

Regulation No. 11 (Door latches and hinges) Proposal for the 04 series of amendments

I. Proposal

Paragraph 2.7, amend to read:

"2.7 Additional protections"

Paragraph 2.7 renumber as paragraph 2.7.1

Insert new paragraph 2.7.2, to read:

"2.7.2 "Full locking System" is a system that renders the interior door release handle or any other door interior latch release control of any of the vehicle's doors inoperable other than by operation of the systems locks."

Insert new paragraph 6.3.1.1, to read:

"6.3.1.1 If fitted, a full locking system may only be activated when the ignition key is not in the engine running mode and shall be installed in combination with at least one of the following measures:

- (a) An alarm system with interior detection in accordance with Regulation No. 116 or Regulation No. 97, or other equipment which is able to detect an occupants movement. The setting of the full locking system shall be prohibited where an occupant's movement is detected within the ~~front~~ passenger compartment; or
 - (b) ~~An intentional operation, requiring at least a further user action, which is separate and additional from that which is normally used when locking the vehicle; or~~
 - (c) ~~A "setting time" of at least [20 sec] after completion of the action to request the execution of the full locking operation, during which time any occupant in the vehicle shall be able to release an interior door and exit the vehicle; or~~
- (b) An acoustic warning device (e.g. horn) which can be activated from the interior of the vehicle in case that the ignition is switched off and the full locking system is activated.

Insert new paragraphs 13.7 to 13.9, to read:

"13.7 As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type approvals under this UN Regulation as amended by the 04 series of amendments.

13.8 As from 1 September [2016], Contracting Parties applying this UN Regulation shall grant UN type approvals only if the vehicle type to be approved meets the requirements of this UN Regulation as amended by the 04 series of amendments.

13.9 Contracting Parties applying this UN Regulation shall not refuse to grant extensions of UN type approvals for existing types which have been granted according to the preceding series of amendments to this UN Regulation."

Deleted: , or¶
(c) The vehicle is equipped with an operating means which allows any occupant in the vehicle to exit the vehicle at all time" and is equipped with a warning device as described under 6.3.1.1 (b),¶

Deleted: 7

II. Justification

For more than 25 years, vehicles have been supplied with “full locking” (also known as “double locking”) systems and have been approved on basis of the ECE-R11 or equivalent rules. The theft numbers have continued to decrease from the mid 1990’s. This “full locking” function is a key factor among other things in achieving such a huge reduction in car theft and should therefore not be removed.

To be effective, a car door security system needs to resist theft entry attempts by criminals using proprietary vehicle opening tools as well as “home-made” bent steel rods, inserted into the cabin by bending out the top of the door from the vehicle body. It also has to resist opening from the inside handle following breakage of vehicle glass by thieves.

If a thief gains entry to the passenger compartment via an open door, it makes subsequent theft-attack work much easier; it gives greater access to any steering locking device and to electronic modules within the vehicle associated with the engine immobiliser. It also gives rise to easier access beneath the hood / bonnet to the engine compartment which in turn will reduce the total time required to steal a vehicle and drive theft rates up once more.

Considering the long period of full lock implementation, the number of reported cases of unintentional “full locking” in of occupants is extremely small, while in no case a severe personal injury has been reported.

As full locking functions are integrated differently between OEMs and are offered in combination with other security related functions; like interior alarm systems, closing of electrically powered windows and/or sunroofs, electrical activation of child safety lock systems etc., individual safety measures may be applied in conjunction with full locking.

This proposal, with the new suggested requirements under 6.3.1.1, aims at avoiding persons to be unintentionally “full locked” inside a locked vehicle, however any amendment must also take into account the requirement and expectation of the customer to have a secure vehicle.
