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INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

Forty-third session
Geneva, 19-23 May 2008
Item 8(a) of the provisional agenda

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REGULATION No. 11
(Door latches and hinges)
Alignment to gtr No. 1

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Proposal for draft Supplement 1 to the 03 series of amendments to Regulation No. 11
Submitted by the expert from the European Commission (EC) */

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The text reproduced below was prepared by the expert from the EC in order to transpose the proposal of amendment to global technical regulation No. 1 into Regulation No. 11. It refers to ECE/TRANS/WP.29/AC.3/18 and it is based on a document without a symbol (informal document No. GRSP-42-07) distributed during the forty-second session of the Working Party on Passive Safety (GRSP). The modifications to the current text of Regulation No. 11 are marked in bold characters or strikethrough characters.

*/ 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 with respect to passive safety. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Paragraph 6.1.5.1.(d), amend to read:

- "6.1.5.1.
- (d) On back doors; ~~only, not separate when a vertical load of 9,000 N is applied.~~
- (i) **Not separate when a load of 11,000 N is applied perpendicular to the hinge face plate (longitudinal test) such that the hinge plates are not compressed against each other (Load Test One).**
 - (ii) **Not separate when a load of 9,000 N is applied perpendicular to the axis of the hinge pin and parallel to the hinge face plate (transverse load test) such that the hinge plates are not compressed against each other (Load Test Two).**
 - (iii) **Not separate when a load of 9,000 N is applied in the direction of the axis of the hinge pin (Load Test Three – only for back doors that open in a vertical direction)."**

Paragraph 6.2.4.2.1., amend to read:

"6.2.4.2.1. A separation ~~between the interior of the door and the exterior edge of the doorframe exceeds 100mm, which permits a sphere with a diameter of 100 mm to pass unobstructed~~ **from the exterior of the vehicle to the interior of the vehicle, while the required force is maintained.**"

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Annex 3,

Paragraph 2.1.2.1.1., amend to read:

"2.1.2.1.1. ~~Adapt~~ **Attach** the test fixture to the mounting provisions of the latch and striker. Align in the direction of engagement parallel to the linkage of the fixture. Mount **the fixture with** the latch and striker in the fully latched position ~~to the test fixture in the test machine.~~"

Paragraph 2.1.2.2.1., amend to read:

"2.1.2.2.1. ~~Adapt~~ **Attach** the test fixture to the mounting provisions of the latch and striker. Align in the direction of engagement parallel to the linkage of the fixture. Mount **the test fixture with** the latch and striker in the secondary latched position ~~to the test fixture in the test machine.~~"

Paragraph 2.2.2.1.1., amend to read:

"2.2.2.1.1. ~~Adapt~~ **Attach** the test fixture to the mounting provisions of the latch and striker. Mount the **test fixture with** the latch and striker in the fully latched position **in the test machine.**"

Paragraph 2.2.2.2.1., amend to read:

"2.2.2.2.1. ~~Adapt~~ **Attach** the test fixture to the mounting provision of the latch and striker. Mount the **test fixture with the** latch and striker in the secondary latched position ~~to the test fixture~~ in the test **machine.**"

Deleted: Align the direction of the engagement parallel to the linkage of the fixture.

Paragraph 2.3.2.1., amend to read:

"2.3.2.1. ~~Adapt~~ **Attach** the test fixture to the mounting provisions of the latch and striker. Mount **the test fixture** in the fully latched position ~~to the test fixture~~ in the test **machine.**"

Annex 6

Paragraph 3.2., amend to read:

"3.2. Remove seats and any interior components that may interfere with the mounting and operation of the test equipment **and all pillar trim and any non-structural components that overlap the door and cause improper placement of the force application plates.**"

Paragraph 3.3., amend to read:

"3.3. Mount the force application devices and associated support structure to the floor of the test vehicle. **Each force application device and associated support structure is rigidly fixed on a horizontal surface on the vehicle floor, while applying the loads.**"

Paragraph 3.6.1., amend to read:

"3.6.1. The force application plate is 150 mm in length, and 50 mm in width, and at least 15 mm in thickness. **The plate edges are rounded to a radius of 6 mm ± 1 mm.**"

Deleted: Paragraph 3.6.3., amend to read:¶

¶ "3.6.3. The force application plate is positioned **such that the long edge of the plate** is as close to, **and parallel to**, the edge of the door as possible. ~~It is not necessary for the force application plate to be vertical but not such that the forward edge of the plate is more than 12.5 mm from the interior edge.~~¶

Paragraph 3.7.1., amend to read:

"3.7.1. The force application plate is 300 mm in length, and 50 mm in width, and at least 15 mm in thickness. **The plate edges are rounded to a radius of 6 mm ± 1 mm.**"

Deleted: Paragraph 3.7.3., amend to read:¶

¶ "3.7.3. The force application plate is positioned **such that the long edge of the plate** is as close to, **and parallel to**, the edge of the door as possible. ~~It is not necessary for the force application plate to be vertical but not such that the forward edge of the plate is more than 12.5 mm from the interior edge.~~¶

Paragraph 4.1., amend to read:

"4.1. Move each force application device at a rate ~~of 20—90 mm per minute~~ **up to 2000 N per minute,....."**

Paragraph 4.4., amend to read:

"4.4. Maintain the force application device position of paragraph 4.3., **and within 60 seconds**, ~~and~~ measure the separation between the exterior edge of the doorframe and the interior of the door along the perimeter of the door."

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B. JUSTIFICATION

Under the terms of the 1998 Agreement, a Contracting Party that votes in favour of establishing a global technical regulation under Article 6 of the Agreement shall submit the technical regulation to the process used by that Contracting Party to introduce such a technical regulation into its own laws or regulations and shall seek to make a final decision expeditiously.

It is the intention of the European Commission to propose that the existing Regulation No. 11 be amended to reflect the requirements of the proposal of amendments to the gtr and thus allow its "transposition" into the UNECE type-approval system as soon as it becomes a reality.
