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Regulation No. 18

(Protection of vehicles against unauthorized use)

Amendment proposal

Submitted by the experts from CLEPA and OICA

The text reproduced below was prepared by the experts from CLEPA and OICA, in cooperation with the expert from France. It is aimed at allowing the use of brakes as an alternative theft protection. This text is intended to replace the proposal appearing in document ECE/TRANS/WP.29/GRSG/2007/21. The modifications to the current text of the Regulation are marked in **bold** or ~~striketrough~~ characters.

A. PROPOSAL

Text of the Regulation,

Paragraph 2.3., amend to read:

"2.3. "Protective device" means a system designed to prevent unauthorized normal activation of the engine or other source of main engine power of the vehicle in combination with at least one system which:

- (a) locks the steering; **or**
- (b) locks the transmission; or
- (c) locks the gearshift control; **or**
- (d) **locks brakes.**

In the case of a system which locks brakes, deactivation of the device shall not automatically release the brakes contrary to the driver's intention."

Paragraph 5.9.2., amend to read:

"5.9.2. In the case of devices acting on the steering, transmission, ~~or~~ gear shift control **or brakes**, if the action of key withdrawal activates the device, it shall either necessitate a minimum movement of 2 mm before activation of the device or incorporate an override facility to prevent accidental removal or partial withdrawal of the key."

Paragraph 5.12., amend to read:

"5.12. Devices **to prevent unauthorized use** by preventing release of ~~the~~ brakes of the vehicle shall **only** be permitted **when the working parts of the brakes are held in a locked position by a purely mechanical device. In this case the prescriptions of paragraph 5.11. do not apply.**"

Paragraph 6.2., amend to read:

"6.2. **Devices to prevent unauthorized use by acting on the transmission or brakes**"

Insert a new paragraph 6.2.2., to read:

"6.2.2. **A device to prevent unauthorized use by acting on brakes shall brake all wheels on at least one axle.**"

Paragraphs 6.2.2. to 6.2.6., re-number as paragraph 6.2.3. to 6.2.7.

Paragraph 6.2.4. (new), amend to read:

"6.2.4. It shall not be possible for the transmission **or brakes** to be blocked inadvertently when the key is in the lock of the **device to prevent unauthorized use**, even if the device preventing starting of the engine has come into action or been set to act.

This does not apply wherever the requirements of paragraph 6.2. of this Regulation are met by devices used for another purpose in addition and the lock under the conditions above is necessary for this additional function (e.g. electrical parking brake)."

Paragraph 6.2.5. (new), amend to read:

"6.2.5. The protective device shall be so designed and constructed that it remains fully effective even after some degree of wear as a result of 2,500 locking cycles in each direction. **In the case of a protective device acting on brakes, each mechanical or electrical sub-part of the device is concerned.**"

Paragraph 6.2.6. (new), amend to read:

"6.2.6. If the protective device ... in which the transmission is **or brakes are** locked, it shall be so designed ..."

Paragraph 6.2.7. (new), amend to read:

"6.2.7. ~~The protective device~~ **In the case when a protective device acting on the transmission is used,** it shall be strong enough to withstand, without damage likely to compromise safety, the application in both directions and in static conditions of a torque 50 per cent greater than the maximum torque that can normally be applied to the transmission. In determining the level of this testing torque account shall be taken, not of the maximum engine torque, but of the maximum torque that can be transmitted by the clutch or by the automatic transmission."

Insert new paragraphs 6.2.8. and 6.2.9., to read:

"6.2.8. **In the case of a vehicle equipped with a protective device acting on brakes, the device must be capable of holding the laden vehicle stationary on an 18 per cent up or down-gradient.**

6.2.9. In the case of a vehicle equipped with a protective device acting on brakes, the requirements of this Regulation shall not be construed as a departure from the requirements of Regulation 13 or 13-H even in the case of a failure."

B. JUSTIFICATION

The purpose of this proposal, justified in document: ECE/TRANS/WP.29/GRSG/2004/23/Rev.1, is to allow brakes to be used as an alternative protection. It was basically developed for Regulation No. 18. Identical amendments were introduced into Regulation No. 116.

It could replace the proposal reproduced in document ECE/TRANS/WP.29/GRSG/2007/21 into which the following modifications were inserted.

Paragraph 2.3.

It is précised that the "protective device "locks the brakes" instead of "locks the wheels". This is to say what is really done and to avoid allowing too large ideas. That modification appears also in other paragraphs where previously wheels were mentioned. The text of paragraph was completed in order to make it clear that the system shall avoid unintended movement of the vehicle e.g. on a slope, as soon as the ignition is switched on.

Paragraph 6.2.2.

The modified text requires the braking of the wheels on at least one axle instead of preventing the rotation of at least two wheels. This change is in line with the possible solutions based on action on the brakes.

Paragraph 6.2.9.

The text was adapted to solutions acting on brakes.

Paragraph 6.4.

The alternative devices were deleted to avoid allowance of undefined systems.

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