

Distr.
GENERAL

TRANS/WP.29/GRSG/2001/16
17 July 2001

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on General Safety Provisions (GRSG)
(Eighty-first session, 8-11 October 2001,
agenda item 9.)

PROPOSAL FOR DRAFT AMENDMENTS TO DRAFT REGULATION ON THE PROTECTION OF M1 AND
N1 CATEGORIES OF VEHICLES AGAINST UNAUTHORIZED USE (TRANS/WP.29/2000/3)

Transmitted by the Expert from the United Kingdom

Note: The text reproduced below was prepared by the expert from the United Kingdom in order to include the requirements to be satisfied before a motor vehicle may be immobilized after unauthorized use. It is based on a document distributed without a symbol (informal document No. 10) during the eightieth GRSG session (TRANS/WP.29/GRSG/59, para. 51).

Note: This document is distributed to the Experts on General Safety Provisions only.

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A. PROPOSAL

Paragraph 8.1.1., amend to read:

" normal driving away of a vehicle under its own power (prevention of unauthorized use). It also means an optional device which is intended to immobilize the vehicle after unauthorized use in a controlled manner, including by remote control (immobilization after unauthorized use)."

Paragraph 8.1.4., amend to read:

"..... cannot be driven normally under its own power."

Paragraph 8.2.4., amend to read:

" parking brake applied; or

(c) the vehicle has been in a stationary condition for more than 5 minutes (immobilization after unauthorized use only).
When this exemption is used "

Paragraph 8.2.8., amend to read:

"..... by the addition or the operation of any immobilizer"

Insert new paragraphs 8.2.11. and 8.2.12., to read:

"8.2.11. It shall not be possible for an immobilizer to operate in such a manner as to apply the brakes of the vehicle.

8.2.12. An immobilizer may progressively reduce engine performance whilst the vehicle is in motion, provided the means to do so can only be controlled instantaneously by an authorized enforcement officer in visual contact with the vehicle (immobilization after unauthorized use only)."

Insert an new paragraph 8.3.4.1., to read:

"8.3.4.1. Prevention of unauthorized use."

Paragraph 8.3.4.1. (former), renumber as paragraph 8.3.4.1.1. and amend to read:

" - ignition lock; or

- when locking the vehicle"

Paragraph 8.3.4.2. (former), renumber as paragraph 8.3.4.1.2. and amend to read:

" in paragraph 8.2.4. (except paragraph 8.2.4. (c))....."

Paragraph 8.3.4.2., amend to read:

"8.3.4.2. Immobilization after unauthorized use."

Insert new paragraphs 8.3.4.2.1. to 8.3.4.2.3., to read:

- "8.3.4.2.1. The immobilizer may be set without supplementary action from the driver when the key is removed by an unauthorized user, or when the vehicle is stationary and the ignition or diesel equivalent is turned off or a door is opened (immobilization after unauthorized use only).
- 8.3.4.2.2. When an immobilizer is set in accordance with paragraphs 8.2.4. (c) and 8.3.4.2.1., the direction indicators and/or the passenger compartment lamp(s) shall flash until the immobilizer has been unset. Audible signals are not allowed. (Immobilization after unauthorized use only.)"
- 8.3.4.2.3. When an immobilizer is set remotely this shall only be achieved by using a unique code or electronic address or both (immobilization after unauthorized use only)."

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B. JUSTIFICATION

A number of systems are becoming available which can be used to immobilize a vehicle after unauthorized use. As such systems represent a risk to road safety, it is important that they comply with certain provisions. Currently, this is being addressed by the CEN TC 278 Road Transport and Traffic Telematics Working Group 14 which is preparing a European Standard for After-Theft Systems for Vehicle Recovery. Unfortunately, this work has been delayed and a standard is not expected until 2003 at the earliest. In the meantime, it is necessary to put in place the essential requirements for such systems so as to control their design and operation in order that their use does not compromise efforts to improve road safety. In the United Kingdom, the police and relevant Government departments have already produced some guidance (After-Theft Vehicle Immobilization Systems) on which the work of TC 278 and the following requirements are based.
