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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

Working Party on Passive Safety

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Item 15 of the provisional agenda

**Regulation No. 94 (Frontal collision)****Proposal for Supplement 3 to the 02 series of amendments****Submitted by the expert from the Netherlands\***

The text reproduced below was prepared by the expert from the Netherlands to include vehicles equipped with automatically activated door locking systems into the test procedure of UN Regulation No. 94. It is based on a document without a symbol (GRSP-50-03) distributed during the fiftieth session of the Working Party on Passive Safety (GRSP) (see ECE/TRANS/WP.29/GRSP/50, para. 32). The modifications to the text of the Regulation are marked in bold for new and strikethrough for deleted characters.

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\* 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

*Insert a new paragraph 2.35., to read:*

"2.35. **"Automatically activated door locking system"** means a system that locks the doors automatically at a pre-set speed or under any other condition as defined by the manufacturer."

*Paragraph 5.2.3., amend to read:*

"5.2.3. During the test no door shall open.

**In case of automatically activated door locking systems which are installed optionally and/or which can be de-activated by the driver, it shall be demonstrated to the satisfaction of the Technical Service (e.g. manufacturer's in-house data) that, in the absence of the system or when the system is de-activated, no door will open in case of the impact."**

*Paragraph 5.2.4., amend to read:*

"5.2.4. During the test **impact** no locking of the locking systems of the front side doors shall occur.

**For vehicles equipped with an automatically activated door locking system, the doors must be locked before the moment of impact and be unlocked after the impact.**

**In case of automatically activated door locking systems which are installed optionally and/or which can be de-activated by the driver, it shall be demonstrated to the satisfaction of the Technical Service (e.g. manufacturer's in-house data) that, in the absence of the system or when the system is de-activated, no locking of the locking systems of the doors will occur in case of the impact."**

*Annex 3, paragraph 1.4.3.5., amend to read:*

"1.4.3.5. Doors

The doors shall be closed but not locked.

**However, for vehicles equipped with an automatically activated door locking system, including those which are installed optionally and/or which can be de-activated by the driver:**

1.4.3.5.1. **the system shall be activated at the start of propulsion of the vehicle in order to lock the doors automatically before the moment of impact, or,**

1.4.3.5.2. **at the choice of the manufacturer, the doors shall be locked manually before the start of propulsion of the vehicle."**

## II. Justification

1. It has become common practise to equip vehicles with automatic door locking systems (also called 'rolling door locks', 'speed locks', 'auto locks', etc.). UN Regulation No. 94, however does not allow the doors to be locked during the test. This contradicts with the fact that in real life, for vehicles equipped with automatic door locking systems, the doors are locked at the moment of impact.

2. Including these requirements for automatic door locking systems gives the possibility for these systems to automatically unlock the doors upon an impact in order to evacuate the occupants. Simultaneously, the correct functioning of these systems can be checked.

3. Paragraph 5.2.4., "front" is deleted. There is no reason that this should apply to front doors only, it should also apply to side front doors and side rear doors.

4. Justification for no Transitional Provisions:

(a) These amendments to UN Regulation No. 94 will, at the earliest, be submitted to the November 2012 session of WP.29, so that entry into force would, at the earliest, be around June/July 2013. In other words, the earliest application cannot occur before June/July 2013.

(b) UN Regulation No. 94, 02 series of amendments (the series of amendments introducing protection in vehicles operating on electrical power, from high voltage and electrolyte spillage) applies, for type approvals, as from 23 June 2013.

(c) It, therefore, is logical to submit this amendment as a Supplement to UN Regulation No. 94, 02 series of amendments, without any particular transitional provisions, so that it would enter into force and become applicable at about the same time as UN Regulation No. 94, 02 series of amendments (at the earliest).

So such a solution would be also very simple from an administrative point of view.

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