

**DRAFT SUPPLEMENT TO REGULATION NO. 97
UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLE ALARM
SYSTEMS (VAS) AND OF MOTOR VEHICLES WITH REGARD TO THEIR
ALARM SYSTEMS (AS)**

Transmitted by the Expert from the United Kingdom

Note In the absence of a suitable international standard, this document was prepared by the expert from the United Kingdom, to set out the requirements which must be satisfied before a motor vehicle may be immobilised after unauthorised use.

Justification A number of systems are becoming available which can be used to immobilise a vehicle after unauthorised use. As such systems represent a risk to road safety, it is important that they comply with certain requirements. Currently, this is being addressed by the CEN TC 278 Road Transport and Traffic Telematics Working Group 14 who are 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 UK, the police and relevant Government departments have already produced some guidance (After-Theft Vehicle Immobilisation Systems) on which the work of TC 278 and the following requirements are based.

Paragraph 26.1. Amend to read:

“26.1. normal driving away of a vehicle under its own power (prevention of unauthorised use). It also means an optional device which is intended to immobilise the vehicle after unauthorised use in a controlled manner, including by remote control (immobilisation after unauthorised use).”

Paragraph 26.4. Amend to read:

“26.4. cannot be driven normally under its own power.”

Paragraph 31.4. Amend to read:

“ 31.4. parking brake applied; or
c) the vehicle has been in a stationary condition for more than 5 minutes (immobilisation after unauthorised use only). When this exemption is used
.....”

Paragraph 31.6. Amend to read:

“31.6. it shall not affect the designed function and safe operation of.....”

Paragraph 31.8. Amend to read:

“31.8. by the addition or the operation of any immobiliser”

Insert new paragraph 31.11

“31.11. It shall not be possible for an immobiliser to operate in such a manner as to apply the brakes of the vehicle.”

Insert new paragraph 31.12.

“31.12. An immobiliser may progressively reduce engine performance whilst the vehicle is in motion, provided the means to do so can be controlled instantaneously by an authorised enforcement officer in visual contact with the vehicle (immobilisation after unauthorised use only).”

Paragraph 32.4.1. Amend to read:

“32.4.1. Prevention of unauthorised use.”

Paragraph 32.4.1. and 32.4.2. (former) renumber as 32.4.1.1. and 32.4.1.2. respectively.

Paragraph 32.4.1.2. Amend to read

“32.4.1.2. in paragraph 31.4. (except paragraph 31.4. (c))”

Paragraph 32.4.2. Amend to read:

“32.4.2. Immobilisation after unauthorised use”

Insert new paragraph 32.4.2.1.

“32.4.2.1. The immobiliser may be set without supplementary action from the driver when the key is removed by an unauthorised user, or when the vehicle is stationary and the ignition or diesel equivalent is turned off or a door is opened (immobilisation after unauthorised use only).”

Insert new paragraph 32.4.2.2

“32.4.2.2. When an immobiliser is set in accordance with paragraphs 31.4 (c) or 32.4.2.1., the direction indicators and/or the passenger compartment lamp(s) shall flash until the immobiliser has been unset. Audible signals are not allowed. (Immobilisation after unauthorised use only.)”