

Quality of Caution Plates

1. Scope

This Standard specifies the quality of plates indicating the contents of attention or caution notes concerning the inspection, maintenance and handling of automobiles (excluding motorcycles), (hereafter referred to as caution plates). This does not, however, apply to those with export specifications.

- Notes:** 1. It is advisable to apply this standard to the quality of caution markings directly placed on parts.
 2. In this standard, units and numerical values given in { } are conventional unit, shown for reference.

2. Purpose

This Standard is directed towards standardizing methods to ensure proper quality of caution plates and test procedures thereof.

3. Classification

Grades of quality for caution plates shall be classified as as indicated **Table 1**. The application of grade classification, however, shall be as agreed to by the parties concerned.

4. Construction and Attaching Method

A caution plate shall consist of a base unit (polyvinyl chloride, polyester, aluminum, etc.) and a letter or symbol (hereafter referred to as markings) printed or transferred on the element, and such a caution plate shall be adhered to the vehicle with an adhesive agent or some other specified method.

5. Quality

The quality of a caution plate shall satisfy the additional performance requirements listed in **Table 3**, when tested by the procedures set forth in **7**, and in accordance with the basic performance requirements listed in **Table 2** and the additional performance requirements listed in **Table 3** as necessary. Evaluation items may be added or deleted according to agreements between the parties concerned.

Table 1

Grade	Classification by installation locations
C1	Those installed in passenger and luggage compartments, with high luminous and thermal loads.
C2	Those installed in passenger and luggage compartments, with high luminous load and relatively low thermal load.
C3	Those installed in passenger and luggage compartments, with relatively low luminous and thermal loads.
E1	Those installed in engine compartments, with high thermal load.
E2	Those installed in engine compartments, with relatively low thermal load.
O1	Those installed in places other than the above (outer body panels, chassis, under carriage, floor, etc.), with high luminous load.
O2	Those installed in places other than the above (outer body panels, chassis, under carriage, floor, etc.), with low luminous load.