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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****109<sup>th</sup> session**

Geneva, 29 September – 2 October 2015

Item 14 of the provisional agenda

**Regulation No. 121 (Identification of controls, tell-tales and indicators)****Proposal for amendments to Regulation No. 121 (Identification of controls, tell-tales and indicators)****Submitted by the expert from Russian Federation \***

The text reproduced below was prepared by the expert from Russian Federation on behalf of the Informal Working Group on Accident Emergency Call System (AECS) to add new requirements on the emergency call control and tell-tale. It is based on informal document GRSG-108-05, distributed during the 108<sup>th</sup> session of the Working Party on General Safety Provisions (GRSG) (see report ECE/TRANS/WP.29/GRSG/87, para. 53). The modifications to the current text of Regulation No. 121 are marked in bold for new characters.


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\* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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, insert new item 45 including a new references to footnote 20/, to read:

"

No.	Column 1	Column 2	Column 3	Column 4	Column 5
	ITEM	SYMBOL <u>2/</u>	FUNCTION	ILLUMINATION	COLOUR
...	...	...	...	...	...
45	Accident Emergency Call System (AECS)		Control	Yes	-
			Tell-tale	-	-

"

Insert a new footnote 20/, to read:

**"20/ Identification only required for that part of the control which is designed to reduce the risk of inadvertent activation. Text can be displayed in uppercase and/or lowercase letters."**

## II. Justification

1. The GRSG informal working group on AECS is currently addressing the issue of Human/Machine Interface (HMI). With regard to warning indication, the group agreed that the new draft UN Regulation on AECS should focus on the time point when the warning shall be given to the driver, while the HMI dedicated Regulation (i.e. UN Regulation No. 121 on the identification of controls, tell-tales and indicators) should address how the warning shall be given. A similar approach is accepted on the AECS manual control.
2. The inclusion of a row dedicated to the symbol no. 45 is consistent with the above approach. The item is called "Accident Emergency Call System (AECS)" because, in the current version of draft Regulation on AECS, AECS is defined as Accident Emergency Call Device if installed in the vehicle.
3. The proposed symbols are taken from Standard ISO 2575/A1, 2011 edition. As in the ISO standard, the proposal leave the choice between the wording "SOS" and the same wording accompanied with the phone icon. Indeed, there is a wide recognition that certain common texts or words (such as "SOS") can be used and understood as a symbol, as it is already the case for the words "START" and "STOP" per the existing footnote 19/.
4. The proposal addresses both the control and the tell-tale, where the tell-tale is part of the AECS information and warning signal foreseen in the draft UN Regulation on AECS. As an important safety-related item, the manual control should be illuminated per paragraph 5.3.1. of UN Regulation No. 121.

5. A footnote was added because draft UN Regulation on AECS requires that the "AECS control shall be designed and/or placed in such a way that the risk of an inadvertent activation is reduced". Some means of achieving this requirement is to add a protective cover. In that case, only that part of the control should have mandatory identification.



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