

**Proposal for amendments to Regulation No. 121
 (Identification of controls, tell-tales and indicators)**



Submitted by the experts from the United Kingdom of Great Britain and Northern Ireland and from the International Organization of Motor Vehicle Manufacturers

The text reproduced below was prepared by the experts from the United Kingdom of Great Britain and Northern Ireland and from the International Organization of Motor Vehicle Manufacturers (OICA) in order to introduce a symbol for the electronic stability control, improve the references to the braking regulations, update the reference to the ISO standard 2575 and introduce some necessary transitional provisions. It supersedes document GRSG/2010/28. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

A. 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/</u> | Tell-tale | Yes | see brake Reg. see Regulations Nos. 13-H and 13 as appropriate |
| | | | | | |
| 43. | Electronic stability control (including malfunction) |  or ESC <u>17/</u> | Tell-tale | Yes | see Regulations Nos. 13-H and 13 as appropriate |
| | | | | | |

1/ ...

17/ The vehicle outline shown is not intended to be restrictive, but is the recommended outline. Alternative vehicle outlines may be used in order to better represent the actual outline of a given vehicle.

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.

...

19/ ...lowercase letters.”

Insert a new Paragraph 12, and subparagraphs 12.1. to 12.3, to read:

“12. Transitional provisions

- 12.1. As from the official date of entry into force of Supplement 4 to the original text of this Regulation, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by Supplement 4.**
- 12.2. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval to the Supplement 3 to the original text to this Regulation.**
- 12.3. As from 09 December 2012 or as from the date of mandatory application of paragraph 12.4.1. of Regulation N°13 as appropriate, Contracting Parties applying this Regulation shall grant ECE approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by Supplement 4 to the original text of this Regulation.**

B. Justification

1. At the sixty-sixth session of the Working Party on Brakes and Running Gear (GRRF), the group agreed that the Electronic Stability Control (ESC) system should have dedicated yellow warning lamp(s) to alert the driver of ESC intervention or to warn of a defect (see ECE/TRANS/WP.29/GRRF/66, para. 22). However, these lamps do not need any marking to distinguish them from other yellow warning lamps.
2. At the sixty-seventh session of the Working Party on Brakes and Running Gear (GRRF), the group agreed that the United Kingdom of Great Britain and Northern Ireland should propose a symbol to identify the ESC system in Regulation No. 121 rather than in Regulations Nos. 13 and 13-H (see ECE/TRANS/WP.29/GRRF/67, paragraph 14). The symbol proposed above as new No. 43 has already been agreed upon and is used in gtr No. 8 (Electronic Stability Control).
3. Concerning the proposed new item No. 43 in particular:
 - (a) This symbol will enable the driver and enforcement authorities to distinguish the ESC system lamp from other system warning lamps.
 - (b) Writing the item “electronic stability control” in lower case permits to indicate that the stability system in general is aimed by the regulation, rather than only the system covered by Regulation No. 13-H (passenger cars); Regulation No. 13 (commercial vehicles) indeed addresses the system as “VSF”, for “Vehicle Stability Function”. The proposal aims to clarify that the new table row No. 43 covers the systems approved to Regulation No. 13-H as well as to Regulation No. 13.
 - (c) Adding a reference to the existing footnote 17 allows the use of the most relevant outline for the symbol. This is of particular importance considering that this new symbol must address all categories of vehicles.
 - (d) Having a reference to the appropriate braking regulation, permits the adaption of the colour to the situation. Regulation No. 13-H indeed indicates the colour “yellow” or “amber” when the electronic stability control is de-activated or in malfunction (see Annex 9, paragraph 3.6.), while Regulation No. 13 permits both red and yellow warning signals according to the situation (see Annex 21, paragraphs 2.1.4. to 2.1.6.). Some other situations are also mentioned in Regulation No. 13-H, where the colour is not specified at all (see Annex 9, paragraph 3.5.3.).
4. The reference to the ISO standard was updated to the current reference ISO 2575-2004.
5. Some transitional provisions are necessary because the vehicle manufacturers are facing a situation where the obligation of using a certain tell-tale turns to the prohibition of using this tell-tale. Supplement 3 of UNECE R13.11 indeed specifies in paragraph 2.1.5. of Annex 21 that “a

vehicle stability function failure or defect shall be detected and indicated to the driver by the specific yellow optical warning signal referred to in paragraph 5.2.1.29.1.2. of this Regulation. ...” (see document WP.29/2009/61), while Supplement 4 of UNECE R13.11 amends this same paragraph 2.1.5. of Annex 21 to read “... The warning signals specified in paragraph 5.2.1.29. of this Regulation shall not be used for this purpose. ...”.

6. This means that the vehicles developed on the basis of Supplement 3 could not anymore be type-approved according to its provisions as from the date of entry into force of Supplement 4 (9 December 2010), leaving the manufacturers with a very short (too short) term to modify the design of the displays.

To solve this problem a corrigendum to the Supplement 4 to UNECE R13.11, deleting the prohibition of using the brake malfunction signal, was proposed and adopted at the 68th session of GRRF in September 2010 (document GRRF-68-16-Rev.2). GRRF committed to re-insert this prohibition into Regulation N°13 when a specific ESC symbol is introduced in Regulation N°121 with appropriate transitional provisions.

7. Yet the decision of GRRF-67 that the symbol to identify the ESC system should be regulated in Regulation No. 121 rather than in Regulations Nos. 13 and 13-H must follow the same approach, i.e. the amendments to UNECE R121 proposed by the joint UK / OICA document GRSG/2010/28 must contain appropriate transitional provisions. A 2-year transitional period is considered a reasonable delay for the manufacturers to re-design the dashboard of their current production.

8. According to the transitional provisions of UNECE R13.11 however (table of paragraph 12.4.1.), some categories of vehicle will face the obligation of EVSC equipment after the above-proposed delay of 2 years. For those vehicles the date of 09 December 2012 is not relevant.
