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Inland Transport Committee

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

Geneva, 19–23 May 2014

Item 8 of the provisional agenda

Regulation No. 11 (Door latches and hinges)**Proposal for the 04 series of amendments****Submitted by the expert from Germany***

The text reproduced below was prepared by the expert from Germany to introduce further provisions for the safety and protection of road vehicle occupants in case of the installation of a full locking system. 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 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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 2.7, to read:

"2.7. Additional protections"

Paragraph 2.7 renumber as paragraph 2.7.1

Insert a new paragraph 2.7.2., to read:

"2.7.2 "Full locking system" is a system that renders the interior door release handle or any other door interior latch release control of any of the vehicles doors inoperable other than by operation of the systems locks."

Insert new paragraphs 6.3.1.1. and 6.3.1.2., to read:

"6.3.1.1. If fitted, a full locking system may only be activated when the ignition key is not in the engine running mode and shall be installed in combination with at least one of the following measures:

- (a) An alarm system with interior detection in accordance with Regulation No. 116 or Regulation No. 97, or other equipment which is able to detect an occupant's movement. The setting of the full locking system shall be prohibited where an occupant's movement is detected within the passenger compartment; or
- (b) an intentional operation, requiring at least a further user action, which is separate and additional from that which is normally used when locking the vehicle; or
- (c) the vehicle is equipped with an operating means which allows any occupant in the vehicle to exit the vehicle at all time through at least one vehicle door at either left or right side of the vehicle.

6.3.1.2. For any activation of a full-locking system in accordance with paragraph 6.3.1.1, a "setting time" of at least [40 sec.] after completion of the action to request the execution of the full locking operation, during which time any occupant in the vehicle shall be able to release an interior door at either left or right side of the vehicle and exit the vehicle, shall be required."

Insert new paragraphs 13.7. to 13.9., to read:

"13.7. As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 04 series of amendments.

13.8. As from [1 September 2015], Contracting Parties applying this Regulation shall grant type approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 04 series of amendments.

[13.9. Contracting Parties applying this Regulation shall not refuse to grant extensions of type approvals for existing types which have been granted according to the preceding series of amendments to this Regulation.]"

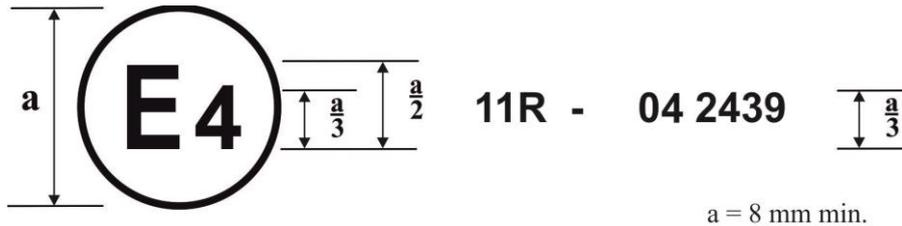
Annex 2, amend to read:

"Annex 2

Arrangements of approval marks

Model A

(See paragraph 4.4. of this Regulation)

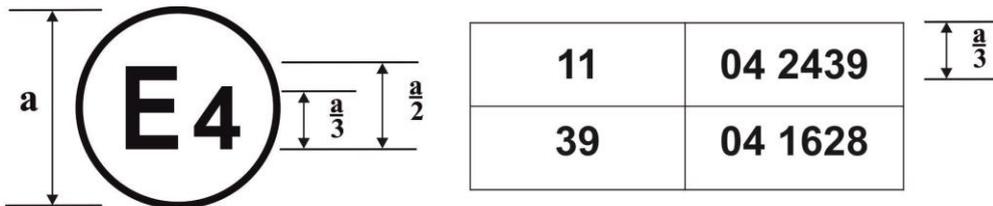


a = 8 mm min.

The above approval ... Regulation No. 11, under approval number 042439...

Model B

(See paragraph 4.5. of this Regulation)



a = 8 mm min.

The above approval mark ... Regulation No. 11 as amended by the 04 series of amendments ..."

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 vehicles are in fully locked off positions where risks could occur to occupants remaining in the vehicle. The onset of these 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 not leave the vehicle.

4. This proposal aims at ensuring that no vehicle occupants would be unintentionally "fully locked" inside a locked vehicle.
