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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Fifty-first session**

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Item 16 of the provisional agenda

Regulation No. 95 (Lateral collision)**Proposal for Supplement 2 to the 03 series of amendments****Submitted by the expert from the Netherlands***

The text reproduced below was prepared by the expert from the Netherlands in order to include vehicles equipped with automatically activated door locking systems in the test procedure for UN Regulation No. 95. It is based on document without a symbol (GRSP-50-04-Rev.1) distributed during the fiftieth session of the Working Party on Passive Safety (GRSP) and later received comments from different parties. The modifications to the text of the 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 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Insert a new paragraph 2.35., amend to read:

"2.35. "Automatically activated door locking system" means a system that locks the doors automatically at a pre-set speed or under any other condition as defined by the manufacturer."

Paragraph 5.3.1., amend to read:

"5.3.1. No door shall open during the test.

In case of automatically activated door locking systems which are installed optionally and/or which can be de-activated by the driver, it shall be demonstrated to the satisfaction of the Technical Service (e.g. manufacturer's in-house data) that, in the absence of the system or when the system is de-activated, no door will open in case of the impact."

Insert a new paragraph 5.3.2., to read:

"5.3.2. During the impact locking will not occur in the door systems on non-struck side.

For vehicles equipped with an automatically activated door locking system, the doors must be locked before the moment of impact and at least be unlocked after the impact at the non-struck side;

In case of automatically activated door locking systems which are installed optionally and/or which can be de-activated by the driver, it shall be demonstrated to the satisfaction of the Technical Service (e.g. manufacturer's in-house data) that, in the absence of the system or when the system is de-activated, locking will not occur in the door systems on non-struck side in case of impact."

Paragraphs 5.3.2. to 5.3.6.3., renumber as paragraphs 5.3.3. to 5.3.7.3.

Annex 4, paragraph 5.2., amend to read:

"5.2. The doors shall be closed but not locked.

However, for vehicles equipped with an automatically activated door locking system, including those which are installed optionally and/or which can be de-activated by the driver:

5.2.1. the system shall be activated at the start of propulsion of the vehicle in order to lock the doors automatically before the moment of impact, or,

5.2.2. at the choice of the manufacturer, the doors shall be locked manually before the start of propulsion of the vehicle."

II. Justification

1. Common practice now equips vehicles with automatic door locking systems (also called 'rolling door locks', 'speed locks', 'auto locks', etc.). UN Regulation No. 95, however, does not allow that the doors are locked during the test. This contradicts with the fact that in real live, for vehicles equipped with automatic door locking systems, the doors are locked at the moment of impact.

2. Including requirements for automatic door locking systems gives the opportunity to demand these systems to automatically unlock the doors upon an impact in order to evacuate the occupants. Simultaneously, the correct functioning of these systems can be checked.
 3. Justification for no Transitional Provisions:
 - (a) This proposal of amendments to UN Regulation No. 95 will, at the earliest, be submitted to the WP.29 at its November 2012 session, so that entry into force would, at the earliest, be around June/July 2013. In other words, the earliest application cannot occur before June/July 2013.
 - (b) UN Regulation No. 95, 03 series of amendments (this is the series of amendments introducing protection in vehicles operating on electrical power from high voltage and electrolyte spillage) applies, for type approval, as from 23 June 2013.
 - (c) It seems sensible to submit this proposal as a Supplement to the 03 series of amendments to UN Regulation No. 95, without any particular transitional provisions, so that it would enter into force and become applicable with the same transitional provisions of the 03 series of amendments (at the earliest).
 4. Such solution would be also very simple from an administrative point of view.
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