

indicator; and (b) no other control, telltale, indicator, identifying symbol or source of illumination appears between the identifying symbol and the telltale, indicator, or control that the symbol identifies." This would put into regulatory form the definition of the term "adjacent" that we have used in FMVSS 101 interpretation letters such as the June 8, 2000 letter to an unidentified company, and the February 27, 2001 letter to Mazda North American Operations.

2. "Common space"—This term, which is used but not defined in FMVSS 101, would be defined as "an area on which more than one telltale, indicator, identifier or other message may be displayed, but not simultaneously." This definition is intended to address designs in which a "common space" is used to display more than one warning, message or identification, but not simultaneously. The "common space" is a space-saving device.

3. "Control"—At present, FMVSS 101 regulates both hand-operated controls and foot-operated controls. The Standard requires that certain foot-operated controls, *i.e.*, those for service brake, accelerator, clutch, high beam, windshield washer and windshield wiper, must be operable by the driver. We propose to limit the term "control," and thus FMVSS 101 itself, to hand-operated controls. We are doing so for two reasons. First, we are unaware of any current vehicles whose high beam, or windshield washer or wiper controls are foot-operated. Second, there is no need, as a practical matter, to include a requirement that service brakes, accelerators, and clutches be operable by the driver.

4. "Indicator"—We propose to use this new term to replace the term "gauge" because "gauge" connotes an analog display whereas "indicator" does not. We propose to define "indicator" as "a device that shows the magnitude of physical characteristics that the instrument is designed to sense."

5. "Multi-function control" and "multi-task display." We propose two new definitions to address the use of controls that select several different vehicle functions and that display information about those functions on a display that is remote from the control. A multi-function control is "a control through which the driver may select, and affect the operation of, more than one vehicle function." A multi-task display is "a display on which more than one message can be shown simultaneously." These controls and displays are discussed in Section V.I.

6. "Telltale"—We propose to redefine "telltale" as an "optical signal that, when illuminated, indicates the actuation of a device, a correct or improper functioning or condition, or a failure to function." It is NHTSA's belief that this proposed definition is more specific and less broad than the present definition.

B. Application to Vehicles of 4,536 kg (10,000 lb) or Greater GVWR

At present, FMVSS 101 at S5 excludes vehicles of 4,536 kg (10,000 lb) or greater gross vehicle weight rating from the location, illumination, and color requirements for displays. We are proposing to remove the exclusion, and to make the standard's display requirements applicable to medium and heavy vehicles. Our rationale to include these vehicles is that it would meet the need for safety to ensure that drivers of medium and heavy vehicles are able to see and identify their displays as easily as do drivers of light vehicles.

C. Location of Controls

At S5.1.1, in the section on "Location," we propose to require that the controls listed in the standard must be located so that they are within reach of the driver while the driver is restrained by a crash protection system pursuant to FMVSS 208, *Occupant Crash Protection*. Included are not only controls essential to the driving task (*i.e.*, turn signal, windshield wiping and washing), but also controls such as the air conditioning and heating control and fan control.

D. Labeling Requirement for Ring-Type Horn Actuators.

We propose at S5.2.1 that the standard exclude only horns actuated by lanyards from the requirement for identifying horn actuators. This would remove a current exclusion for ring-type horn actuators. We are unaware of any vehicles that use ring-type horn controls. However, we believe that with the current interest in styling vehicles to resemble earlier models we may again see ring-type horn controls in some vehicles.⁵ Since the majority of current drivers would not be familiar with the use of this type of horn control, it should be labeled, if possible. We seek comment on whether this type of horn actuator is used in vehicles currently in

⁵ We note that the providing of ring-type horn controls is limited by FMVSS 203, *Impact Protection for the Driver from the Steering Control System*. This standard requires steering control systems to be constructed so that no components or attachments, including horn actuating mechanisms and trim hardware, can catch the driver's clothing or jewelry during normal driving maneuvers.

production, or planned for production. If ring-type horn actuators are used, in what types of vehicles are they found, and is there a means by which they can be labeled?

E. Visibility Requirements Under "Daylight and Nighttime" Conditions

At S5.3.2.1, we propose to specify that means be provided "for illuminating the indicators, identifications of indicators, and identifications of hand-operated controls listed in Table 1 sufficiently to make them visible to the driver under daylight and nighttime driving conditions." At S5.3.3, we propose to specify that means be provided for illuminating telltales and their identification sufficiently to make them visible to the driver "under daylight and nighttime driving conditions." The present language at S.5.3.3(a) states that means shall be provided for making controls, gauges, and their identification of those items "visible to the driver under all driving conditions." The narrower "visible * * * under daylight and nighttime conditions" language is proposed because under some extreme lighting conditions (*e.g.* driving directly into a sunrise or sunset), it is virtually impossible to make illuminated symbols (even after adjusting the level of illumination) or non-illuminated symbols be visible to the driver. NHTSA believes that, for the most part, the instances in which the driver cannot see symbols are of short duration, and therefore would not cause a safety problem if the telltales and/or their identifiers were not "visible" to the driver during that short time period.

F. Proposed New Tables

In the current standard, Table 1 lists controls, the symbols and/or words to identify them, and whether illumination is required, while Table 2 lists displays, the symbols and/or words to identify them, the required color, and whether illumination is required.

The proposed revised standard would have two tables, each of which would include both controls and displays.

Table 1 would specify symbols, color requirements and whether illumination is required for controls, telltales, and indicators for which we are proposing illumination or color requirements. These proposed requirements reflect requirements already in FMVSS 101, CMVSS 101, ECE 78/316, or are proposed in the draft GTR on "Hand controls, tell-tales, and indicators."

Table 2 would specify symbols for controls, telltales, and indicators other than those listed in proposed Table 1. No color or illumination requirements are specified in this table.