Regulation No 62 of the Economic Commission for Europe of the United Nations (UN/ECE) — Uniform provisions concerning the approval of power-driven vehicles with handlebars with regard to their protection against unauthorized use

Incorporating all valid text up to:

Supplement 2 to the original version of the Regulation - Date of entry into force: 10 October 2006

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1. SCOPE

1.1. This Regulation applies to vehicles of categories L_1 to L_7 [1], if fitted with handlebars.

2. DEFINITIONS

For the purposes of this Regulation:

[1] As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4).

2.1. "Approval of a vehicle" means the approval of a vehicle type with regard to its protection against unauthorized use;

2.2. "Vehicle type" means a category of power-driven vehicles which do not differ in such essential respects as:

2.2.1. the manufacturer's indications of the vehicle type,

2.2.2. the arrangement and design of the vehicle component or components on which the protective device acts,

2.2.3. the type-of protective-device,

2.3. "Protective device" means a system designed to prevent unauthorized use of the vehicle providing a positive locking action of the steering or of the transmission; this system may be:

2.3.1. type 1: solely and positively operated on the steering alone,

2.3.2. type 2: positively operated on the steering in conjunction with the device which de-activates the engine of the vehicle,

2.3.3. type 3: pre-loaded, operating on the steering in conjunction with the device which de-activates the engine of the vehicle;

2.3.4. type 4: positively operated on the transmission

2.4. "Steering" means the steering control (handlebars), the steering head and its accessory cladding, the steering shaft and all other components which directly affect the effectiveness of the protective device;

2.5. "Combination" means one of the specifically planned and constructed variations of a locking system which, when properly activated, permits operation of the locking system;

2.6. "Key" means any device designed and constructed to provide a method of operating a locking system which is designed and constructed to be operated only by that device.

3. APPLICATION FOR APPROVAL

3.1. The application for approval-of a vehicle type with regard to a protective device to prevent its unauthorized use shall be submitted by the vehicle manufacturer or by his duly accredited representative.

3.2. It shall be accompanied by the undermentioned documents in triplicate and by the following particulars:

3.2.1. a detailed description of the vehicle type with regard to the arrangement, and design of the vehicle component or components on which the protective device acts;

3.2.2. drawings, on an appropriate scale and in sufficient detail of the protective device and of its mountings on the vehicle;

3.2.3. a technical description of the device.

3.3. There shall be submitted to the technical service responsible for conducting the approval tests:

3.3.1. a vehicle, representative of the vehicle type to be approved, if requested by the technical service; and also

3.3.2. at the request of the technical service, such components' of the vehicle as the service deems essential for the checks prescribed in paragraphs 5 and 6 of this Regulation.

4. APPROVAL

4.1. If the vehicle. submitted for approval pursuant to this Regulation meets the requirements of paragraphs 5 and 6 below, approval of that vehicle type shall be granted.

4.2. An approval number shall be assigned to each type approved. Its first. two digits (at present 00 for the Regulation in its original form) shall indicate the series of. amendments incorporating the most recent major technical amendments, made to the Regulation at the time of issue of the approval. The same Contracting Party may not assign the same number either to the same vehicle type equipped with another type of protective device or whose protective device is mounted differently, or to another vehicle type.

4.3. Notice of approval or of refusal of approval of a vehicle type pursuant to this Regulation shall be communicated to the Parties to the Agreement which apply this Regulation, by means of a form conforming to the model in annex 1 to this Regulation and of drawings of the protective device and its mounting supplied by the applicant for approval, in a format not exceeding A4 (210 x 297 mm) or folded to that format and on an appropriate scale ([1]).

4.4. There shall be affixed, conspicuously and in a, readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation an international approval mark consisting of:

4.4.1. a circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval;

4.4.2. the number of this Regulation, followed by the letter "R'", a dash and the approval number to the right of the circle-described in paragraph 4.4.1.

4.5. If the vehicle conforms to a vehicle type approved under one or more other Regulations annexed to this Agreement in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1 need not be repeated; in such case the regulation and, approval numbers and the additional symbols of all the Regulations under which approval has been granted in the country which has granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1.

4.6. The approval mark shall be clearly legible and be indelible.

4.7. The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer.

4.8. Annex 2 to this Regulation gives examples of arrangements of approval marks.

5. GENERAL SPECIFICATIONS

5.1. The protective device shall be so designed that:

5.1.1. it is necessary to put it out of action in order to enable the vehicle to be steered, or to be driven or moved forward in a straight line,

5.1.2. in the case of protective devices of type 4, the device shall be so designed that it is necessary to put it out of action in order to release the transmission. If this device is activated by the control of the parking device it must act in conjunction with the device which deactivates the engine of the vehicle.

([1]) The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.2/Amend.1.

5.1.3. it shall only be possible to extract the key with the bolt in the fully engaged or in the fully disengaged position. Any intermediate position of the key which risks subsequent engagement of the bolt, even if the key of the protective device is inserted, shall be excluded

5.2. The requirements of paragraph 5.1 shall be met by the single application of one key.

5.3. The protective device referred to in paragraph 5.1 above, and the vehicle components on which it operates, shall be so designed, that it cannot rapidly and without attracting attention, be opened, rendered ineffective, or destroyed by, for example, the use of low-cost, easily-concealed tools, equipment or fabrications readily available to the public at large.

5.4. The protective device shall be mounted on the vehicle as an item of original equipment (i.e. equipment installed by the vehicle manufacturer prior to-first retail sale). The lock shall be securely assembled in the protective device. (If the lock can be extracted using the key and after the cover or any other retention device has been removed,. this is not in contradiction with the requirement).

5.5. The key looking system shall provide at least 1 000 different key combinations or a number equal to the total number of vehicles manufactured annually if less than 1 000. In vehicles of one type the frequency of occurrence of each combination shall be roughly one per 1 000.

5.6. The key and lock shall not be visibly coded.

5.7. The look shall be so designed, constructed and fitted that turning of the lock cylinder, when in the locked position, with a torque of less than 0,245 mdaN is not possible with anything other than the mating key, and

5.7.1. for lock cylinders with pin tumblers no more than two identical tumblers operating in the same direction shall he positioned adjacent to each other, and in a lock there shall not be more than 60 per cent identical tumblers,

5.7.2. for lock cylinders with disc tumblers no more than two identical tumblers operating in the same direction shall be positioned adjacent to each other, and in a lock there shall not be more than 50 per cent identical tumblers.

5.8. Protective devices shall be such as to exclude any risk, while the vehicle is in motion with engine running, of accidental blockage likely to compromise safety in particular.

5.9. The protective device, if it is of type 1, type 2 or type 3, shall, in its activated position, be strong enough to withstand, without damage to the steering mechanism likely to compromise safety, the application of a torque of 20 mdaN about the axis of the steering shaft in both directions under static conditions.

5.10. The protective device, if it is of type 1, type 2 or type 3, shall be so designed that the steering can only be locked at an angle of at least 20° to the left and/or the right of the straight ahead position.

6. PARTICULAR SPECIFICATIONS

6.1. In addition to the general specifications prescribed in paragraph 5, the protective device shall comply with the particular conditions prescribed below:

6.1.1. In the case of protective devices of type 1 or type 2, it shall only be possible to engage the lock by means of a movement of the key, the handlebars being in the position appropriate for the engagement of the bolt in the corresponding slot.

6.1.2. In the case of protective devices of type 3, it shall only be possible to pre-load the bolt by a separate action on the part of the user of the vehicle, combined with or in addition to the rotation of the key. It shall not be possible to remove the key once the bolt has been pre-loaded, except in accordance with the provisions of paragraph 5.1.3 above.

6.2. In the case of protective devices of type 2 and type 3, it shall not be possible for the bolt to engage so long as the device is set in a position which permits the activation of the engine of the vehicle.

6.3. In the case of protective devices of type 3, when the-device is set to act, it shall not be possible to prevent the device from functioning.

6.4. In the case of protective devices of type 3, the protective device must remain in good working order and must, in particular, continue to meet the requirements of paragraphs 5.7, 5.8, 5.9 and 6.3 above after it has undergone 2 500 locking cycles in each direction of the test specified in annex 3 of this Regulation.

7. MODIFICATIONS OF VEHICLE TYPE OR OF THE VEHICLE'S PROTECTIVE DEVICE

7.1. Every modification of the vehicle type or of the vehicle's protective device shall be notified to the administrative department which approved the vehicle type. The department may then either:

7.1.1. consider that the modifications made are unlikely to have an appreciable adverse effect, and that in any case the vehicle still complies with the requirements; or

7.1.2. require a further test report from the technical service responsible for conducting the tests.

7.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3 above to the Parties to the Agreement which apply this Regulation.

8. CONFORMITY OF PRODUCTION

8.1. Every vehicle bearing an approval mark as prescribed under this Regulation shall conform, with regard to the type of protective device, to the mounting of the latter on the vehicle, and to the components on which the protective device acts, to the vehicle type approved.

8.2. In order to verify conformity as prescribed in paragraph 8.1 above a sufficient number of random checks shall be made on serially-manufactured vehicles bearing the approval mark required by this Regulation.

9. PENALTIES FOR NON-CONFORMITY OF PRODUCTION

9.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirements laid down in paragraph 8.1 above are not complied with.

9.2. If a Party to the Agreement which applies this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation, by means of a copy of the approval form beaming at the end, in large letters, the signed and dated annotation "APPROVAL WITHDRAWN".

10. PRODUCTION DEFINITELY DISCONTINUED

If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he shall so inform the authority which granted the approval. Upon receiving the relevant communication that authority shall inform thereof the other Parties to the Agreement applying this Regulation by means of a copy of the approval form bearing at the end, in large letters, the signed and dated annotation: "PRODUCTION DISCONTINUED".

11. NAMES AND ADDRESSES OF TECHNICAL SERVICES RESPONSIBLE FOR CONDUCTING APPROVAL TESTS, AND OF ADMINISTRATIVE DEPARTMENTS

The Parties to the Agreement applying this Regulation shall communicate to the United Nations Secretarial the names and addresses of the technical services responsible for conducting approval tests and of the administrative departments which grant approval and to which forms certifying approval or refusal or withdrawal of approval, issued in other countries, are to be sent.

ANNEX 1

COMMUNICATION

(Maximum format: A4 (210 × 297 mm))

issued by: Name of administration:

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Communication concerning the approval (or refusal or withdrawal of approval or production definitely discontinued) of a type of power-driven vehicle with, handlebars with regard to protection against unauthorized use, pursuant to Regulation No 62.

Approval No …

1. Trade name or mark of the power-driven vehicle .....
2. Vehicle type .....
3. Manufacturer's name and address .....
4. If applicable, name and address of manufacturer's representative .....
5. Brief description of the protective device, of its mounting, and function and of the steering system of the vehicle .....
6. Vehicle submitted for approval on .....
7. Technical service responsible for conducting approval tests .....
8. Date of report issued by that service .....
9. Number of report issued by that service .....
10. Approval granted/refused (2) .....
11. Position of approval mark on the vehicle .....
12. Place .....
13. Date .....
14. Signature .....
15. The following documents, gearing the approval number shown above, are annexed to this communication:

    — drawings, diagrams and plans of the protective device, of its mounting, and of the vehicle components on which it acts;

    — photographs of the protective device.

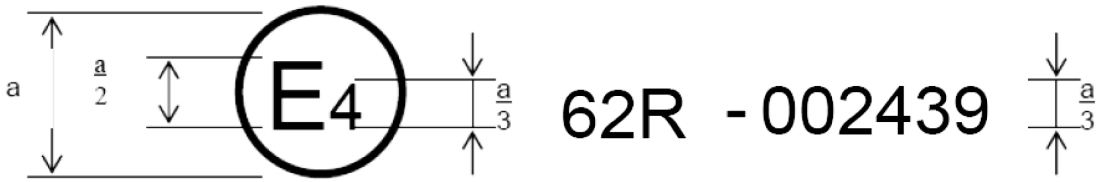
(1) Distinguishing number of the country which has granted/extended/refused/withdrawn approval (see approval provisions in the Regulation).
(2) Strike out what does not apply.

ANNEX 2

ARRANGEMENTS OF APPROVAL MARKS

Model A

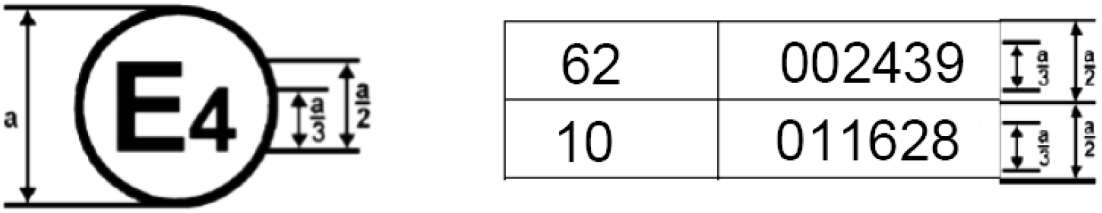
(See paragraph 4.4 of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the protection against unauthorized use, been approved in the Netherlands (E 4) pursuant to Regulation No 62 under the approval number 002439. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No 62 in its original form.

Model B

(See paragraph 4.5 of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to the Regulations Nos 62 and 10 [1]. The approval numbers indicate that, at the dates when the respective approvals were given, Regulation No 62 had not been modified, and Regulation No 10 already included the 01 series of amendments.

[1] The second number is given merely as an example

ANNEX 3

TEST FOR WEAR IN TYPE 3 PROTECTIVE DEVICES

1. TEST EQUIPMENT

1.1. The test equipment shall consist of:

1.1.1. a fixture suitable for mounting the sample steering complete with the protective device attached, as defined in paragraph 2.3 of this Regulation;

1.1.2. a means for activating and de-activating the protective device which shall include the use of the key;

1.1.3. a means for rotating the steering shaft relative to the protective device.

2. TEST METHOD

2.1. A sample of the steering complete with the protective device is attached to the fixture referred to in paragraph 1.1.1 above.

2.2. One cycle of the test procedure shall consist of the following operations:

2.2.1. Start position

The protective device shall be de-activated and the steering shaft shall be rotated to a position which prevents engagement of the protective device.

2.2.2. Set to activate

The protective device shall be moved from the de-activated to the activated position, using the key.

2.2.3. Activated

The steering shaft shall be rotated such that the torque on it, at the instant of engagement of the protective device shall be 5,88 Nm ± 0,25

2.2.4. De-activated

The protective device shall be de-activated by the normal means, the torque being reduced to zero to facilitate disengagement.

2.2.5. Return

The steering shaft shall be rotated to a position which prevents engagement of the protective device.

2.2.6. Opposite rotation

Repeat procedures described in paragraphs 2.2.2, 2.2.3, 2.2.4, and 2.2.5 but in the opposite direction of rotation of the steering shaft.

2.2.7. The time interval between two successive engagements of the device shall be at least 10 seconds.

2.3. The wear-producing cycle shall be repeated for the number of times specified in paragraph 6.4 of this Regulation.