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Reference: C.N.124.2001.TREATIES-1 (Depositary Notification)

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.  
GENEVA, 20 MARCH 1958

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

PROPOSAL OF AMENDMENTS TO REGULATION

On 27 February 2001, the Secretary-General received from the Administrative Committee of the above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to the above Regulation.

..... A copy, in the English and French languages, of the document containing the text of the proposed amendments is transmitted herewith (doc. TRANS/WP.29/760).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement which read as follows:

"2. An amendment to a Regulation will be considered to be adopted unless, within a period of six months from its notification by the Secretary-General, more than one-third of the Contracting Parties applying the Regulation at the time of notification have informed the Secretary-General of their disagreement with the amendment. If, after this period, the Secretary-General has not received declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation, the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the unamended Regulation will be regarded as an alternative to the amended Regulation and will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force. In this case the obligations of the Contracting Parties applying the Regulation shall be the same as set out in paragraph 1.

3. Should a new Contracting Party accede to this Agreement between the time of the

Attention: Treaty Services of Ministries of Foreign Affairs and of international organizations concerned.

notification of the amendment to a Regulation by the Secretary-General and its entry into force, the Regulation in question shall not enter into force for that Contracting Party until two months after it has formally accepted the amendment or two months after the lapse of a period of six months since the communication to that Party by the Secretary-General of the proposed amendment."

12 March 2001

A handwritten signature in black ink, consisting of a stylized, cursive script that is difficult to decipher but appears to be a personal name or initials.



**Economic and Social  
Council**

Distr.

GENERAL

TRANS/WP.29/760  
20 December 2000.

ENGLISH  
Original: ENGLISH  
and FRENCH

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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

DRAFT SUPPLEMENT 1 TO THE 01 SERIES OF AMENDMENTS  
TO REGULATION No. 97

(Vehicle alarm systems)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its sixteenth session, following the recommendation by WP.29 at its one-hundred-and-twenty-second session. It is based on document TRANS/WP.29/2000/53, not amended (TRANS/WP.29/743, para. 164).

Paragraph 5.3., amend to read (including new footnotes 3/ and 4/; former footnotes 3/ and 4/ renumber as footnotes 5/ and 6/):

"..... ETSI Standards 2/, e.g. EN 300 220-1 V1.2.1 (1997-11) and EN 300 220-2 V1.2.1 (1997-11) (including any advisory requirements). The frequency and maximum radiated power of radio transmissions for the setting and unsetting of the alarm must comply with the CEPT/ERC 3/ Recommendation 70-03 (1977) relating to the use of short ranges devices 4/.

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3/ CEPT: Conference of European Posts and Communications  
ERC: European Radiocommunications Committee

4/ Contracting Parties may prohibit the frequency and/or the power and may permit the use of other frequency and/or power."

Paragraph 17.3., amend to read (including the references to footnotes 3/ and 4/):

"..... ETSI Standards 2/, e.g. EN 300 220-1 V1.2.1 (1997-11) and EN 300 220-2 V1.2.1 (1997-11) (including any advisory requirements). The frequency and maximum radiated power of radio transmissions for the setting and unsetting of the alarm must comply with the CEPT/ERC 3/ Recommendation 70-03 (1977) relating to the use of short ranges devices 4/."

Paragraph 31.2., amend to read (including the references to footnotes 3/ and 4/):

"..... ETSI Standards 2/, e.g. EN 300 220-1 V1.2.1 (1997-11) and EN 300 220-2 V1.2.1 (1997-11) (including any advisory requirements). The frequency and maximum radiated power of radio transmissions for the setting and unsetting of the immobilizer must comply with the CEPT/ERC 3/ Recommendation 70-03 (1977) relating to the use of short ranges devices 4/."

Paragraph 31.4., amend to read:

"31.4. It shall not be possible for an immobilizer to enter the set state when the ignition key is in the engine running mode, except when:

- (a) the vehicle is equipped or intended to be equipped for ambulance, fire brigade or police purposes; or
- (b) the engine is required to:
  - (i) drive machinery forming part of, or mounted on, the vehicle for purposes other than driving the vehicle; or
  - (ii) maintain the electrical power of the batteries of the vehicle at a level required for driving that machinery or apparatus;

and the vehicle is stationary with the parking brake applied. When this exception is used, this fact shall be stated under item 2 of the addendum to the communication document (annex 2 to this Regulation)."

Paragraph 32.4.2., amend to read:

"32.4.2. If the immobilizer can enter the set state when the ignition key is in the engine running mode as provided for in paragraph 31.4., the immobilizer may also be set by the opening of the driver's door and/or the authorised user carrying out a deliberate action."

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