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World Forum for Harmonization of Vehicle Regulations**Working Party on Passive Safety****Fifty-fourth session**

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Item 7 of the provisional agenda

Regulation No. 11 (Door latches and hinges)**Proposal for Supplement 4 to the 03 series of amendments****Submitted by the expert from Germany***

The text reproduced below was prepared by the expert from Germany aimed at introducing further provisions which allows the installation of full lock systems without compromising the safety and protection of road vehicle occupants. It is based on a document without symbol (GRSP-53-12) distributed during the fifty-third session of the Working Party on Passive Safety (GRSP) (see ECE/TRANS/WP.29/GRSP/53 para. 55). The modifications to the existing text of the UN Regulation are marked in bold for new or 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

Paragraph 2.7., amend to read:

"2.7. "**Additional lock systems**"

~~"Child Safety Lock System" is a locking device which can be engaged and released independently of other locking devices and which, when engaged, prevents operation of the interior door handle or other release device. The lock release/engagement device may be manual or electric and may be located anywhere on or in the vehicle.~~

Insert new paragraphs 2.7.1.to 2.7.3., to read:

"2.7.1. "**Child Safety Lock System**" is a locking device which can be engaged and released independently of other locking devices and which, when engaged, prevents operation of the interior door handle or other release device. The lock release/engagement device may be manual or electric and may be located anywhere on or in the vehicle.

2.7.2. "**Full Lock System**" is a locking device for an additional protection against unauthorised use, which in case of being activated prevents the vehicle doors from being opened from inside of the vehicle.

2.7.3. "**Emergency Unlock System**" is a release device, which in case of an emergency allows any occupant of the vehicle to exit the vehicle through all doors located next to passenger seats."

Insert new paragraphs 6.3.2. and 6.3.3., to read:

"6.3.2. Each door may be equipped with a full lock system. The activation of this system shall only be possible if no occupant stays in the vehicle.

6.3.3. Notwithstanding paragraph 6.3.2, a full lock system may be activated when an occupant stays in the vehicle, if the vehicle is equipped with an easy detectable emergency unlock sytem in the interior of the vehicle."

Paragraphs 6.3.2. to 6.3.3. (former), renumber as paragraphs 6.3.4. to 6.3.5.

II. Justification

1. Protection against unauthorised use is a sensitive issue dealing with larceny of vehicles or items from vehicles. In the past years, this has led to the situation where protection against unauthorised use has become publicly more relevant than the protection of occupants.

2. While the statistics on larceny of vehicles show a positive trend in Germany in the past decade, customers complaints arise about certain vehicle's fully locked off situations where risks could occur to occupants remaining in the vehicle. The onset of these risky situations is caused mainly by insurance company requirements that reward the installation of enhanced anti-theft systems with more advantageous insurance tariffs.

3. The current requirements of UN Regulation No. 11 allow the installation of lock systems in road vehicles, except for buses and coaches, preventing occupants from leaving the vehicle in case of emergency. These requirements allow the installation of lock systems, which fully lock every door and window in the vehicle deactivating in the meantime any

unlock device in the passenger compartment. In this case occupants could leave the vehicle only by breaking a window.

4. An analysis of the current situation in Germany on the larceny of vehicles shows no significant evidence that vehicles having a full lock system are better protected against unauthorised use compared to other measures with the same aim.

5. This document proposes an amendment to UN Regulation No. 11 which allows the installation of full lock systems without compromising the safety and protection of road vehicle occupants. The technologies currently available allow the combination of full lock systems with a full level of safety for occupants.

6. The emergency unlock system (paras. 2.7.3. and 6.3.3.) can be any device installed in the vehicle. It is covered, for example, by a door handle, an unlock switch or any other additional device inside the vehicle.
