



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.29/GRSG/2007/34
4 September 2007

ENGLISH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

Ninety-third session

Geneva, 23-26 October 2007

Item 5. of the provisional agenda

Regulation No. 116

(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/2007/25. The modifications to the current text of the Regulation are marked in **bold** or ~~strike through~~ characters.

A. PROPOSAL

Paragraph 5.1.2., amend to read:

"5.1.2. "Device to prevent unauthorized use" 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 5.2.14., amend to read:

"5.2.14. Devices to prevent unauthorized use **by** preventing release of the brakes of the vehicle shall ~~not~~ **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 5.2.13. do not apply."**

Paragraphs 5.3.2., amend to read:

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

Insert a new paragraph 5.3.2.2., to read:

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

Paragraphs 5.3.2.2. to 5.3.2.6., re-number as paragraphs 5.3.2.3. to 5.3.2.7.

Paragraph 5.3.2.4. (new), amend to read:

"5.3.2.4. 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 5.3.2. 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 5.3.2.5. (new), amend to read:

"5.3.2.5. The device to prevent unauthorized use 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 5.3.2.6. (new), amend to read:

"5.3.2.6. If the device to prevent unauthorized use is such that the key can be removed in a position other than the position in which the transmission **or brakes is are** locked, it shall be so designed that the manoeuvre required to reach that position and remove the key cannot be effected inadvertently."

Paragraph 5.3.2.7. (new), amend to read:

"5.3.2.7. ~~The device to prevent unauthorized use~~ **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 5.3.2.8. and 5.3.2.9., to read:

"5.3.2.8. **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 a 20 per cent up or down-gradient.**

5.3.2.9. **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 is identical to that developed for Regulation No. 18. This text could replace the proposals reproduced in document ECE/TRANS/WP.29/GRSG/2007/25 which were modified as follows.

Paragraph 5.1.2.

It is précised that the "protective device" "locks the brakes" instead of "locks the wheels". This is to clarify what really is 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 5.3.2.2.

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 5.3.2.9.

The text was adapted to solutions acting on brakes.

Paragraph 5.3.4.

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