



Informal document N° 16
(28th GRSP, 27 Nov.- 1 Dec. 2000
agenda item 2.7)

**PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 94
(Frontal collision protection)**

A. PROPOSAL

(words in strike through are deleted, words in bold type are added)

Amend paragraphs 6.2.1. and 6.2.3 to read:

- 6.2.1 As a minimum, this information shall consist of a ~~pictogram~~ **label** containing **a text warning and a pictogram; an example of an appropriate pictogram as** indicated below.

(present figure)

The text of the warning shall be in an official ECE language and/or in a language of the country where the vehicle is intended to be registered; in the latter case, the text may be on a separate label. The text in additional languages may, at the manufacturer's discretion, be included on the label.

- 6.2.2.1 The warning label shall be durably affixed and located such that it is easily visible ~~in front of~~ **by** a person about to install a rearward-facing child restraint on the seat in question; **as an example, the sun visor is an acceptable location.**
A permanent reference should be visible at all times ~~in case the~~ **if** the warning is not visible when the door is closed.

This requirement does not apply to those seats equipped with a device which automatically deactivates the airbag assembly when a **any** rearward-facing child restraint is installed.

- 6.2.3 Detailed information, making reference to the label shall be contained in the owner's manual of the vehicle, ~~as a minimum~~ **as an example** the following text in ~~an official ECE language, supplemented by the corresponding text in~~ the language of the country where the vehicle is to be registered, must be included:

"Extreme hazard! Do not use a rearward facing child restraint on a seat protected by an airbag in front of it!"

The text shall be accompanied by the pictogram mounted on the vehicle.

Add paragraph 6.2.4. to read:

6.2.4 If a control allows the driver to reversibly deactivate a frontal airbag facing a front passenger position, this control must be identified.

It may be identified by text, or a symbol, or a tell-tale, or any combination of the three.

If a symbol and/or text is used for that identification:

- this symbol and/or text must be on or close to the control
- the symbol and/or text must stand out clearly against the background, being either light on a dark background or dark on a light background.

An example of symbol or tell-tale is given below from the standard [ISO 2575:2000 (symbol K05, passenger airbag disconnection)].



(ISO K05 symbol)

B. JUSTIFICATION

At the 26th session of GRSP, OICA offered to try and draft a framework to answer the wish of some delegates that the airbag-CRS warning label contains text in the language of the vehicle's owner.

OICA reminds the group, though, that the experience of uniform road signs for some decades clearly indicates that pictograms alone are more relevant in the automotive international environment.

At the 27th GRSP, OICA underlined once more the problematic nature of a vehicle requirement differing in each country and with each individual vehicle. This requirement cannot be inserted systematically in the framework of international type-approval. It can only be implemented by individual countries.

Our present proposal adds to the present Regulation **harmonisation** so that:

- The pictogram can be at the choice of the manufacturer either the one given as an example by the European Community, either the one required by the United States, or any other. It is now amply recognized that several pictograms can have a similar chance to be understood, or, put another way, that no existing pictogram has a much greater chance to be immediately understood than its rivals.
- Our proposal allows the international type approval of the label, while at the same time ensuring that no contradiction occurs between type approval and conformity of production: it ensures type approval on the basis of an ECE language, leaving in effect the question of language of the customer to the national level. It allows the manufacturer to use, at national level, the internationally type approved label, adding to it the corresponding translation (on the same label or on a separate one).
- More flexibility is added to the location of the label to get closer to other provisions.
- The presence of text in an ECE language in the owner's manual is felt less important than the language of the owner of the vehicle.

In addition, to answer 27th GRSP's request, a new provision concerning **the identification of the control of a reversible passenger airbag deactivation** is made. This control is nowadays present on a limited number of vehicle types, with specific identification (often with the text "airbag"). To encourage recognition, the draft ISO symbol on passenger airbag disconnection, still to be approved, is referred to and constitutes a model that can, and eventually will, be followed by the vehicle manufacturer.

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