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World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

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Item 4(a) of the provisional agenda

DOOR LOCK AND DOOR RETENTION COMPONENTS (gtr)

Proposal for draft amendments to global technical regulation No. 1

Submitted by the expert from the International Organization of Motor Vehicle Manufacturers
(OICA) */

The text reproduced below was prepared by the expert from OICA in order to complete the proposal of amendment to global technical regulation No. 1. It refers to ECE/TRANS/WP.29/AC.3/18 and it is based on a document without a symbol (informal document No. GRSP-42-16) distributed during the forty-second session of the Working Party on Passive Safety (GRSP). The modifications to the current text of gtr No. 1 are marked in bold characters.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles with respect to passive safety. The present document is submitted in conformity with that mandate.

A. PROPOSAL

TEXT OF REGULATION

Annex 3, paragraph 2.1.3., amend to read:

"2.1.3. Vertical load test (**applicable only to back doors that open in a vertical direction**)."

Annex 4, paragraph 4.1., amend to read:

"4.1. Move each force application device at any rate until either force application device reaches a total displacement of 300 mm. **However, if the force is applied at a faster rate and the test requirements are fulfilled, then the test shall be considered valid.**"

B. JUSTIFICATION

OICA supports ECE/TRANS/WP.29/GRSP/2008/3 submitted by Japan and suggests some additional minor changes.

In particular, OICA suggests specifying also in Annex 3 that the vertical load test is only applicable in the case of back doors opening vertically; this will already be mentioned in the requirements section, but OICA suggests that Annex 3 equally should mention this clarification in order to avoid any misunderstanding.

Finally, the issue of the load rate is addressed in ECE/TRANS/WP.29/AC.3/18, which proposes a rate of "up to 2,000 N per minute"; this aims at harmonising gtr No. 1 with the current text in FMVSS 206.

This rate of up to 2,000 N per minute however leads to an application time of minimum 4.5 minutes. OICA consequently suggests that when the test is performed in a shorter time and all requirements are met, this test should be considered as valid.

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