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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### 172nd session

Geneva, 20-23 June 2017

Item 14.2 of the provisional agenda

**Consideration and vote by AC.3 of draft global technical regulations**

**and/or draft amendments to established global technical regulations, if any:**

**Proposal for amendments to global technical regulation No. 1 (Door locks and door retention components)**

## **Proposal for Amendment 2 to global technical regulation No. 1 (Door locks and door retention components)**

### **Submitted by the Working Party on Passive Safety\***

The text reproduced below was recommended by the Working Party on Passive Safety (GRSP) at its sixtieth session (ECE/TRANS/WP.29/GRSP/60, para. 4). It is based on GRSP-60-23, as reproduced in Annex II to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Executive Committee (AC.3) of the 1998 Agreement for consideration.

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\* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), 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.

GE.17-05618(E)



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## **Proposal for Amendment 2 to global technical regulation No. 1 (Door locks and door retention components)**

*The title of Part A, amend to read:*

### **"I. Statement of technical rationale and justification"**

*Part I (former A),*

*Section IV (c), amend to read:*

"Force levels ... conversions

Alternative possibilities which ensure an adequate protection from accidental opening of the back door while the vehicle is in motion are included."

*Section IV (d)(viii), amend to read:*

"The United States of America ... the primary safety device.

For back doors, the same conceptual approach regarding egress as above has been applied and will permit systems to be used which only allow the rear door to open when the vehicle is stationary. When a vehicle is stationary, a single operation will permit the opening of the rear doors, thereby, safeguarding against the possibility of accidental occupant egress from a moving vehicle."

*The title of Part B, amend to read:*

### **"II. Text of the global technical regulation"**

*Part I (former B),*

*Insert a new paragraph 5.3.3.1., to read:*

"5.3.3.1. The locking device may be:

- (a) A child safety lock system; or
  - (b) A lock release/engagement device located in the interior of the vehicle and readily accessible; or
  - (c) A system which renders the interior door handle or other interior latch release controls for this door inoperative when the speed of the vehicle is greater than or equal to 4 km/h; or
  - (d) Any combination of items (a), (b) or (c) above."
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