

Minutes of 1/MCSYM informal group on GTR on symbols, tell-tales and indicators, Geneva, 10/05/03

Participants: Canada, China, Germany , India, Japan, Korea, USA, IMMA

In absence of the Chairman, Mr Erario, Dr Rogers was invited by the GRSG Secretariat to Chair the meeting. EU representative was unable to attend the meeting but had circulated some comments to the members.

The agenda (document MCSYM-01-01) was agreed.

1. Terms of Agreement and Rules of Procedure for MCSYM

Noted : 01-MCSYM-09 Rev. 1, (document MCSYM-00-01 Rev 1 on UN website) the final terms of reference

Agreed: change to read:

1. “The informal group shall prepare a draft GTR on the identification, location **and operation** of motorcycle controls, tell-tales and indicators, for consideration by GRSG.”

2. Comments on the technical content for the GTR

Noted : MCSYM-01-02, the comments received from MCSYM members on the initial proposal and the technical content of the GTR

Agreed : the document was a background document for the discussions as it contained the details of members comments

3. The draft GTR

Noted : MCSYM-01-03, the draft GTR

: MCSYM-01-04, the list of symbols not currently in widespread use for motorcycles

: India can already use ISO if the symbol was not in the list so they don't need to add at first
: USA, suggested that the group should not limit themselves to ISO incase Members wanted to use other symbols eg SAE

: India, offered to compare the GTR with other lists

: IMMA, noted that in document MCSYM-01-02 that a comparison had already been undertaken and everyone has had the chance to propose new symbols.

: IMMA, cars never got to the GTR, one reason difficult to agree quickly on symbols where there is no general understanding. IMMA asked to learn from this. So start with widely recognized symbols, if all CPs agreed, and then additional symbols added later. This would also avoid us going beyond the agreed time frame.

: Germany, experience had shown that it was not so easy to get agreement after the initial GTR and so would like to discuss extending basic list

: Discussion on individual symbols in document MCSYM-01-03 is given in Annex 1

: Discussion on the additional symbols (as suggested by the European Union (02-MCSYM-10 and Informal Document 97-14 by the EU) in document MCSYM-01-04 is given in Annex 2

Agreed: Scope: start with 3.3, then add other vehicles

: GTR only symbols but with a general clause allowing language as an alternative (will appear in a separate column)

- : the general clause on allowing other symbols should not be limited to ISO
- : All the symbols in the basic list
- : For location, agreed that the existing text would remain but that there would be a general clause which would allow CP to define other location and operation requirements
- : most of the additional symbols proposed by the members of the group, in particular the EU, except where clarification was needed and subject to a study reservation by the USA (particularly more justification from EU and Canada). For this IMMA will create a second document for the group to discuss in parallel.

4. Timing and plan (document MCSYM-00-02 on UN website (02-MCSYM-09 initial distribution number))

Noted:

- : USA, noted that they could achieve the original time frame for the GTR with original list of symbols but would require further discussion of additional symbols. EU needs to justify its proposals for the USA discussions.

Agreed: The GTR will proceed in 2 steps:

1. the existing list of symbols, modified as discussed this morning, with a target of an official document for the next GRSG
 2. to continue the discussion of the additional symbols and add the new symbols as soon as possible through an Supplement to the GTR
- : Next meeting, in conjunction with the next GRSG, in the meantime discussion by e-mail.

Noted:

- : Document deadline for next GRSG is 19th July.
- : Comments at GRSG by CPs on the GTR.
 - : UK: additional symbols, permissive or prohibited text which is alternative or in additional
 - : EU: complaint that there was no official agenda in time. Insist on certain symbols, particularly for emissions which were essential.

Annex 1: Specific discussion on GTR (document MCSYM-01-03)

- Some symbols contain text next to the symbol. Can this be accepted? The chair pointed out that the GTR can always say that text can be used next to symbols. Canada preferred symbols only in the GTR. US accepted either symbol or text. India preferred symbols in the GTR, but would suggest a sentence in the GTR that would allow CPs the use of text instead of symbols. US pointed out that manufacturers should also be allowed to use both symbol and text.

Agreed: GTR will only contain symbols, but will also say that “Contracting Parties can allow the use of language as an alternative to symbols”. This will then also allow the use of symbols and language together.

- Fuel Shutoff Valve (both Manual and Automatic): the text next to the symbols was incorrect: typo error needed correcting top should be “off” (with a dot, not a vertical line), middle one should be “on”

Agreed: a separate column next to the symbols would be introduced to allow for the relevant text for the symbol to be included. IMMA will produce this for the next version.

- Speedometer: Canada suggested specifying the scale of the speedometer. The chair mentions that is dealt with in Regulation 39.
- Horn: Symbol is OK, but the name will be changed to “Audible Warning Device” so that it is in line with Regulation 28.
- Driving beam: Canada requested clarification on the location. The chair explained that on vehicles that have the gear selection and clutch on the same side, the symbol should be on the other side. US want a study reservation on the location as presently there are no requirements in US. Before introducing something, they will need a good rationale. Canada point out that they have requirements that conflict. Further details are lacking
- Passing beam: same issue for location as for the driving beam.
- Optical Warning Device: China informed that they have a symbol for this, but they suggested to reserve this for the stage 2 of the GTR.
- Hazard warning light: India pointed out that for the control, the symbol must be on the control, whereas for the tell-tale could be anywhere.
- Foot/Hand rear wheel brakes control: US point out that for Motorcycles, the foot pedal is the primary control. For step through scooters, the primary control is on the handlebar. Canada has the same requirement. This second possibility is covered in the Hand Rear Wheel Brake control row. Proposals are thus acceptable.
- Brake: the heading should read: Antilock Brake System malfunction. “Non-ABS system, optional” has to be removed.
- India raised the issue that the GTR will list all the mandatory locations. Some controls are however only mandatory in some areas. The same goes for operational requirements (e.g. foot operated gearshift). India requested for comments and agreement on inclusion of the following sentence: “if fitted, it shall meet the requirements of the GTR”. US suggested leaving issues where there was no possible harmonized position open. IMMA preferred a clear position so that guidance was given and available. Contracting parties were anyway free by the nature of GTRs to choose other options if they prefer.

Agreed: Next version will contain a sentence that “the Contracting Parties may define other location and operation requirements than in the GTR”.

Annex 2. Discussion on additional symbols (document MCSYM -01-04)

A review of the symbols was undertaken. US pointed out that these symbols were new for them (meaning not used in the US) and they therefore could not express a position and want a study reservation.

- Brake failure: This was not included in the shortlist as it is not commonly used in the US. The symbol is mandatory in Canada and they would prefer to take it up in the GTR. Apart from the US who asks for a study reservation, the symbol is acceptable to all members.
- Brake: not clear what this means.
- DRL: an ISO symbol exists and all can accept (except US)
- Emissions Malfunction Indicator: The symbol is acceptable to all (except US), even though in Canada it is not used.
- Oil Temperature: All members agree (except US)
- Service reminder: all can agree (except US)
- Stands: EU is not in favour and nobody insists to include this in the list. Agreed that it will not be taken up.
- Tyre pressure: All members agree (except US)
- Speed Control: is an ISO symbol. All members agree (except US)

Agreed:

- : US will discuss the issues internally and with their industry.
- : IMMA will create a separate document with symbols from MCSYM-01-04 containing all the symbols proposed by the EU and others. This will help the US to complete their study. (See the attached document Annex 1 which is the draft amendment to the GTR and includes all the additional items for discussion and approval.)