



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.29/GRRF/2008/20
4 July 2008

ENGLISH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Brakes and Running Gear

Sixty-fourth session

Geneva, 16-19 September 2008

Item 9(b) of the provisional agenda

OTHER BUSINESS

Exchange of information on national and international requirements on primary safety

Submitted by the expert from the United Kingdom */

The text reproduced below was prepared by the expert from the United Kingdom in order to solicit the views and experiences from other experts of the Working Party on Brakes and Running Gear (GRRF) regarding the necessity of an additional interlock to prevent the engine being started by a single operation.

*/ 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.

REQUEST FOR INFORMATION RELATING TO SAFETY DEVICES
INTENDED TO PREVENT A VEHICLE BEING STARTED

The United Kingdom is keen to receive any information from other Contracting Parties and other delegates on the subject of safety devices intended to prevent a vehicle being started unless a supplementary action is taken in addition to the normal method used (i.e. ignition key, push button, etc.).

A device to prevent unauthorised use is a mandatory requirement on M₁ and N₁ category of vehicles which locks the steering control, transmission or gearshift control and is usually released by a key (mechanical or electronic) during the process of starting the engine. However, it would appear that some car manufacturers are concerned by the ease with which vehicles can be started and have begun to fit safety devices to their vehicles. The device requires the driver to carry out a secondary action (depress clutch pedal or apply the service brake pedal), before the engine will start, and is fairly common fitment on vehicles with automatic transmission. In fact the National Highway Traffic Safety Administration (NHTSA) in the United States of America has negotiated a voluntary agreement with the majority of manufacturers of vehicles under 10,000 lbs to install a device to prevent the gear shift mechanism from being moved from "**Park**" until the service brake is applied. This agreement is aimed at reducing the incidence of vehicle rollaway as a direct result of children moving the gear shift mechanism out of "**Park**".

We are aware of a situation in the United Kingdom where a vehicle which utilises the locking of the transmission, as the device to prevent unauthorised use, was started by a young child, probably copying their parents, which resulted in the vehicle moving backwards causing the death of a sibling.

Whilst it is accepted that both drivers and parents have a responsibility to ensure that the means of control (key) is adequately safeguarded from misuse, a secondary safety device would prevent the engine being started unintentionally.

The United Kingdom is in the process of investigating this issue and would be grateful for any information regarding any similar problems/accidents happening or any voluntary solutions which vehicle/system manufacturers might be planning to implement, such as the installation of a safety device. Please e-mail any relevant information to: lawrence.thatcher@dft.gsi.gov.uk

- - - - -