paragraph applies to it when such control is in its “off” position.
- 5.2.7. The identification of the following need not appear to the driver perceptually upright:
- 5.2.7.1. a horn control,
- 5.2.7.2. any control, tell-tale or indicator located on the steering wheel, when the steering wheel is positioned for the motor vehicle to travel in other than a straight forward direction, and
- 5.2.7.3. any rotating control that does not have an off position.

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- 5.2.8. Each control for the automatic vehicle speed system (cruise control) and each control for heating and air conditioning system(s) shall have identification provided for each function of each such system.
- 5.2.9. When fitted each control that regulates a system function over a continuous range shall have identification provided for the limits of the adjustment range of any such function.
If colour coding is used to identify the limits of the adjustment range of a temperature function, the hot limit shall be identified by the colour red and the cold limit by the colour blue.
If the status or limit of a function is shown by an indicator separated from and not adjacent to the control for that function, both the control and the indicator must be independently identified in compliance with paragraph 5.1.3.
- 5.3. ILLUMINATION
- 5.3.1. The identifications of controls for which the word "Yes" is indicated in column 4 of table 1 shall be capable of being illuminated whenever the headlamps are activated. This does not apply to controls located on the floor, floor console, steering wheel, or steering column, or in the area of windscreen header, or to controls for a heating and air-conditioning system if the system does not direct air directly upon the windscreen.
- 5.3.2. The indicators and their identifications for which the word "Yes" is indicated in column 4 of table 1 shall be illuminated whenever the device which starts and/or stops the engine is in a position which makes it possible for the engine to operate and the headlamps are activated.
- 5.3.3. The indicators, their identifications and the identifications of controls need not be illuminated when the headlamps are being flashed or operated as daytime running lamps.
- 5.3.4. At the manufacturer's discretion any control, indicator or their identifications may be capable of being illuminated at any time.
- 5.3.5. A tell-tale shall not emit light except when identifying the malfunction or vehicle condition for whose indication it is designed or during a bulb check upon propulsion system activation.
- 5.3.6. BRIGHTNESS OF TELL-TALE ILLUMINATION
Means shall be provided for making tell-tales and their identification visible and recognisable to the driver under all driving conditions.
- 5.4. COLOUR
- 5.4.1. Light of each tell-tale listed in table 1 shall be of the colour shown in column 5 of this table.

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- 5.4.2. Indicators and tell-tales and identifications of indicators and controls not listed in table 1 may be of any colour chosen by the manufacturer, however, such colour must not interfere with or mask the identification of any tell-tale, control, or indicator specified in table 1. The colour to be selected shall follow the guidelines specified in paragraph 5 of standard ISO 2575:2000.
- 5.4.3. Each symbol used for identification of tell-tale, control or indicator shall stand out clearly against the background.
- 5.4.4. The dark part of any symbol may be replaced by its outline.
- 5.5. COMMON SPACE FOR DISPLAYING MULTIPLE INFORMATION
- 5.5.1. A common space may be used to show information from any source, subject to the following requirements:
- 5.5.1.1. The tell-tales and indicators in the common space shall provide relevant information at the initiation of any underlying condition.
- 5.5.1.2. When the underlying condition exists for actuation of two or more tell-tales, the information shall be either
- 5.5.1.2.1. repeated automatically in sequence, or
- 5.5.1.2.2. indicated by visible means and capable of being selected for viewing by the driver under the conditions of paragraph 5.6.2.
- 5.5.1.3. The tell-tales for the brake system malfunction, headlamp driving beam, direction indicator and seat belt shall not be shown in the same common space.
- 5.5.1.4. If tell-tale for the brake system malfunction, headlamp driving beam, direction indicator or seat belt is displayed in a common space it must displace any other symbol in such common space if the underlying condition exists for its activation.
- 5.5.1.5. With the exception of tell-tales for the brake system malfunction, headlamp driving beam, direction indicator or seat belt, the information may be cancellable automatically or by the driver.
- 5.5.1.6. Unless prescribed in a specific Regulation, the colour requirements regarding tell-tales do not apply when tell-tales appear in a common space.
- 5.6. CONDITIONS
- 5.6.1. The driver has adapted to the ambient light conditions.

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- 5.6.2. The driver is restrained by the installed crash protection system, adjusted in accordance with the manufacturer's instructions, and is free to move within constraints of that system.
6. MODIFICATIONS OF THE VEHICLE TYPE OR OF ANY ASPECT OF SPECIFICATION FOR CONTROLS, TELL-TALES AND INDICATORS AND EXTENSION OF APPROVAL
- 6.1. Every modification of the vehicle type, or of any aspect of specification for controls, tell-tales and indicators, or of the list referred to in paragraph 3.2.2. above, shall be notified to the administrative department which approved that vehicle type. The department may then either:
- 6.1.1. Consider that the modifications made are unlikely to have an appreciable adverse effect and that in any case the vehicle still meets the requirements; or
- 6.1.2. Require a further evaluation report from the technical services responsible for conducting the evaluation.
- 6.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3. above to the Parties to the Agreement applying this Regulation.
- 6.3. The competent authority issuing the extension of approval shall assign a series number to each communication form drawn up for such an extension and inform thereof the other Parties to the 1958 Agreement applying this Regulation by means of a communication form conforming to the model in annex 1 to this Regulation.
7. CONFORMITY OF PRODUCTION
- The conformity of production procedures shall comply with those set out in the Agreement, appendix 2 (E/ECE/324-E/ECE/TRANS/505/Rev.2) with the following requirements:
- 7.1. A vehicle approved to this Regulation shall be so manufactured as to conform to the type approved by meeting the requirements set forth in paragraph 5. above.
- 7.2. The authority which has granted type approval may at any time verify the conformity control methods applied in each production facility. The normal frequency of these verifications shall be once every two years.
8. PENALTIES FOR NON-CONFORMITY OF PRODUCTION
- 8.1. The approval granted in respect of a type of vehicle pursuant to this Regulation may be withdrawn if the requirements are not complied with or if a vehicle bearing the approval mark does not conform to the type approved.

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- 8.2. If a Party to the Agreement applying this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation by means of a communication form conforming to the example in annex 1 to this Regulation.

9. **PRODUCTION DEFINITELY DISCONTINUED**













If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he shall inform the authority, which granted the approval. Upon receiving the relevant communication, that authority shall inform thereof the other Parties to the Agreement applying this Regulation by means of a communication form conforming to the example in annex 1 to this Regulation.

10. **NAMES AND ADDRESSES OF TECHNICAL SERVICES RESPONSIBLE FOR CONDUCTING APPROVAL TESTS AND OF ADMINISTRATIVE DEPARTMENTS**









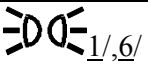

The Parties to the 1958 Agreement applying this Regulation shall communicate to the United Nations Secretariat the names and addresses of the technical services responsible for conducting approval tests and of the administrative departments which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval, issued in other countries, are to be sent.

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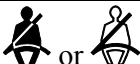











Table 1 - Symbols, their illumination and colours.

No.	Column 1	Column 2	Column 3	Column 4	Column 5
	ITEM	SYMBOL <u>2/</u>	FUNCTION	ILLUMINATION	COLOUR
1.	Master lighting switch Tell-tale may not act as the tell-tale for the position (side) lamps.	 <u>1/</u>	Control	No	-
			Tell-tale <u>12/</u>	Yes <u>7/</u> <i>(Justif.: reference is superfluous, also in items below)</i>	Green
2a.	Headlamp dipped beams <i>(Justification: alignment with 78/316/EEC)</i>	 <u>1/6/14/</u>	Control	No	-
			Tell-tale	Yes	Green
2b.	Headlamp high beams	 <u>1/14/</u>	Control	No	-
			Tell-tale	Yes <u>7/</u>	Blue
3.	Direction indicator	 <u>1/3/</u>	Control	No	
			Tell-tale	Yes <u>7/</u>	Green
4.	Hazard warning signal	 <u>1/</u>	Control	Yes	
			Tell-tale <u>4/</u>	Yes <u>7/</u>	Red
5.	Front fog lamps	 <u>1/</u>	Control	No	
			Tell-tale	Yes <u>7/</u>	Green
6.	Rear fog lamp	 <u>1/</u>	Control	No	
			Tell-tale	Yes <u>7/</u>	Yellow
7.	Fuel level	 <u>1/</u> or 	Tell-tale	Yes <u>7/</u>	Yellow
			Indicator	Yes	
8.	Engine oil pressure	 <u>5/</u>	Tell-tale	Yes <u>7/</u>	Red
			Indicator	Yes	
9.	Engine coolant temperature	 <u>5/</u>	Tell-tale	Yes <u>7/</u>	Red
			Indicator	Yes	
10.	Electrical charging Condition		Tell-tale	Yes <u>7/</u>	Red
			Indicator	Yes	

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





No.	Column 1	Column 2	Column 3	Column 4	Column 5
	ITEM	SYMBOL <u>2/</u>	FUNCTION	ILLUMINATION	COLOUR
11.	Windscreen wiping system (continuous)		Control	Yes	
12.	Power window lock (Justification: alternative symbol of supplement 3 to the 01 series of amendments to ECE-R 21 added, in order to be in alignment with the latest version of ECE-R 21, which came into effect on 31 January 2003)	 or 	Control	No	
13.	Windscreen washing system		Control	Yes	
14a.	Windscreen washing and wiping system		Control	Yes	
14b.	Headlamp cleaning device (with separate operating control) (Justification: alignment with 78/316/EEC)	 <u>14/</u>	Control	No	
15.	Windscreen defrosting and defogging system (with separate operating control) (Justification: alignment with 78/316/EEC Annex II)		Control	Yes	
			Tell-tale	Yes 7/	Yellow
16.	Rear window defrosting and defogging system (with separate operating control) (Justification: alignment with 78/316/EEC Annex II)		Control	Yes	
			Tell-tale	Yes 7/	Yellow
17a.	Position, side marker, and/or end-outline marker lamps	 <u>1/,6/</u>	Control	No	
			Tell-tale <u>12/</u>	Yes <u>6/</u> 7/	Green
17b.	Parking lamps (Justification: alignment with 78/316/EEC)		Control	No	
			Tell-tale	Yes	Green

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No.	Column 1	Column 2	Column 3	Column 4	Column 5
	ITEM	SYMBOL <u>2/</u>	FUNCTION	ILLUMINATION	COLOUR
18.	Seat belt	 or 	Tell-tale	Yes 7/	Red
19.	Airbag malfunction	 <u>8/</u>	Tell-tale	Yes 7/	Yellow and/or^(*) Red
20.	Side airbag malfunction	 <u>7/,8/</u>	Tell-tale	Yes 7/	Yellow and/or^(*) Red
21.	Passenger Air bag off	 <u>2/</u>	Tell-tale	Yes 7/	Yellow
22.	Brake system malfunction	 <u>8/</u>	Tell-tale	Yes 7/	see brake Reg.
23.	Antilock brake system malfunction	 <u>8/</u>	Tell-tale	Yes 7/	Yellow
24.	Speedometer <i>(Justification: alignment with item 35 of this table)</i>	13/ km/h, if kilometers are shown or mph, if miles are shown <u>15/</u>	Indicator	Yes 13/ <i>(Justific.: footnote 13/ is deleted)</i>	
25.	Parking brake applied	 <u>9/</u>	Tell-tale	Yes 7/	Red
26.	Horn		Control	No	
27a.	Engine on-board diagnostics or engine malfunction		Tell-tale	Yes 7/	Yellow
27b.	Diesel pre-heat <i>(Justification: alignment with 78/316/EEC)</i>		Tell-tale	Yes	Yellow
27c.	Choke (cold starting device) <i>(Justification: alignment with 78/316/EEC)</i>		Control	No	
			Tell-tale	Yes	Yellow

(*) *Justification for amendment in column 5 of items 19 and 20:
The colour "red" strongly recommends to immediately stop the vehicle. This seems not to be necessary in case of an airbag malfunction. Therefore it should also be allowed to use colour "yellow" for these tell-tales.*

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No.	Column 1	Column 2	Column 3	Column 4	Column 5
	ITEM	SYMBOL <u>2/</u>	FUNCTION	ILLUMINATION	COLOUR
28.	Air Conditioning System	 or A/C	Control	Yes	
29.	Automatic (park) transmission (reverse) control (neutral) position (drive)	P R N D <u>10/</u>	Indicator	Yes	
30a.	Engine Start <i>(Justification: alignment with CMVSS 101. Limited alignment with FMVSS 101 is reached by reference to footnote 8/)</i>	 <u>8/11/</u>	Control	No	
30b.	Engine Stop <i>(Justification: limited alignment with FMVSS 101 is reached by reference to footnote 8/)</i>	 <u>8/11/</u>	Control	Yes	
31.	Brake lining wear-out condition	 <u>9/</u>	Tell-tale	Yes <u>7/</u>	Yellow
32.	Heating system		Control	Yes	
33.	Heating and/or air conditioning fan	 <u>1/</u>	Control	Yes	
34.	Headlamp levelling <i>(Justification: alternative symbols currently foreseen in ECE-R 48 (Annex 8, paragraph 1.5) added)</i>	 or   <u>14/</u>	Control	No	
35.	Odometer	km <u>16/</u> , if kilometres kilometers are shown or miles, if miles are shown	Indicator	Yes	

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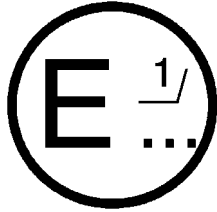
No.	Column 1	Column 2	Column 3	Column 4	Column 5
	ITEM	SYMBOL <u>2</u> /	FUNCTION	ILLUMINATION	COLOUR
36.	Low Tire Pressure <i>(Justification: alignment with FMVSS 101 and decision in GRRF to use ISO symbol in yellow colour – see report TRANS/WP29/GRRF/53, para. 48.)</i>		Tell-tale	Yes	Yellow

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- 1/ Framed areas of the symbol may be solid.
 - 2/ The symbols included in this Regulation are substantially identical to symbols described in ISO 2575:2000. Proportional dimensional characteristics specified in ISO 2575:2000 shall be maintained.
 - 3/ The pair of arrows is a single symbol. When the controls or tell-tales for left and right turn operate independently, however, the two arrows may be considered separate symbols and be spaced accordingly.
 - 4/ Not required when arrows of turn signal tell-tales that otherwise operate independently flash simultaneously as hazard warning tell-tale.
 - 5/ Combination of the engine oil pressure symbol and the engine coolant temperature symbol in a single tell-tale is permitted.
 - 6/ Separate identification not required if function is combined with master lighting switch.
 - 7/ ~~See paragraph 5.3.5. If a single tell-tale is used to indicate an airbag malfunction, the airbag malfunction symbol (19) must be used.~~
(Justification: the reference to the superior paragraph 5.3.5 is superfluous. Free footnote 7/ is re-used now to clarify the identification requirement if malfunctions in different types of airbag shall be displayed by one tell-tale.) 8/ Contracting Parties which, at the date of coming into force of this Regulation, allowed or required the use of text for this function may, until sixty months after the date of coming into force of this Regulation, continue to allow or require the text in addition to the prescribed symbols for vehicles to be registered in their country.
 - 9/ If a single tell-tale is used to indicate more than one brake system condition, the brake system malfunction symbol must be used.
 - 10/ Letter “D” may be replaced or supplemented by other alphanumeric character(s) or symbol(s) chosen by the manufacturer to indicate additional selection modes. The indicators may be displayed top to bottom or left to right.
 - 11/ Use when engine control is separate from the key locking system.
 - 12/ Not required if instrument panel lights are lit automatically on activation of the master lighting switch.
 - ~~13/ Speedometer shall be type approved pursuant to Regulation No. 39. (Justification: no link between different ECE Regulations. Contracting parties, which prefer a type approval pursuant to ECE-R 39, can enforce such a separate approval.)~~
 - 14/ Symbols employing five lines instead of four (and vice versa) may also be used.
(Justification: alignment with ECE-R 48 Annex 8 (paragraph 1.5) and with 78/316/EEC)
 - 15/ The required text identification can be displayed in uppercase and/or lowercase letters.
(Justification: alignment with FMVSS 101)
 - 16/ The required text identification must be displayed in lowercase letters.
(Justification: alignment with ISO 1000 chapter 6)
-

Annex 1

COMMUNICATION



(Maximum format: A4 (210 x 297 mm))

issued by: Name of administration:

.....
.....
.....

concerning: 2/ APPROVAL GRANTED

APPROVAL EXTENDED

APPROVAL REFUSED

APPROVAL WITHDRAWN

PRODUCTION DEFINITELY DISCONTINUED

of a type of vehicle with regard to the location and identification of motor vehicle hand controls, tell-tales and indicators, pursuant to Regulation No. xxx.

Approval No.

Extension No.

1. Trade name or mark of the vehicle:.....
2. Manufacturer's name for the type of vehicle:.....
3. Manufacturer's name and address:
4. If applicable, name and address of the manufacturer's representative:
.....
5. Submitted for approval on:.....
6. Technical service responsible for conducting approval tests:
.....
7. Date of test report:
8. Number of test report:

OICA PROPOSED AMENDMENTS

9. Concise description:

	Hand controls, tell-tales and indicators on the vehicle:	Conformance:
9.1.		yes/no <u>2/</u>
9.2.		yes/no <u>2/</u>
...		yes/no <u>2/</u>

10. Comments

.....

11. Position of the approval mark:

12. Reason(s) for extension (if applicable):

13. Approval granted/extended/refused/withdrawn 2/

14. Place:

15. Date:

16. Signature:.....

17. The following documents, bearing the approval number shown above, are available on request:

1/ Distinguishing number of the country which has granted, extended, refused or withdrawn approval (see approval provisions in the Regulation).

2/ Strike out what does not apply.

Annex 2

ARRANGEMENTS OF APPROVAL MARKS

Model A

(See paragraph 4.4. of this Regulation)

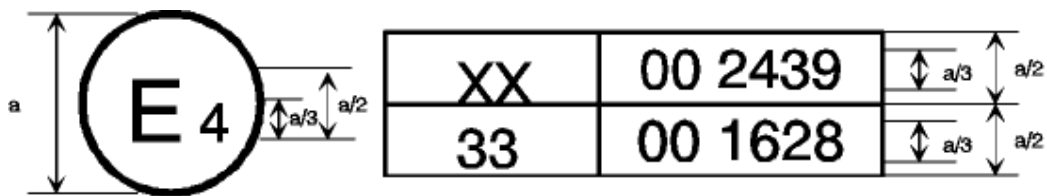


a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the location and identification of hand controls, tell-tales and indicators, been approved in the Netherlands (E4) pursuant to Regulation No. XX under the approval No. 001234. The first two digits (00) of the approval number indicated that the approval was granted in accordance with the requirements of Regulation No. XX in its original form.

Model B

(see paragraph 4.5. of this Regulation)



a = 8 mm min.

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E4) pursuant to Regulation No. XX and Regulation No. 33 ^{1/}. The approval number indicates that, at the dates when the respective approvals were given, Regulation No. XX was in its original form and Regulation No. 33 was still in its original form.

^{1/} The number is given merely as an example.