

มาตรฐานผลิตภัณฑ์อุตสาหกรรม

THAI INDUSTRIAL STANDARD

มอก. 2370— 2551

ECE Regulation No.62

00 series of amendments

# คันบังคับสำหรับยานยนต์ที่น้อยกว่าสี่ล้อ : การป้องกันการโจรกรรม

THE HANDLEBARS FOR POWER-DRIVEN VEHICLES : WITH REGARD TO  
THEIR PROTECTION AGAINST UNAUTHORIZED USE

สำนักงานมาตรฐานผลิตภัณฑ์อุตสาหกรรม

กระทรวงอุตสาหกรรม

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มาตรฐานผลิตภัณฑ์อุตสาหกรรม  
กันบั้งคับสำหรับยานยนต์ที่น้อยกว่าสี่ล้อ :  
การป้องกันการโจรกรรม

มอก. 2370— 2551

สำนักงานมาตรฐานผลิตภัณฑ์อุตสาหกรรม  
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ประกาศในราชกิจจานุเบกษา ฉบับประกาศและงานทั่วไป เล่ม 126 ตอนพิเศษ 11 ง  
วันที่ 26 มกราคม พุทธศักราช 2552

อุปกรณ์คันบังคับสำหรับการขับขี่และการควบคุมอื่นๆ เป็นอุปกรณ์จำเป็นสำหรับยานยนต์ที่มีเจตนาใช้งานบนทางสาธารณะเพื่อให้เกิดความปลอดภัย จึงต้องมีมาตรฐานที่เหมาะสม และเพื่อเป็นการส่งเสริมอุตสาหกรรม จึงกำหนดมาตรฐานผลิตภัณฑ์อุตสาหกรรมคันบังคับสำหรับยานยนต์ที่น้อยกว่าสี่ล้อ: การป้องกันการโจรกรรมขึ้น

มาตรฐานผลิตภัณฑ์อุตสาหกรรมนี้กำหนดขึ้นโดยรับ Economic Commission for Europe (ECE) Regulation No.62 UNIFORM PROVISIONS CONCERNING THE APPROVAL OF POWER-DRIVEN VEHICLES WITH HANDLEBARS WITH REGARD TO THEIR PROTECTION AGAINST UNAUTHORIZED USE

ดังต่อไปนี้

1. Regulation No. 62

2. Regulation No. 62 Amendment 1

3. Regulation No. 62 Amendment 1 – Corrigendum 1

Corrigendum 1 to Supplement 1 to the original version of the Regulation

4. Regulation No. 62 Amendment 2

Supplement 2 to the original version of the Regulation

มาใช้ในระดับเหมือนกันทุกประการ (identical) เฉพาะสาระสำคัญทางวิชาการซึ่งแสดงถึงข้อกำหนดคุณลักษณะทั่วไป ข้อกำหนดคุณลักษณะเฉพาะ

สำหรับข้อกำหนดด้านการรับรอง หรือการดำเนินการต่างๆ ที่เกี่ยวข้องให้เป็นไปตามพระราชบัญญัติมาตรฐานผลิตภัณฑ์อุตสาหกรรมโดยสำนักงานมาตรฐานผลิตภัณฑ์อุตสาหกรรมจะประกาศกำหนด หลักเกณฑ์การรับรองต่อไป

คณะกรรมการมาตรฐานผลิตภัณฑ์อุตสาหกรรมได้พิจารณามาตรฐานนี้แล้ว เห็นสมควรเสนอรัฐมนตรีประกาศตาม มาตรา 15 แห่งพระราชบัญญัติมาตรฐานผลิตภัณฑ์อุตสาหกรรม พ.ศ. 2511



## ประกาศกระทรวงอุตสาหกรรม

ฉบับที่ 3844 (พ.ศ. 2551)

ออกตามความในพระราชบัญญัติมาตรฐานผลิตภัณฑ์อุตสาหกรรม

พ.ศ. 2511

เรื่อง กำหนดมาตรฐานผลิตภัณฑ์อุตสาหกรรม

คันบังคับสำหรับยานยนต์ที่น้อยกว่าสี่ล้อ : การป้องกันการโจรกรรม

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อาศัยอำนาจตามความในมาตรา 15 แห่งพระราชบัญญัติมาตรฐานผลิตภัณฑ์อุตสาหกรรม พ.ศ. 2511 รัฐมนตรีว่าการกระทรวงอุตสาหกรรมออกประกาศกำหนดมาตรฐานผลิตภัณฑ์อุตสาหกรรม คันบังคับสำหรับยานยนต์ที่น้อยกว่าสี่ล้อ : การป้องกันการโจรกรรม มาตรฐานเลขที่ มอก. 2370-2551 ไว้ดังมีรายละเอียดต่อท้ายประกาศนี้

ประกาศ ณ วันที่ 29 เมษายน พ.ศ. 2551

สุวิทย์ คุณกิตติ

รัฐมนตรีว่าการกระทรวงอุตสาหกรรม

# มาตรฐานผลิตภัณฑ์อุตสาหกรรม คันบังคับสำหรับยานยนต์ที่น้อยกว่าสี่ล้อ: การป้องกันการโจรกรรม

## ขอบข่าย

มาตรฐานผลิตภัณฑ์อุตสาหกรรมนี้ครอบคลุมเฉพาะยานยนต์ประเภท  $L_1$  ถึง  $L_7$ , 1/ ที่มีคันบังคับ

## บทนิยาม

ความหมายของคำที่ใช้ในมาตรฐานผลิตภัณฑ์อุตสาหกรรมนี้ ให้เป็นไปตาม ECE Regulation No.62

## ข้อกำหนด

คุณลักษณะที่ต้องการ ข้อกำหนดคุณลักษณะด้านเทคนิค ในมาตรฐานผลิตภัณฑ์อุตสาหกรรมนี้ให้เป็นไปตาม ECE Regulation No.73 ข้อ 5. และ ข้อ 6.

## การทดสอบ

การทดสอบและการหาค่าต่าง ๆ ในมาตรฐานผลิตภัณฑ์อุตสาหกรรมนี้ให้เป็นไปตาม ECE Regulation No. 62 ANNEX ที่เกี่ยวข้อง

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1/ ตามที่กำหนดในภาคผนวก 7 ของ 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)

**พ.ร.บ.2370—2551**  
**ECE Regulation No. 62**  
**00 series of amendments**

Regulation No. 62

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF POWER-DRIVEN VEHICLES WITH  
HANDLEBARS WITH REGARD TO THEIR PROTECTION AGAINST UNAUTHORIZED USE

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Regulation No. 62

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF POWER-DRIVEN VEHICLES  
WITH HANDLEBARS WITH REGARD TO THEIR PROTECTION AGAINST UNAUTHORIZED  
USE

1. SCOPE

- 1.1. This Regulation applies to protective devices designed to prevent the unauthorized use of two-wheeled power-driven vehicles with or without sidecars and of power-driven three-wheeled vehicles equipped with handle-bars.

2. DEFINITIONS

For the purposes of this Regulation:

- 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 normal use of the vehicle. Such a system shall provide a positive locking action of the steering and 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 deactivates the engine of the vehicle;
- 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 drawing 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.

- 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" following by the distinguishing number of the country which has granted approval;<sup>1/</sup>
- 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. 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 requirement of paragraph 5.1. shall be met by the single application of one key.

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<sup>1/</sup> one for The Federal Republic of Germany, <sup>2</sup> For France, <sup>3</sup> for Italy, <sup>4</sup> for the Netherlands, <sup>5</sup> for Sweden, <sup>6</sup> for Belgium, <sup>7</sup> for Hungary, <sup>8</sup> for Czechoslovakia, <sup>9</sup> for Spain, <sup>10</sup> for Yugoslavia, <sup>11</sup> for the United Kingdom, <sup>12</sup> for Austria, <sup>13</sup> for Luxembourg, <sup>14</sup> for Switzerland, <sup>15</sup> for the German Democratic Republic, <sup>16</sup> for Norway, <sup>17</sup> for Finland, <sup>18</sup> for Denmark, <sup>19</sup> for Romania, <sup>20</sup> for Poland, and <sup>21</sup> for Portugal. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.

- 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 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 locking 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 lock 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 be positioned adjacent to each other, and in a lock there shall not 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 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 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, in accordance with the provisions of paragraph 5.1.2. 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 bearing 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 Secretariat 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.
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**អង្គ. 2370—2551**

**ECE Regulation No. 62**

**00 series of amendments**

Rev.1/Add.61

Annex 1

(to the Regulation)

(Maximum format: A4 (210 x 297 mm))



Name of  
administration

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 its  
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 1/.....
11. Position of approval mark on the vehicle .....  
.....
12. Place .....
13. Date .....
14. Signature .....
15. The following documents, bearing 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.

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1/Strike out what does not apply.



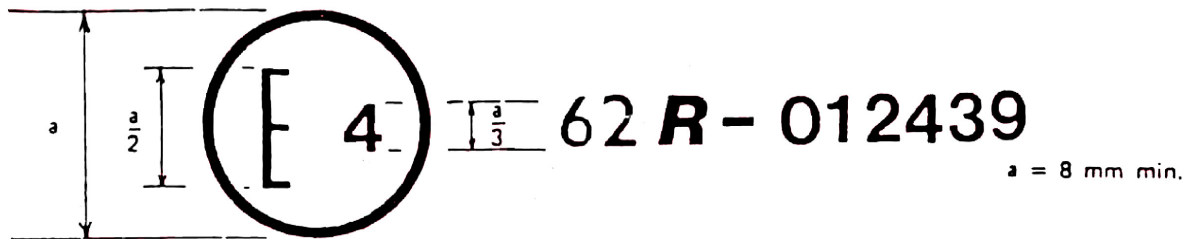
Rev.1/Add.61  
 Annex 2

Annex 2

ARRANGEMENTS OF APPROVAL MARKS

Model A

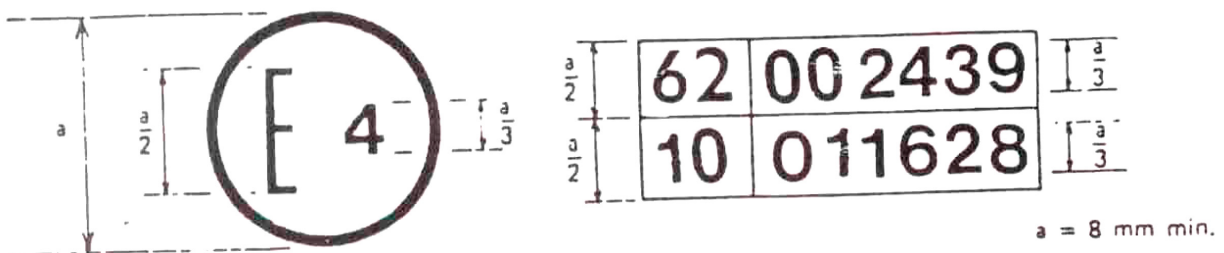
(See paragraph 4.4 of this Regulation)



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 (E4) 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 (E4) pursuant to the Regulations Nos. 62 and 10.<sup>1/</sup> The approval numbers indicate that, at the dates when the respective approval were given, Regulation No. 62 had not been modified, and regulation No.10 already included the 01 series of amendments.

<sup>1/</sup> This number is given merely as an example.

**អង្គ. 2370—2551**

**ECE Regulation No. 62**

**00 series of amendments**

Rev.1/Add.61

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  $5.88 \text{ Nm} \pm 0.25$ .
      - 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.

**နံပါတ်. 2370—2551**

**ECE Regulation No. 62**

**00 series of amendments**

Paragraph 2.3., amend to read:

"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:"

Paragraphs 2.3.1., 2.3.2. and 2.3.3. remain unchanged

Add a new paragraph to read:

"2.3.4. Type 4: positively operated on the transmission. "

Paragraph 5.1.2., amend to read:

"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."

Paragraph 5.1.2 (old) renumber as paragraph 5.1.3.

Paragraph 5.9., amend to read:

"5.9.     The protective device, if it is of type 1, type 2 or type 3, shall, in its activated position ..."

Paragraph 5.10., amend to read:

"5.10     The protective device, if it is of type 1, type 2 or type 3, shall be so designed ..."

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№00. 2370—2551

**ECE Regulation No. 62**

**00 series of amendments**

Rev.1/Add.61/Amend. 1/Corr. 1

page 2

Paragraph 4.4.1., footnote 1/, amend to read:

"1/ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Yugoslavia, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35-36 (vacant), 37 for Turkey, 38-39 (vacant), 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia and 46 for Ukraine. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement."

Paragraph 6.1.2., correct the reference to "paragraph 5.1.2." to read "paragraph 5.1.3."



Paragraphs 1. and 1.1., amend to read (including a reference to footnote 1/ and a new footnote 1/):

"1. SCOPE

This Regulation applies to vehicles of categories L<sub>1</sub> to L<sub>7</sub>, 1/ if fitted with handlebars.

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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)."

Paragraph 4.4.1., footnote 1/, renumber as footnote 2/ and amend to read:

"2/ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Serbia and Montenegro, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa, 48 for New Zealand, 49 for Cyprus, 50 for Malta, 51 for the Republic of Korea, 52 for Malaysia and 53 for Thailand. Subsequent numbers shall be assigned ..... "

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