

**Economic and Social Council**Distr.: General  
14 January 2022

Original: English

---

**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****123rd session**

Geneva, 28 March–1 April 2022

Item 9 (d) of the provisional agenda

**Amendments to the Regulations on Devices against Unauthorized Use,  
Immobilizers and Vehicle Alarm systems regulations:****UN Regulation No. 163 (Vehicle Alarm systems)****Proposal for Supplement 2 to the Original Version of UN  
Regulation No. 163 (Vehicle Alarm systems)****Submitted by the expert from the International Organization of Motor  
Vehicle Manufacturers \***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to amend UN Regulation No. 163 to clarify the scope of the UN Regulation and to complement the text of the UN Regulation with the missing Supplement 7 to the original version of UN Regulation No. 116. It is based on informal document GRSG-122-11 distributed at the 122nd session of the Working Party on General Safety Provisions (GRSG). The modifications to the current text of the UN Regulation are marked in bold for new and strikethrough for deleted characters.

---

\* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (part V, sect. 20) para. 20.76), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

*Paragraph 1, amend to read (footnotes unchanged):*

### "1. Scope

This Regulation applies to:

- 1.1. **Approval of Vehicle Alarm Systems (VAS) which are intended to be permanently fitted to vehicles of any category.** <sup>1,2</sup>
- (a) ~~If fitted vehicle alarm systems primarily dedicated to vehicles of category M<sub>1</sub> and vehicles of category N<sub>1</sub> with a maximum mass of not more than 2 tonnes, and~~
- (b) ~~Vehicles of category M<sub>1</sub> and vehicles of category N<sub>1</sub> with a maximum mass of not more than two tonnes with regard to fitted vehicle alarm system.~~
- 1.2. **Approval of vehicles of category M<sub>1</sub> and those of category N<sub>1</sub> with a maximum mass of not more than 2 tonnes, with regard to their alarm system(s).** <sup>2</sup>
- ~~1.3.~~ 1.3. At the request of the manufacturer, Contracting Parties may grant approvals to vehicles of other categories ~~and to Vehicle Alarm Systems for fitment to such vehicles with regard to their alarm system(s).~~
- ~~1.4.~~ 1.4. This Regulation does not apply to radio transmission frequencies, whether or not related to the protection of vehicles against unauthorized use."

*Paragraph 7, amend to read (paragraphs 7.1. to 7.2.15. remain unchanged):*

### "7. Operation parameters and test conditions

**Lamps which are used as part of the optical warning devices and which are included in the standard car lighting system need not comply with the operation parameters in paragraph 7.1. and shall not be submitted to tests listed under paragraph 7.2.**

**Components that are not embedded in the vehicle (e.g. keys which are used for activation/deactivation of VAS) need not to comply with the operation parameters in paragraph 7.1. and are not required to be submitted to test listed under paragraph 7.2."**

*Paragraphs 14.1. to 14.3., shall be deleted:*

*Insert new Paragraphs 14.1. to 14.3., to read:*

### "14. Modification of the type and extension of approval

- 14.1. **Every modification of a vehicle or component type with regard to this Regulation shall be notified to the administrative department which approved the vehicle or component type. The department may then either:**
- 14.1.1. **consider that the modifications made are unlikely to have an appreciable adverse effect and that in any case the component or the vehicle still complies with the requirements, or**
- 14.1.2. **require a further report from the technical service responsible for conducting the tests.**

- 14.2. Confirmation or refusal of approval, specifying the alteration, shall be communicated by the procedure specified in paragraph 4.3. above to the Contracting Parties to the Agreement applying this Regulation.**
- 14.3. The competent authority issuing the extension of approval shall inform the other Contracting Parties of the extension by means of the communication form which appears in Annex 1 to this Regulation. It shall assign a serial number to each communication form drawn up for such an extension."**

*Annex 1a, paragraph 3.1.1., amend to read:*

- "3.1.1. A detailed description of the vehicle type with regard to the arrangement of the installed ~~immobilizer~~ **vehicle alarm system** illustrated by photographs and/or drawings (where the ~~immobilizer~~ **vehicle alarm system** is already type approved as a separate technical unit, reference may be made to the description in item 4.2. of the ~~immobilizer~~ **vehicle alarm system** manufacturer's information document):"

*Annex 2b, paragraph 4.2.4., amend to read:*

- "4.2.4 Types of vehicles on which the ~~immobilizer~~ **vehicle alarm system** has been tested:"

## II. Justification

1. Paragraph 1. The split of UN Regulation No. 116 is among others the opportunity to clarify the scope of the regulations. The scope of UN Regulation No. 163 on Vehicle Alarm Systems (VAS) is now distributed in four subsections:

- (a) The VAS;
- (b) The vehicles of category M<sub>1</sub>/N<sub>1</sub> < 2 tonnes and fitted with those systems;
- (c) Other vehicle categories, at the request of the manufacturer;
- (d) The exclusion of radio frequencies.

This structure well clarifies which vehicle categories are in or out of the scope, and which sections of the regulation apply to which vehicle/systems. The proposal is reflecting the wording proposed in the informal document GRSG-122-21 adopted in principle at GRSG-122 (October 2021).

2. Paragraph 7. The added text is the content regarding a vehicle alarm system of UN Regulation No. 116 Supplement 7 and was lost during the split into new UN Regulations. Therefore, it needs to be added again.

3. Text of Supplement 7 of UN Regulation No. 116 reads:

"6.4. Operation parameters and test conditions

Lamps which are used as part of the optical warning devices and which are included in the standard car lighting system need not comply with the operation parameters in paragraph 6.4.1. and shall not be submitted to tests listed under paragraph 6.4.2.

Components that are not embedded in the vehicle (e.g. keys which are used for activation/deactivation of the VAS) need not to comply with the operation parameters in paragraph 6.4.1. and are not required to be submitted to test listed under paragraph 6.4.2."

Note: Supplement 7 to UN R116 also contains an amendment of the following paragraph:

"7.4.3. Components that are not embedded in the vehicle, e.g. keys."

However, this is already incorporated in the new UN Regulation to vehicle alarm systems:

"12.3. Components that are not embedded in the vehicle, e.g. keys.

4. Paragraphs 14.1. to 14.3. During the split of UN Regulation No. 116, alignment to paragraph 9 was lost and a new text was created. The new wording is copied from the wording adopted for paragraph 7. in UN Regulation No. 160 (MOIS – document ECE/TRANS/WP.29/2020/122) and is aligned with Schedule 3 of the 58 Agreement.
  5. Annex 1a, paragraph 3.1.1. and Annex 2b, paragraph 4.2.4. Copy/paste errors: some references to immobilizers should turn to references to VAS.
-