

## **Proposal for Supplement 3 to the original version of UN Regulation No. 162 on uniform technical prescriptions concerning approval of immobilizers and approval of a vehicle with regard to its immobilizer**

The text reproduced below was prepared by the Secretariat to correct an error on ECE/TRANS/WP.29/2022/29 adopted at 186<sup>th</sup> session of WP.29. It is based on ECE/TRANS/WP.29/GRSG/2021/25 distributed and adopted at the 122<sup>nd</sup> session of the Working Party on General Safety Provisions (GRSG) (see ECE/TRANS/WP.29/GRSG/101 para. 82). The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters.

### **I. Proposal**

*Annex 9, paragraph 4.3.1.*, amend to read:

"4.3.1. ~~Unlocking of the device to prevent unauthorized use shall require that an authorized registered digital key is detected in the interior of the vehicle, or in close proximity of the vehicle.~~

**Unsetting of the immobilizer shall require that an authorized registered digital key is detected in the interior of the vehicle, or that an actuation is triggered by user intent in close proximity of the vehicle.**

**The limitation of the distance for unsetting of the immobilizer by detection in the interior of the vehicle shall be verified using the following procedure including a tolerance of 2000 mm around the vehicle perimeter:**

- (a) **The vehicle shall be parked in a secure condition in unobstructed free field condition, this means engine off and all windows, doors and roof shall be closed.**
- (b) **The vehicle manufacturer will provide a typical user device for test in agreement with the technical service. The digital key device battery state of charge shall be at maximum.**
- (c) **The technical service will define four test points around the vehicle perimeter at a distance not less than 2000 mm. Distance means the distance between the nearest point of the motor vehicle and the user device.**
- (d) **The user device is placed at each of the test points. During the attempt to operate the vehicle under its own power, the vehicle door shall be closed. If at one of the test points the vehicle can be operated under its own power, the requirement is not met."**

## II. Justification

1. At the 122<sup>nd</sup> session of GRSG, the group adopted Supplement 1 to the original version of the UN Regulation (see ECE/TRANS/WP.29/GRSG/101 para. 82).
  2. The text has been adopted by WP.29 at its 186<sup>th</sup> session as ECE/TRANS/WP.29/2022/29.
  3. However, a mistake has been spotted in the text of Annex 9, para. 4.3.1. The current proposal is aimed at re-introducing the original text of the above-mentioned para. as adopted by GRSG at its 122<sup>nd</sup> session.
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