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Convention on Road Traffic (1968)

Consistency between the Convention on Road Traffic (1968) and Vehicle Technical Regulations

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**Consistency between the Convention on Road Traffic (1968) and
Vehicle Technical Regulations**

Transmitted by France

This informal document, submitted by the Government of France on behalf of an informal group of experts working on the issues of consistency of the 1968 Convention on Road Traffic, presents opinions of members of the "Consistency expert group".

Part 1: Inconsistencies in general

Original proposal of the small group (DE, ES, RU and FR).

It was agreed to delete this proposal of change in Article 1 during the meeting of 7 December 2011 in Brussels which was attended by some delegates of WP 1. Nevertheless during the 63rd WP 1 session it could be useful to address again the issue of a possible definition of DAS by collecting the opinions of colleagues on this point (suggestion DE + FR: to be discussed)

Article 8 (Drivers)

Paragraphs 1, 2, 3 and 4 without any changes.

Paragraph 5 is changed as follows:

“5. Every driver shall at all times be able to control his vehicle or to guide his animals.

Driver assistance systems with an influence on the way the vehicle is driven shall not be considered contrary to the principles mentioned in paragraph 1 and 5 of this Article and paragraph 1 of Article 13 , when:

- they only optimise at technical level some functions which operating depends only on the driver, (agreement BE, SE + small group)**
- or they operate in case of emergency when the driver has lost or is about to lose the control of the vehicle, (agreement BE, SE + small group)**
- or the intervention of these systems is identical with the usual performance of a motor vehicle (e. g. speed limiting device), original proposal of the small group.**

SE explained that the meaning of that indent is not clear and the intention could probably be covered by the first indent.

BE proposed another wording : “- or helping the driver in his/her driving task”

- or these systems are overridable at any time or can be switched off. original proposal of the small group.

SE is of the opinion that this wording is aimed at making the car manufacturers not liable if a DAS does not work as intended and thinks that it’s not appropriate to regulate this issue in the Convention.

BE proposed a new paragraph 7 in Article 8 which would lay down: “DAS shall not be switched off or overridden if this endangers road safety”

Annex 5 (Technical provisions regarding vehicles and trailers)

Annex 5 is completed by paragraph 1.a as follows:

“1a. Vehicles, their systems, parts and equipment that conform to the Regulations annexed to the « Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions”, done at Geneva on 20 March 1958, including the Amendments, are deemed to be in conformity with the Annex, provided that the above mentioned Regulations are not contrary to the principles defined in paragraphs 3 and 5 of Article 8 of the Convention. original proposal of the small group.

BE is of the opinion that the last part of the sentence, i.e. from “provided that the above mentioned Regulations.....until Article 8 of the Convention” should be deleted ”

Part 2: Inconsistencies in detail

Article 1 (Definitions)

Subparagraph (u) is amended as follows:

“Articulated vehicle” means:

- A combination of vehicles comprising either a motor vehicle and a semi-trailer coupled to the motor vehicle, provided that no transport of persons is operated in the semi-trailer,
- or a vehicle which consists of two or more rigid sections which articulate relative to one another; the passenger compartments of each section intercommunicate so that passengers can move freely between them; the rigid sections are permanently connected so that they can only be separated by an operation involving facilities which are normally only found in a workshop.».

Annex 1 to the Convention

Paragraph 2

- In *subparagraph (a)* the word “indicators” has to be replaced by the word “ **monitoring systems**”.
- *Subparagraph (c) is amended as follows:*

« (c) **Rear view mirrors / devices for indirect vision** so designed as to yield **backwards** under moderate pressure so that they no longer project beyond the permissible maximum width».

Annex 5 (Technical provisions regarding vehicles and trailers)

Chapter I, Section D

- *In chapter I, D (Braking of motorcycles), paragraph 18, a new subparagraph (b) is added:*

(b) as an alternative to the provisions of subparagraph (a) of this paragraph, a motorcycle may be equipped with a brake system that operates the brakes on all wheels, consisting of two or more subsystems actuated by a single control designed so that a single failure in any subsystem (such as a leakage-type failure of a hydraulic subsystem) does not impair the operation of any other subsystem.

Previous subparagraph (b) becomes subparagraph (c).

Chapter III

- Chapter III (Other requirements), paragraph 47 is amended as follows:

47. Every motor vehicle shall be equipped with one or more driving (rear-view) mirrors or other device for indirect vision; the number, dimensions and arrangement of these mirrors shall be such as to enable the driver to see the traffic to the rear of his vehicle.
