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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

Ninety-fourth session  
Geneva, 21 - 25 April 2008  
Item 8 of the provisional agenda

REGULATION No. 97  
(Vehicle alarm systems (VAS))

Proposal for draft amendments to the Regulation

Submitted by the expert from Japan<sup>\*/</sup>

The text reproduced below was prepared by the expert from Japan, in order to simplify the test procedures. It is based on informal document No. GRSG-93-13, distributed during the ninety-third session of the Working Party on General Safety Provisions (GRSG) (ECE/TRANS/WP.29/GRSG/72, para. 26), as revised by the author. Modifications to the current text of the Regulation are marked in **bold** or ~~strikethrough~~ characters.

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<sup>\*/</sup> 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.

**A. PROPOSAL**

Part I

Title, amend to read:

"PART I: APPROVAL OF VEHICLE ALARM SYSTEMS

**When a VAS approved to Part I of this Regulation is installed in a vehicle submitted for approval to Part II in Part III of this Regulation, tests required to be passed by a VAS in order to obtain approval to Part I of this Regulation shall not be repeated."**

Insert a new paragraph 2.12., to read:

**"2.12. "Vehicle alarm system (VAS) for original equipment" means a VAS intended for installation on (a) type(s) of vehicle(s) as original equipment. In this case, the manufacturer of the VAS shall prove it by submitting related documents."**

Paragraph 6.1.2.1., amend to read:

"6.1.2.1. ....  
(d) false alarm of the passenger compartment control: test specified in paragraph 7.2.15.  
**In this case, if the VAS is designed to activate the alarm under the conditions of (a) test(s) mentioned above and the alarm is thus activated during such test(s), the VAS will not be deemed to have caused the alarm signal to sound unnecessarily."**

Paragraph 7.2.1., amend to read:

"7.2.1. Operation tests  
  
**For the operation tests required according to paragraphs 7.2.3., 7.2.4., 7.2.5., 7.2.6. and 7.2.8.4., if some of the tests required in each of these paragraphs prior to the operation tests are performed in series on a single VAS, the operation test may be carried out one time only after the chosen tests are completed instead of performing the operation tests required in the paragraphs after each of the chosen tests."**

Paragraph 7.2.3., amend to read:

"7.2.3. ....shall be repeated.  
**The VAS for original equipment may be tested installed in the vehicle."**

[Paragraph 7.2.5., amend to read:

"7.2.5. .... with fuses changed if necessary.  
**This requirement does not apply to the VAS for original equipment.**"]

Paragraph 7.2.6., amend to read:

"7.2.6. .... with fuses changed if necessary.  
**This requirement does not apply to the VAS for original equipment.**"

Paragraph 7.2.7., amend to read:

"7.2.7. .... alarm system including status display.  
**This requirement does not apply to the VAS for original equipment.**"

Annex 9, paragraph 1., amend to read:

"1. METHOD ISO

Immunity against disturbances conducted along supply lines

Apply the test pulses 1, 2, 3a, 3b, 4 and 5 according to the International Standard ISO 7637-1:1990~~1990~~**2004** to the supply lines as well as to other connections of VAS/AS which may be operationally connected to supply lines.

**Test pulse 5 is not applied to the VAS for original equipment which is to be installed in vehicle(s) without any alternators. In this case, the manufacturer of the VAS shall prove it by submitting related documents."**

VAS/AS in unset state

...

Electrical disturbance from electrostatic discharges

Immunity against electrical disturbances shall be tested in accordance with Technical Report ISO/TR 10605-1993.

**This requirement does not apply to the VAS for original equipment which is to be installed in (a) vehicle(s) where it cannot be accessed easily."**

**B. JUSTIFICATION**

Part I

This proposal, using the same introductory text as Part II, is to clarify that vehicles equipped with a VAS that is approved to Part I are not required to repeat the same tests when obtaining approval under Part II or Part III.

Part I

New paragraph 2.12.

This proposal is to add the definition of a VAS intended for installation as original equipment and specify the requirement for such VAS.

Paragraph 6.1.2.1.

This proposal is to clarify that, if the VAS is designed to activate the alarm under the conditions of (a) cited test(s) and the alarm is thus activated during such test(s), the VAS will not be deemed to have caused the alarm signal to sound "unnecessarily".

Paragraph 7.2.1.

This proposal is to add an optional procedure for this regulation to streamline the operation tests repeatedly required according to paragraphs 7.2.3., 7.2.4., 7.2.5., 7.2.6. and 7.2.8.4. by taking more rigorous conditions.

Performing some of the tests required in these paragraphs prior to the operation tests in series for a sample is more rigorous than performing one of these tests before performing the operation test with regard to test conditions.

According to this amendment, manufacturers can choose this option to decrease their work for obtaining type approval, provided they have sufficient quality for a VAS to do so.

Paragraph 7.2.3.

Original equipment is to be installed in vehicles. Therefore, it is unnecessary to test as a component.

Paragraphs 7.2.5. and 7.2.6.

These tests are not required for original equipment.

The purpose of this requirement is to prevent breakdown when installing after market systems.

Paragraph 7.2.7.

This test is not required for original equipment.

The purpose of this requirement is to prevent battery from running out when after market systems are installed. In the case of original equipment or system in the vehicle, the total current value of the vehicle has always been controlled.

Annex 9, paragraph 1.

Immunity against disturbances conducted along supply lines

Update to the latest ISO standard version.

Since the test pulse 5 is a simulated test for noise created by disruption of an alternator, the test should be conducted according to the state of alternators of vehicles in which the VAS is to be installed.

Electrical disturbance from electrostatic discharges

The purpose of this requirement is to assure the resistance characteristics on electrostatic discharge. Therefore, it is not necessary to apply it to parts that users can not access easily.

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