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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****Ninety-ninth session**

Geneva, 19–22 October 2010

Item 9 of the provisional agenda

**Regulation No. 121 (Identification of controls, tell-tales and indicators)****Proposal for draft 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, adapt the colour provisions to the technical progress and update the reference to the ISO standard 2575. It is based on Informal documents Nos. GRSG-98-12 and GRSG-98-13. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.




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\* In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update 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:

“

....	....	....	....	....	....
25.	Brake system malfunction	 <sup>8/</sup>	Tell-tale	Yes	<del>see brake Reg.</del> see <b>Regulations Nos. 13-H and 13 as appropriate</b>
28.	Parking brake applied	 <sup>9/,18/</sup>	Tell-tale	Yes	Red
....	....	....	....	....	....
43.	<b>Electronic stability control (including malfunction)</b>	 or ESC <sup>17/</sup>	<b>Tell-tale</b>	<b>Yes</b>	see <b>Regulations Nos. 13-H and 13 as appropriate</b>
....	....	....	....	....	....

<sup>1/</sup> ...

<sup>17/</sup> 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.

<sup>18/</sup> 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.

...

<sup>19/</sup> ...lowercase letters.”

## II. 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 deactivated 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. Concerning item No. 28 in particular, the mandatory red colour when the parking brake is applied is conform 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.). Yet other colours must be permitted to indicate e.g. a break in the wiring of the parking braking system (see Regulation No. 13-H, paragraph 5.2.19.2.1.) or the release of the electric parking brake.
  5. Finally, the reference to the ISO standard was updated to the current reference ISO 2575-2004.
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