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Road vehicles — Information for first and second responders —

Part 2: Rescue sheet for buses, coaches and heavy commercial vehicles

Véhicules routiers — Information pour les premier et second intervenants —

Partie 2: Fiche de secours pour les autocars, bus et véhicules commerciaux lourds

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: www.iso.org/iso/foreword.html.

This document was prepared by ISO/TC 22, *Road vehicles*, Subcommittee SC 36, *Safety and impact testing*.

A list of all parts in the ISO 17840- series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user’s national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

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Introduction

For first and second responders initiating a rescuing action at a traffic accident site it is of utmost importance to make the correct decisions quickly to save lives of the traffic victims, and to avoid risking their own lives in the rescuing activity. For these decisions, it is necessary to have access to unambiguous information about the vehicles involved.

This document provides manufacturers of buses, coaches and heavy commercial road vehicles with a uniform way to present the data needed for rescue teams in a rescue sheet.

Similar to ISO 17840-1 (applicable to passenger cars and light commercial vehicles), this document addresses pictograms and design of the rescue sheet, taking into account the added complexity and specific needs for the heavy vehicles. This document considers the various propulsion systems applicable to state-of-the-art vehicle technology.

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Road vehicles — Information for first and second responders —

Part 2:
Rescue sheet for buses, coaches and heavy commercial vehicles

IMPORTANT — The colours represented in the electronic file of this document can be neither viewed on screen nor printed as true representations. For the purposes of colour matching, see ISO 3864-4 which provides colorimetric and photometric properties together with, as a guideline, references from colour order systems.

1 Scope

This document defines the content and the layout of the rescue sheet providing necessary and useful information about a vehicle involved in an accident/incident to support the rescue team in rescuing the vehicle occupants as quickly and safely as possible.

This document is applicable to buses, coaches and heavy commercial vehicles according to ISO 3833. This document could be applicable also to other types of vehicles using similar technologies.

The contents and layout considers that the rescue sheet has to be easy to use by rescue teams over the world and can be communicated in paper or electronic format.

Applicable pictograms for use in the rescue sheet are provided in ISO 17840-3. Information related to propulsion energy identification is given in ISO 17840-4.

The identification of the vehicle and of the model via a database using the license plate, the VIN number, an automatic emergency call system (e.g. e-Call) system or other identifiers (e.g. bar code or QR code) is not covered by this document.

The rescue process or the process of handling the rescue sheets is not covered by this document.

NOTE The template for structuring of more in-depth rescue information is given in ISO 17840-3.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 17840-1, *Road vehicles — Information for first and second responders — Part 1: Rescue sheet for passenger cars and light commercial vehicles*

ISO 17840-3:2019, *Road vehicles — Information for first and second responders — Part 3: Emergency response guide template*

ISO 17840-4, *Road vehicles — Information for first and second responders — Part 4: Propulsion energy identification*

3 Terms, definitions and abbreviations

For the purposes of this document, the terms and definitions in ISO 17840-1 and the following apply.

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ISO and IEC maintain terminological databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at http://www.electropedia.org

3.1
first responder
individual who is authorized, trained and qualified to provide primary response to victims of a traffic accident, fire or submersion

Note 1 to entry: Included, but not limited to, fire departments, rescue squads, emergency medical personnel, law enforcement personnel, and in some instances military personnel where the personnel are trained in assessing and treating injuries.

3.2
second responder
individual who is authorized, trained and qualified to take care of vehicles after they have been subject to a traffic accident, fire or submersion

Note 1 to entry: Included, but not limited to, tow/recovery personnel, vehicle storage operators, repair/service technicians, dismantlers and auto salvage personnel.

4 Pictograms for components to be considered

4.1 Colour coding principles

Colour codes according to Table 1 are applied in this document.

Table 1 — Colour coding principles

Colour	RGB code[a]	Components/functions
Yellow	RGB: 255,255,0	Low voltage electrical system/components, including SRS control unit
Orange	RGB: 255,165,0	High voltage (class B voltage) electrical system/components
Blue	RGB: 77,77,255	Occupant protection system, e.g. airbags
Purple	RGB: 152,43,143	Seat belt pretensioner
Red	RGB: 255,0,0	Surrounding colour for triggered systems e.g. airbag, gas inflator or preloaded spring actively triggered by sensor or similar
Lime green	RGB: 0,255,0	Gas, liquid and pre-tensioned spring components
Sea green	RGB: 0,128,128	High strength zones
Grey	RGB: 127,127,127	Liquid group 1 (Diesel, Bio Diesel, ...) tank/lines
Dark red	RGB: 139,0,0	Liquid group 2 (Petrol/Gasoline, Ethanol, ...) tank/lines
Green	RGB: 0,176,80	Gas tank/lines (generic)
White	RGB: 255,255,255	Cryogen Gas Group (LNG, ...) tank/lines
Light blue	RGB: 0,176,240	Hydrogen tank/lines
Purple	RGB: 204,0,204	Air-condition components/lines
Brown	RGB: 183,120,29	Oil tank/lines
White	RGB: 255,255,255	Air tank

[a] RGB colour components as expressed in terms of digital 8-bit per channel (from 0 to 255).

NOTE RGB colour components are also given in ISO 17840-3:2019, Annex B, for the respective pictogram.

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