

Proposal for draft amendments to Regulation No. 18.03

A. PROPOSAL

Paragraph 2.3., amend to read:

"2.3. "Protective device" means a system designed to prevent unauthorised normal activation of the engine or other source of main engine power of the vehicle in combination with at least one system which:

- locks the steering, or
- locks the transmission, or
- locks the gearshift control, or **locks the wheels with the electrical parking brake.**

Paragraph 5.9.2., amend to read:

"5.9.2. In the case of devices acting on the steering, transmission, **wheels** or gear shift control, if the action of key withdrawal activates the device, it shall either necessitate a minimum movement of 2 mm before activation of the device or incorporate an override facility to prevent accidental removal or partial withdrawal of the key."

Paragraph 5.12., amend to read:

"5.12. Devices to prevent unauthorised use preventing release of the brakes of the vehicle shall **only** be permitted **when the brakes are held in a locked position by a purely mechanical device.**"

Paragraphs 6.2., 6.2.1. and 6.2.3., amend to read:

"6.2. Devices to prevent unauthorised use acting on the transmission **or the wheels**"

6.2.1. A device to prevent unauthorised use acting on the transmission **or the wheels** shall prevent the ~~rotation of the vehicle's driving wheels~~ **vehicle from being driven away on its wheels. under its own power.**"

6.2.3. It shall not be possible for the transmission **or the wheels** to be blocked inadvertently when the key is in the lock of the device to prevent unauthorised use, even if the device preventing starting of the engine has come into action or been set to act. **This does not apply wherever the requirements of paragraph 6.2. of this Regulation are met by devices used for another purpose in addition and the lock under the conditions above is necessary for this additional function (e.g. electrical parking brake).**"

Paragraph 6.2.4., amend to read:

"6.2.4. The protective device shall be so designed and constructed that it remains fully effective even after some degree of wear as a result of 2,500 locking cycles in each direction. **In the case of a protective device acting on the wheels, each mechanical or electrical sub-part of the device is concerned.**"

Paragraph 6.2.5., amend to read:

"6.2.5. If the device in which the transmission is **or the wheels are** locked....

Insert new paragraphs 6.4. and 6.4.1., to read:

~~"6.4. Alternative devices~~

~~6.4.1. Alternative devices are permissible in accordance with the approval authority. Thereby at least an equivalent protection comparable to that required in paragraphs 6.1., 6.2. and 6.3. of this Regulation shall be achieved."~~

Paragraph 6.2.6., amend to read:

"6.2.6. ~~The protective device~~ **In the case of a protective device acting on the transmission is used, it** shall be strong enough to withstand, without damage likely to compromise safety, the application in both directions and in static conditions of a torque 50 per cent greater than the maximum torque that can normally be applied to the transmission. In determining the level of the testing torque account shall be taken, not of the maximum engine torque, but of the maximum torque that be transmitted by the clutch or by the automatic transmission.

Insert new paragraphs 6.2.7 and 6.2.8., amend to read:

"6.2.7. **In the case a protective device acting on the wheels is used, the vehicle in running order, unoccupied and unladen must be towed by an external mechanism that will provide a sufficient traction force to move it on an horizontal surface. In this condition the vehicle must slide along without any rotation of the wheels.**

6.2.8. **In the case a protective device acting on the wheels in used, the parking braking system must be different from the secondary braking system."**

B. JUSTIFICATION

This text is based on the official document ECE/TRANS/WP.29/GRSG/2004/23/Rev.1 in order to make it more precise and therefore aims at replacing it. The modifications to the existing text of the Regulation are marked in **bold** characters.

This document intends to make easier the use of electrical solutions regarding parking brake for the protection against unauthorised use of all motor vehicles having at least three wheels with M1 and N1 as exceptions (scope of Regulation No.18 Revision 3). Of course, the amendments proposed through the present document should be applied to other vehicle categories like M1 and N1 as soon as the corresponding regulation will allow the new technology devices mentioned in the ECE/TRANS/WP29/GRSG/2004/23/Rev.1.

The official text proposed during the 89th GRSG had to be clarified and precied in order to assure the equivalence between each protective device in terms of efficiency and durability. That's why some modifications have been proposed through this text. They concern:

- The harmonization of all the paragraphs dealing with the devices acting on the transmission. That's why paragraphs 2.3 and 5.9.2 must be amended.
- Paragraph 6.2.4 shall take into account the fact devices acting on the wheels can be complex and can include electrical and mechanical parts.
- Paragraph 6.2.6 is now divided into both 6.2.6 and 6.2.7 paragraphs because devices acting on the transmission or on the wheels are technically different.
- For safety reasons, paragraph 6.2.8 has been added because some vehicles still use only one system for both parking and secondary braking systems.
