

**Proposal for a draft corrigendum to Regulation No. 121**



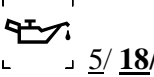
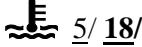
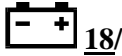


Note: The text reproduced below was prepared by the experts from OICA in order to improve the text of the Regulation N° 121. The modifications to the current text of the regulation are marked in **bold** or ~~strikethrough~~ characters.

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 <u>2/</u>	FUNCTION	ILLUMINATION	COLOUR
9.	Fuel level	 <u>18/</u>	Tell-tale	Yes	Yellow
		or  <u>18/</u>	Indicator	Yes	
10.	Engine oil pressure	 <u>5/ 18/</u>	Tell-tale	Yes	Red
			Indicator	Yes	
11.	Engine coolant temperature	 <u>5/ 18/</u>	Tell-tale	Yes	Red
			Indicator	Yes	
12.	Electrical charging Condition	 <u>18/</u>	Tell-tale	Yes	Red
			Indicator	Yes	
...	...	...	...	...	...
25	Brake system malfunction	 <u>8/</u>	Tell-tale	Yes	see brake Reg.
26	Antilock brake system malfunction	 <u>9/</u>	Tell-tale	Yes	Yellow

Insert a new footnote N° 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 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 brings forward more flexibility in vehicle design.

### Addition of footnote N° 9 to symbol N° 26

This proposal aims to introduce consistency between the braking regulations (UNECE R13 and UNECE R13H) and regulation UNECE R121 (Hand controls, tell-tales and indicators).

Current braking regulations define:

- 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 (UNECE R13: para. 5.2.1.29.1.1; UNECE R13H: para. 5.2.21.1.1),
- 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 (UNECE R13: para. 5.2.1.29.1.2; UNECE R13H: para. 5.2.21.1.2).

Both may indicate more than one brake system condition. Footnote 9/ has been introduced into regulation UNECE R121 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 UNECE R13: para. 5.2.1.29.1.2 and UNECE R13H: para. 5.2.21.1.2 shall be used.

See UNECE R13: Annex 13 – ABS, para. 4.1 and UNECE R13H: Annex 6 - ABS para. 4.1:

*"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 paragraph 5.2.1.29.1.2. (UNECE R13) and 5.2.21.1.2 (UNECE R13H) shall be used for this purpose."*

In consequence, OICA proposes that footnote N° 9 be added to the ABS malfunction symbol (No. 26) in order to introduce consistency between regulations UNECE R13, 13H and UNECE R121 and then allow to indicate ABS malfunction to be displayed also by symbol No. 25.

### Addition of a new footnote N° 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 meaning as caution, outside normal operating limit or other condition which may produce hazard in the longer term.

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