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World Forum for Harmonization of Vehicle Regulations

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Item 4.2.40. of the provisional agenda

1958 AGREEMENT

Consideration of draft amendments to existing Regulations

Proposal for Supplement 3 to the 02 series of amendments to Regulation No. 116
(Protection of motor vehicles against unauthorized use)

Submitted by the Working Party on General Safety Provisions */

The text reproduced below was adopted by the Working Party on General Safety Provisions (GRSG) at its ninety-third session (ECE/TRANS/WP.29/GRSG/72, para. 25). It is based on ECE/TRANS/WP.29/GRSG/2007/34, as amended. It is submitted to WP.29 and AC.1 for consideration.

*/ 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. The present document is submitted in conformity with that mandate.

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 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 at least one wheel on each side of at least one axle."

Paragraph 5.3.2.2. (former), renumber as paragraph 5.3.2.3

Paragraph 5.3.2.3. (former), renumber as paragraph 5.3.2.4. and 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 5.3.2.4. (former), renumber as paragraph 5.3.2.5. and 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 protective device acting on brakes, each mechanical or electrical sub-part of the device is concerned."

Paragraph 5.3.2.5. (former), renumber as paragraph 5.3.2.6. and 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 are locked, it shall be so designed that the manoeuvre required to reach that position and remove the key cannot be executed inadvertently."

Paragraph 5.3.2.6. (former), renumber as paragraph 5.3.2.7. and amend to read:

"5.3.2.7. In the case when the 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 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 protective device acting on brakes, the requirements of this Regulation shall not be construed as a departure from the requirements of Regulation No. 13 or 13-H even in the case of a failure."
