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Working Party on General Safety Provisions (GRSG) (Ninetieth session, 24-28 April 2006, agenda item 2.7.)

PROPOSAL FOR DRAFT CORRIGENDUM TO REGULATION No. 121

(Hand controls, tell-tales and indicators)

<u>Transmitted by the expert from the International Organization</u> of Motor Vehicle Manufacturers (OICA)

<u>Note</u>: The text reproduced below was prepared by the expert from OICA in order to correct the requirements for "Automatic transmission control position" and "Odometer" indicators. The proposal is based on a document without an official symbol (informal document No. GRSG-89-18), distributed at the eighty-ninth session of GRSG (TRANS/WP.29/GRSG/68, para. 46). The modifications to the Regulation are marked in **bold** or strikethrough characters.

Note: This document is distributed to the Experts on General Safety Provisions only.

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A. PROPOSAL

Table 1,

Item 34, column 2, amend to read:

"PRND10/"

Footnote 10/, amend to read:

"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."

Footnote 15/, amend to read:

"15/ in lowercase letters. If miles are shown, an abbreviation may be used."

B. JUSTIFICATION

Reference to item 34 of table 1, column 2 and footnote 10/

The sentence to be deleted defines a specific gear shift pattern, which is not part of any existing regulation in the world. ISO 2575 standard specifies that only single letters should be used as in Table 1, item 34, but it does not specify letter sequence.

In addition, mandatory application of a conventional gear shift pattern, as illustrated, would prevent approval of advanced gear shift controls which do not work following that sequence (such as currently existing Automatic Shift Manual transmissions (ASM transmissions), or transmission controls which apply "P" with a non-conventional movement of the control or with a separate control.

Reference to footnote 15/

Advanced odometers can change the displayed unit on driver's demand. Such a feature is usually supported by presentation of the unit in a display. To avoid inefficient additional display capacity, it should be possible to generally show the unit by using 2 or 3 characters only.

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