「車輛型式安全審驗管理辦法」第十四條附表車輛安全檢測基準部分增修條文內容檢討

(二)

會議資料

1. 法規增修涉及國內車輛安全法規內容彙整……P.2

法規增修涉及國內車輛安全法規內容彙整（計 10 項）

項 次	法　規　名　稱	修訂法規內容	新增之法規項目	頁碼	版本別	內容摘要
1	附件二、車輛規格規定	◎		P.4	---	為確保乘客搭乘大眾運輸交通工具安全，並因應車輛科技發展，針對現行動力車門除規範當車門於關閉過程時不得傷害或夾傷乘客外，亦規範應加裝具有主動式車門感測安全系統之功能，藉由系統偵測車門附近範圍內有乘客時，車門無法關閉，以確保安全。
				P.6	EU 3/2014	參考EU 3/2014 ANNEX XIV，增訂具密閉式車身之L2或L5類車輛，應配備可從駕駛位置操作的倒車裝置之規定。
2.	附件十四之一、機車客座扶手與腳踏板規定	◎		P.7	EU 44/2014	參考EU 44/2014 ANNEX XIII，增訂具密閉式車身之L2或L5類車輛乘客座椅若配備機車客座扶手者，應符合本項規定。
3.	附件十九之一、車輛內裝材料難燃性能要求	◎		P.8	CNS 13387	參考CNS 13387，增訂具密閉式車身之L2或L5類車輛之車輛內裝材料難燃性能要求應符合本項規定。
4.	附件二十二之一、速率計	◎		P.9	EU 3/2014	1.參考EU 3/2014 ANNEX VIII，增訂具密閉式車身之L2或L5類車輛之速率計應符合本項規定。 2.配合法制作業文字體例，酌修部分數字之表示形式。
5.	附件二十四之一、機車控制器標誌	◎		P.12	EU 3/2014	參考EU 3/2014 ANNEX VIII，增訂具密閉式車身之L2或L5類車輛得選擇符合本項規定或基準「附件七十五、汽車控制器標誌規定」。
6.	附件四十八之二、安全帶固定裝置	◎		P.28	EU 3/2014	參考EU 3/2014 ANNEX XII，增訂具密閉式車身之L2或L5類車輛，應符合本項安全帶固定裝置規定。

項 次	法　規　名　稱	修訂法規內容	新增之法規項目	頁碼	版本別	內容摘要
7.	附件四十九之二、座椅強度	◎		P.54	EU 3/2014	參考EU 3/2014 ANNEX XIII，增訂具密閉式車身之L2或L5類車輛，應符合本項座椅強度規定。
8.	附件五十一之二、門閂／鉸鏈	◎		P.62	EU 3/2014	參考EU 3/2014 ANNEX XVII，增訂具密閉式車身之L2或L5類車輛，應符合本項門閂/鉸鏈規定。
9.	附件七十五、汽車控制器標誌	◎		P.66	EU 3/2014	參考EU 3/2014 ANNEX VIII，增訂具密閉式車身之L2或L5類車輛之汽車控制器標誌得選擇符合本項規定替代基準「附件二十四之一、機車控制器標誌」。
10.	附件七十七、客車車外突出限制	◎		P.69	EU 44/2014	參考EU 44/2014 ANNEX VIII，增訂具密閉式車身之L2或L5類車輛之車外突出限制應符合本項規定。

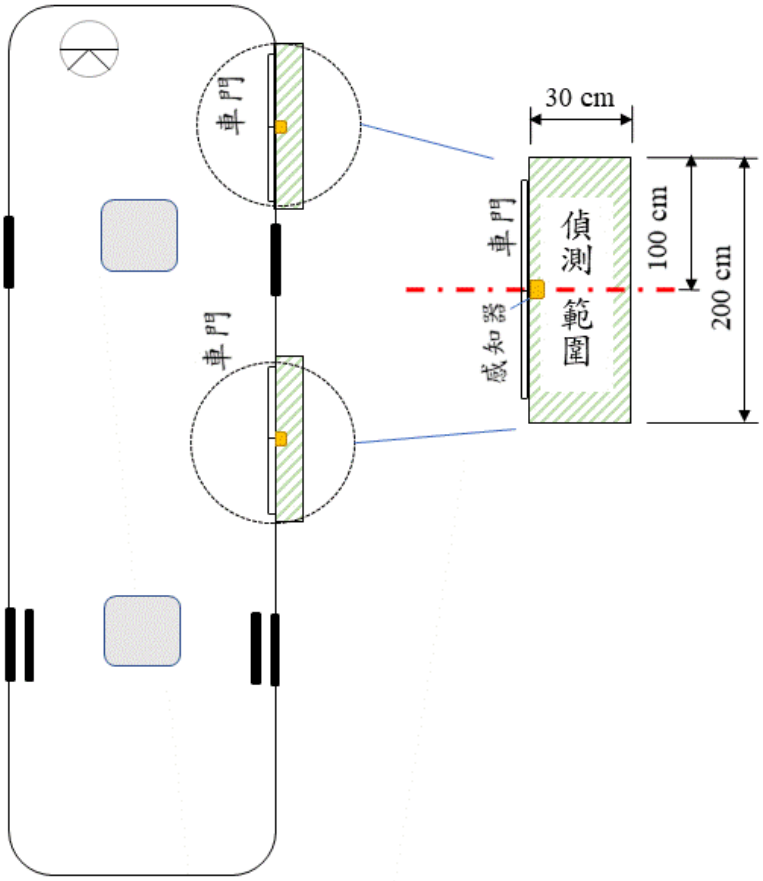
附件二、車輛規格規定

修正規定	現行規定	說明
4.1.19 動力控制式車門之額外技術要求 … 4.1.19.10 自中華民國一百十五年七月一日起，新型式 M2、M3 類之市區公車及中華民國一百十五年七月一日起，各型式 M2、M3 類之市區公車，其動力控制式車門應配備主動式車門感測安全系統。 4.1.19.10.1 主動式車門感測安全系統，感應器應安裝於車外且安裝後不得突出車寬外五公分，感應器偵測範圍至少為門框距離車身二百公分乘三十公分內(示意圖，如圖二十)，當系統偵測範圍內有乘客時，車門無法關閉。 4.1.19.10.2 若主動式車門感測安全系統失效或異常時，應可由駕駛手動關閉該項功能且系統自動啟動一視覺警示燈，以提醒駕駛該主動式車門感測安全系統已關閉，惟其車門仍應符合 4.1.19.6 之規定。 4.1.19.10.3 主動式車門感測安全系統於失效時，其車門仍應符合 4.1.19.6 之規定。	4.1.19 動力控制式車門之額外技術要求 …	為確保乘客搭乘大眾運輸交通工具安全，並因應車輛科技發展，針對現行之動力車門除規範當車門於關閉過程時不得傷害或夾傷乘客外，亦規範市區公車、雙節式大客車、市區雙層公車應加裝具有主動式車門感測安全系統之功能，藉由系統偵測車門附近範圍內有乘客時，車門無法關閉，以確保安全。
4.4.6 動力控制式車門之額外技術要求 … 4.4.6.1.10 自中華民國一百十五年七月一日起之新型式雙節式大客車，及中華民國一百十五年七月一日起之各型式雙節式大客車，其動力控制式車門應配備主動式車門感測安全系統。 4.4.6.1.10.1 主動式車門感測安全系統，感應器應安裝於車外且安裝後不得突出車寬外五公	4.4.6 動力控制式車門之額外技術要求 …	

分，感應器偵測範圍至少為門框距離車身二百公分乘三十公分內(示意圖，如圖二十)，當系統偵測範圍內有乘客時，車門無法關閉。 4.4.6.1.10.2 若主動式車門感測安全系統失效或異常時，應可由駕駛手動關閉該項功能且系統自動啟動一視覺警示燈，以提醒駕駛該主動式車門感測安全系統已關閉，惟其車門仍應符合 4.1.19.6 之規定。 4.4.6.1.10.3 主動式車門感測安全系統於失效時，其車門仍應符合 4.4.6.6 之規定。		
4.5.6 動力控制式車門之額外技術要求 … 4.5.6.1.10 自中華民國一百十五年七月一日起之新型式市區雙層公車，及中華民國一百十五年七月一日起之各型式市區雙層公車，其動力控制式車門應配備主動式車門感測安全系統。 4.5.6.1.10.1 主動式車門感測安全系統，感應器應安裝於車外且安裝後不得突出車寬外五公分，感應器偵測範圍至少為門框距離車身二百公分乘三十公分內(示意圖，如圖二十)，當系統偵測範圍內有乘客時，車門無法關閉。 4.5.6.1.10.2 若主動式車門感測安全系統失效或異常時，應可由駕駛手動關閉該項功能且系統自動啟動一視覺警示燈，以提醒駕駛該主動式車門感測安全系統已關閉，惟其車門仍應符合 4.1.19.6 之規定。 4.5.6.1.10.3 主動式車門感測安全系統於失效時，其車門仍應符合 4.5.6.6 之規定。	4.5.6 動力控制式車門之額外技術要求 …	

4.8 中華民國○年○月○日起，各型式之具密閉式車身之 L2 或 L5 類車輛，應配備可從駕駛位置操作之倒車裝置。		參考 EU 3/2014 ANNEX XIV，研擬具密閉式車身之 L2 或 L5 類車輛，應配備可從駕駛位置操作的倒車裝置之規定。

新增



圖二十：主動式車門感測安全系統之感應器偵測範圍示意圖

EU 44/2014 SUPPLEMENT TO EU 168/2013 ON THE VEHICLE CONSTRUCTION AND GENERAL REQUIREMENTS FOR THE APPROVAL OF TWO- OR THREE-WHEEL VEHICLES AND QUADRICYCLES

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
ANNEX XIII **Requirements applying to passenger handholds and footrests** 1. General requirements 1.1. 'Type of vehicle with regard to handholds and footrests' means a category of vehicles which do not differ in such essential respects as shape, size, material and mounting characteristics of the passenger handhold and footrests of the vehicle. 1.2. For vehicles designed to carry one or more passengers but not equipped with safety belts for those passengers, the seating positions in question shall be fitted with a passenger handhold system consisting of either a strap or one or two hand-grip bars.		附件十四之一、機車客座扶手與腳踏板規定 1. 實施時間及適用範圍： 1.1 中華民國一百十四年七月一日起，新型式之 L1、L2、L3 及 L5 類車輛，其機車客座扶手與腳踏板，應符合本項規定。 1.1.1 具密閉式車身之 L2 或 L5 類車輛，若有配備安全帶者，則得免符合本項機車客座扶手者相關規定。 1.2 申請少量車型安全審驗或逐車少量車型安全審驗者，得免符合本項「機車客座扶手與腳踏板規定」規定。	附件十四之一、機車客座扶手與腳踏板規定 1. 實施時間及適用範圍： 1.1 中華民國一百十四年七月一日起，新型式之 L1、L2、L3 及 L5 類車輛，其機車客座扶手與腳踏板，應符合本項規定。 1.2 申請少量車型安全審驗或逐車少量車型安全審驗者，得免符合本項「機車客座扶手與腳踏板規定」規定。

CNS 13387 車輛內裝材料燃燒性試驗法

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		附件十九之一、車輛內裝材料難燃性能要求 1. 車輛內裝材料：指使用於車輛乘室內之椅墊、椅背、頂蓬、各種飾板(包含車門、前、後及側邊等飾板)、地毯、窗簾等內裝物，以及使用於基準「車輛規格規定」甲類大客車與乙類大客車，其電纜、及引擎室內與任何獨立加熱空間內之隔離材料。 2. 實施時間及適用範圍： 2.1 中華民國一百零八年一月一日起，新型式之幼童專用車、校車、大客車、小客車、小客貨兩用及中華民國○年○月○日起，新型式之具密閉式車身之 L2 或 L5 類車輛，應符合本項規定；中華民國一百十一年一月一日起，各型式已符合本基準項次「十九」規定之甲類大客車與乙類大客車，其電纜、及引擎室內與任何獨立加熱空間內之隔離材料難燃性能，另應符合本項之 6.2 規定。 2.1.1 中華民國一百十一年一月一日	附件十九之一、車輛內裝材料難燃性能要求 1. 車輛內裝材料：指使用於車輛乘室內之椅墊、椅背、頂蓬、各種飾板(包含車門、前、後及側邊等飾板)、地毯、窗簾等內裝物，以及使用於基準「車輛規格規定」甲類大客車與乙類大客車，其電纜、及引擎室內與任何獨立加熱空間內之隔離材料。 2. 實施時間及適用範圍： 2.1 中華民國一百零八年一月一日起，新型式之幼童專用車、校車、大客車、小客車及小客貨兩用車輛，應符合本項規定；中華民國一百十一年一月一日起，各型式已符合本基準項次「十九」規定之甲類大客車與乙類大客車，其電纜、及引擎室內與任何獨立加熱空間內之隔離材料難燃性能，另應符合本項之 6.2 規定。 2.1.1 中華民國一百十一年一月一日

		以前，新型式之甲類大客車與乙類大客車，其電纜得以符合 ISO 6722:2006 或 ISO 6722-1:2011 抗火焰傳播試驗之證明文件，為本項 6.2.6 規定之符合性佐證文件。	以前，新型式之甲類大客車與乙類大客車，其電纜得以符合 ISO 6722:2006 或 ISO 6722-1:2011 抗火焰傳播試驗之證明文件，為本項 6.2.6 規定之符合性佐證文件。

EU 3/2014 SUPPLEMENT TO EU 168/2013 ON THE APPROVAL AND MARKET SURVEILLANCE OF TWO- OR THREE-WHEEL VEHICLES AND QUADRICYCLES

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
2. Definitions 2.3. "Tyres normally fitted" means the type or types of tyre provided by the manufacturer on the vehicle type in question; snow tyres shall not be regarded as tyres normally fitted; 2.4. "Normal running pressure" means the cold inflation pressure specified by the vehicle manufacturer increased by 200 hPa; 2.7. "Unladen vehicle" means the vehicle in running order, complete with fuel,		附件二十二之一、速率計 … 2. 名詞釋義： 2.1 一般配置輪胎(Tyres normally fitted)：指申請者所提供之一或多個輪胎型式；雪地胎應不視為一般配置輪胎。 2.2 一般行駛壓力(Normal running pressure)：指由申請者規定之冷態充氣胎壓再加上零點二巴。 … 2.5 無負載車輛 (Unladen vehicle)：係指車輛於可行駛狀態，裝有燃料、冷卻液、潤滑油、工具及備胎(若其為	附件二十二之一、速率計 … 2. 名詞釋義： 2.1 一般配置輪胎(Tyres normally fitted)：指申請者所提供之一或多個輪胎型式；雪地胎應不視為一般配置輪胎。 2.2 一般行駛壓力(Normal running pressure)：指由申請者規定之冷態充氣胎壓再加上０・二巴。 … 2.5 無負載車輛 (Unladen vehicle)：係指車輛於可行駛狀態，裝有燃料、冷卻液、潤滑油、工具及備胎(若其為申請者提供之標準配備)，裝載七五

coolant,lubricant, tools and a spare wheel (if provided as standard equipment by the vehicle manufacturer), carrying a driver weighing 75 kg, but no driver's mate, optional accessories or load. … 5. Specifications … 5.2.1. In the case of speedometers intended for vehicles of Categories M, N, and L3, L4, L5,and L7 the graduation shall be 1, 2, 5 or 10 km/h. The numerical values of the speed shall be indicated on the display as follows: when the highest value on the display does not exceed 200 km/h, speed values shall be indicated at intervals not exceeding 20 km/h.When the maximum value on the display exceeds 200 km/h, then the speed values shall be indicated at intervals not exceeding 30 km/h. The indicated numerical speed value intervals need not be		申請者提供之標準配備)，裝載七十五公斤重之駕駛；但不含隨車服務員，選用附件或負載。 … 5.一般規範 … 5.3 速率值指示間隔： 5.3.1 M、N、L3 及 L5 類車輛，速率計刻度從有指示數字之第一刻度起應為一、二、五或十 km/h(公里/小時)之間隔。速率計標度盤最高值未超過二百公里/小時者，速率值指示間隔應不超過二十公里/小時；標度盤最高值超過二百公里/小時者，速率值指示間隔應不超過三十公里/小時。	公斤重之駕駛；但不含隨車服務員，選用附件或負載。 … 5.一般規範 … 5.3 速率值指示間隔： 5.3.1 M、N、L3 及 L5 類車輛，速率計刻度從有指示數字之第一刻度起應為一、二、五或一０km/h(公里/小時) 之間隔。速率計標度盤最高值未超過二００公里/小時者，速率值指示間隔應不超過二０公里/小時；標度盤最高值超過二００公里/小時者，速率值指示間隔應不超過三０公里/小時。

uniform. … 5.2.3. In the case of speedometers intended for vehicles of categories L1 (mopeds), L2, and L6the display readings shall not exceed 80 km/h. The graduation shall be 1, 2, 5 or 10 km/h and the marked numerical values of the speed indicated shall not exceed 10 km/h. The indicated numerical speed value intervals need not be uniform.		5.3.2 L1、L2 類車輛之標度盤最高值不得超過八十公里/小時，速率計刻度從有指示數字之第一刻度起應為一、二、五或十 km/h(公里/小時) 之間隔。且速率值指示間隔應不超過十公里/小時。 5.4 速率計裝備之準確度應依下列程序試驗： 5.4.1 輪胎應依據本基準 2.1 規定，在車輛上的輪胎應為一般配置輪胎其中之一，測試時應對申請者擬安裝之每個型式速率計均進行試驗。 5.4.2 車輛應於無負載狀態下進行測試，可依量測目的而裝載額外重量。車重及各軸之間重量分佈應記錄於試驗報告。 5.4.3 速率計之參考溫度應為攝氏溫度二十三正負五度。申請者得聲明依現況測試。	5.3.2 L1、L2 類車輛之標度盤最高值不得超過八0公里/小時，速率計刻度從有指示數字之第一刻度起應為一、二、五或一0 km/h(公里/小時)之間隔。且速率值指示間隔應不超過一0公里/小時。 5.4 速率計裝備之準確度應依下列程序試驗： 5.4.1 輪胎應依據本基準 2.1 規定，在車輛上的輪胎應為一般配置輪胎其中之一，測試時應對申請者擬安裝之每個型式速率計均進行試驗。 5.4.2 車輛應於無負載狀態下進行測試，可依量測目的而裝載額外重量。車重及各軸之間重量分佈應記錄於試驗報告。 5.4.3 速率計之參考溫度應為攝氏溫度二三正負五度。申請者得聲明依現況測試。
ANNEX VIII **Requirements applying to driver-operated controls including identification of controls, tell-tales and indicators** … 1.2.2.1. The technical service may accept an increased temperature range of 296 +/- 15 K (23 +/- 15 deg. C) instead of	【原3/2014索引至UNECE R39 規定5.2.3之溫度範圍相關條文，現UN已調整至5.3.3】	5.4.3.1若申請者能向檢測機構展演其具密閉式車身之L2或L5類車輛之速率計裝置對此溫度變化不敏感(例：數位式顯示器)，則檢測機構可接	

the range stated in point 5.2.3 of UNECE regulation No 39 if it can be demonstrated that the speedometer equipment is not sensitive to such temperature variations (e.g. with digital displays). … 5.3.6. The test instrumentation used for measuring the true vehicle speed shall be accurate to +/- 0.5 per cent; 5.3.6.1. The surface of a test track when used shall be flat, and provide sufficient adhesion; 5.3.6.2. If a roller dynamometer is used for the test, the diameter of the roller should be at least 0.4 m;		受更高之溫度範圍(絕對溫度二百九十六正/負十五K)(攝氏溫度二十三正/負十五度C)替代規定5.4.3中之溫度範圍。 … 5.4.6用於量測真實速率之設備精確度應為百分比正負零點五。 5.4.6.1試驗道路應為平坦、乾燥且足夠磨擦力。 5.4.6.2 若使用滾筒動力計試驗，滾筒直徑至少應有零點四公尺。	… 5.4.6用於量測真實速率之設備精確度應為百分比正負０・五。 5.4.6.1試驗道路應為平坦、乾燥且足夠磨擦力。 5.4.6.2 若使用滾筒動力計試驗，滾筒直徑至少應有０・四公尺。

EU 3/2014 SUPPLEMENT TO EU 168/2013 ON THE APPROVAL AND MARKET SURVEILLANCE OF TWO- OR THREE-WHEEL VEHICLES AND QUADRICYCLES

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
ANNEX VIII **Requirements applying to driver-operated controls including**		二十四之一、機車控制器標誌 1. 實施時間及適用範圍： 1.1 中華民國一百零六年一月一日	二十四之一、機車控制器標誌 1. 實施時間及適用範圍： 1.1 中華民國一百零六年一月一日

identification of controls, tell-tales and indicators 1. Requirements for the approval of a type of vehicle with regard to identification of controls, telltales and indicators 1.1. Identification of controls, tell-tales and indicators 1.1.1. Vehicles of categories L1e-B and L3e shall meet all the relevant requirements of UNECE regulation No 60 except those in Annex 3 to that regulation. The requirements of points 1.1.1.1 and 1.1.1.2 shall also be taken into account. 1.1.1.1. It shall be ensured that no deviations in the shape and orientation of the provided symbols are permitted. 1.1.1.2. It shall further be ensured that the corresponding requirements of points 2 to 2.2.1.6 are met with respect to functions for which no symbol is provided in UNECE regulation No 60, but for which symbols are provided in this Regulation. 1.1.2. Vehicles of category L4e shall meet		起，新型式之 L1、L2、L3 及 L5 類車輛其機車控制器標誌，應符合本項規定。符合本基準項次「附件二十四」規定之既有型式 L1、L2、L3 及 L5 類車輛，亦視同符合本項規定。 1.1.1 中華民國○年○月○日起，新型式具密閉式車身之 L2 或 L5 類車輛及中華民國○年○月○日起，各型式具密閉式車身之 L2 或 L5 類車輛，其機車控制器標誌，應符合本項 6.之規定，或得以符合本基準項次「附件七十五、汽車控制器標誌」中 M1 類車輛之規定替代本項。 1.2 檢測機構得依本項基準調和之聯合國車輛安全法規 (UN Regulations)，UN R60 00 系列及其後續相關修正規範進行測試。 …	起，新型式之 L1、L2、L3 及 L5 類車輛其機車控制器標誌，應符合本項規定。符合本基準項次「二十四」規定之既有型式 L1、L2、L3 及 L5 類車輛，亦視同符合本項規定。 …

all the relevant requirements in points 1.1.1 to 1.1.1.2 for vehicle category L3e. 1.1.3. Vehicles of categories L2e, L5e, L6e and L7e shall meet the requirements of point 2 to 2.2.1.6 or, alternatively, the relevant requirements of UNECE regulation No 121(1), as prescribed for vehicle category M1. … 2. Specific requirements 2.1. Controls, tell-tales and indicators fitted to the vehicle and listed in point 2.1.10 shall comply with the requirements regarding location, identification, colour and illumination. For functions for which no symbol is provided in this Regulation, the manufacturer may use a symbol following the appropriate ISO 6727:2012 or 2575:2010/Amd1:2011 standards. Where no ISO symbol is available, the manufacturer may use a symbol of its own conception. In any case, such symbol shall not cause		6. 具密閉式車身之 L2 或 L5 類車輛其機車控制器標誌之特定規範，應符合下列要求： 6.1 車輛安裝圖一所述之控制器、識別標誌或指示器時，須符合控制器、識別標誌或指示器之位置、識別、顏色及照度之規定。若該功能於本項基準內無可用之符號時，申請者得使用 ISO 6727:2012 或 ISO 2575:2010/Amd1:2011 內適當之符號。若 ISO 無可使用之符號，申請者可使用自行設計之符號，於任何情況下，此類符號不應與本基準中任一符號產生混淆。	

confusion with any prescribed symbol. 2.1.1. The symbols shall stand out clearly against the background. 2.1.1.1. Contrasting colours shall be used to comply with the requirements of point 2.1.1. 2.1.2. The symbols shall be placed on the control or control tell-tale to be identified, or in immediate proximity thereof. Where this is not possible, the symbol and control or tell-tale shall be joined by a continuous dash that is as short as possible. 2.1.3. It shall be ensured that no deviations in the shape and orientation of the provided symbols are permitted, notably that any customised appearance of the provided symbols shall be prohibited. Small irregularities concerning line thickness, the marking application and other relevant production tolerances shall be accepted, as provided in paragraph 4 of ISO 2575:2010/Amd1:2011 (design		6.1.1 符號與背景應有明顯之對比。 6.1.1.1 使用之對比顏色應符合規定 6.1.1 之要求。 6.1.2 符號應標示於該控制器、控制器識別標誌表面或與之緊鄰，若無法符合上述條件，符號、控制器或識別標誌應盡可能以短的連續破折號相連。 6.1.3 不允許改變識別符號規定之外觀及方向，並應禁用對規定符號之任何客製化樣貌。 線條粗細、標誌應用及其他相關誤差等輕微差異，若符合 ISO 2575：2010/amd1：2011 第 4 段之設計原則，則其可被接受。	

principles).			
2.1.4. If necessary for clarity, supplementary symbols may be used in conjunction with any symbol as specified, provided that they do not cause confusion with any symbol specified in this Regulation.		6.1.4 為臻明確，任何符號可結合輔助符號，惟其不應與本基準中任一符號產生混淆。	
2.1.5. At the manufacturer's discretion, any control or indicator as well as their identifications may be capable of being illuminated at any time.		6.1.5 任何控制器、指示器及其識別符號，可依實際需要設計在任何時候被點亮。	
2.1.6. A tell-tale shall not emit light except when identifying the malfunction or vehicle condition it is designed to indicate or during a functional check (e.g. bulb check).		6.1.6 除設計用以指示故障、車輛狀態或其燈泡檢查時會點亮外，識別標誌不得點亮。	
2.1.7. Means shall be provided to ensure that tell-tales and their identification are visible and recognisable under all driving conditions.		6.1.7 識別標誌之照明方式應讓駕駛者在任何駕駛條件下皆可目視及辨認該識別標誌及其標識符號。	
2.1.7.1. When illuminated, tell-tales and their associated identifying symbols shall be perfectly visible and recognisable under all ambient lighting conditions.		6.1.7.1 識別標誌及其相關之識別符號被點亮時，在所有環境之照明條件下均應完全可見且可識別。	

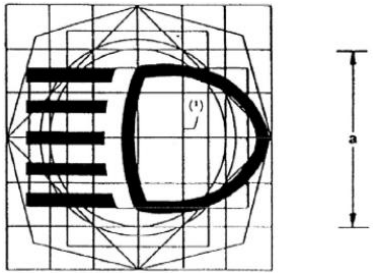
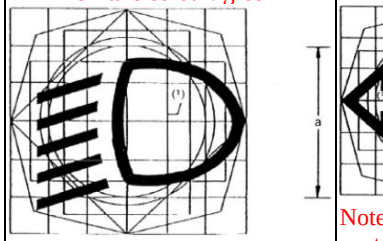
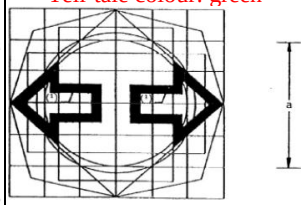
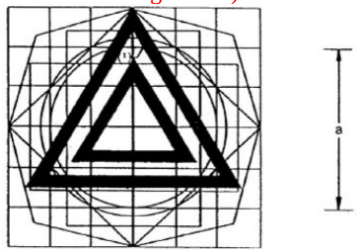
2.1.8. When used for optical tell-tales, the following colours shall have the meanings indicated: - red: danger to persons or very serious damage to equipment is immediate or imminent, - yellow: outside normal operating limits, vehicle system malfunction, damage to vehicle likely, or other condition which may produce hazard in the longer term (caution), - green: safety, normal operating condition (except if blue or yellow is required). The mandatory colours are given in point 2.1.10. It shall be verified that no inappropriate colour is used for tell-tales even if fitted cumulatively (e.g. red for normal cruise control operation or for 'sport' mode). 2.1.9. If colour coding is used to identify the limits of the adjustment range of a temperature function (e.g. passenger compartment heating system), the hot limit shall be identified by the colour		6.1.8 使用光學顯示之識別標誌，其顏色之表示方式應符合下列規定： -紅色：立即或即將對人有危害，或對設備有非常嚴重之損壞。 -黃色：警告，超出正常操作範圍、車輛系統故障、疑似車輛損壞或長期可能引起其他危險的狀況。 -綠色：安全、正常操作狀況(除了圖一規定之藍色或黃色外) 即使重複安裝(Cumulatively) 亦應加以驗證，其識別標誌有使用不適當之顏色 (例：紅色表示於正常操作之定速控制或”運動”模式)。 6.1.9 若以顏色來識別溫度調節功能調整範圍之極限點(例：乘客室之暖氣系統)，則熱極限點應使用紅色，冷極限點應使用藍色。如功能狀態或極限係藉由不與該控制器相鄰之個	

red and the cold limit by the colour blue. If the status or limit of a function is shown by an indicator separated from and not adjacent to the control for that function, both the control and the indicator shall be independently identified with the appropriate symbol.		別指示器顯示，則該控制器及此指示器應有個別且適當之識別符號。	
2.1.10. Designation and identification of symbols: 【請參考下列圖表】		6.1.10 具密閉式車身之 L2 或 L5 類車輛之控制器、識別標誌及指示器之識別符號(如圖一) 請參考下列圖表	
2.1.11. The model base provided in Figure 8-22 shall be used. 【請參考下列圖表】		6.1.11 具密閉式車身之 L2 或 L5 類車輛符號之繪製規格尺寸 (如圖二) 請參考下列圖表	
2.2. Common space for displaying multiple information.		6.2 複合訊息顯示之共用空間	
2.2.1. A common space may be used to show information from any source, provided that the following requirements are met:		6.2.1 可在符合以下規定之情況運用共用空間以顯示各項訊息：	
2.2.1.1. The tell-tales and indicators displayed in the common space shall meet the requirements of points 2.1 to 2.1.11 and shall light up at the initiation of the condition they are designed to		6.2.1.1 共用空間內之識別標誌及指示器須符合 6.1、圖一之規定，且應於其觸發條件開始(啟動)時即被點亮。	

identify. 2.2.1.2. The tell-tales and indicators listed in point 2.1.10 and shown in the common space shall light up at the initiation of any underlying condition. 2.2.1.3. Except as provided in points 2.2.1.4 to 2.2.1.6, when the condition exists for actuation of two or more tell-tales, the information shall be either: - repeated automatically in sequence, or - indicated by visible means and capable of being selected for viewing by the driver when seated in the driving position. 2.2.1.4. The tell-tales for any braking system malfunction, headlamp driving beam and direction indicator shall not be shown in the same common space. 2.2.1.5. If any of those tell-tales are displayed in a common space with other tell-tales, their activation shall take precedence over that of anything else in the common space. 2.2.1.6. It shall not be possible to deactivate the braking system		6.2.1.2 圖一所列及共用空間內顯示之識別標誌及指示器應在任何觸發條件啟動時被點亮。 6.2.1.3 除了 6.2.1.4~6.2.1.6 之規定外，若一觸發條件係為致動兩個或以上識別標誌，則其對應任一訊息之顯示應為： -自動重複按順序顯示，或 -於駕駛位置，由駕駛者清楚地選擇查看。 6.2.1.4 煞車系統故障、遠光光束及方向燈之識別標誌不應顯示於同一個共用空間。 6.2.1.5 若任一 6.2.1.4 所述之識別標誌與其他識別標誌顯示於共用空間，則其於共用空間之作動應優先於其他識別標誌。 6.2.1.6 當煞車系統故障、遠光光束及方向燈或其他任何紅色之識別標	

malfunction, headlamp driving beam and direction indicator tell-tales, or any other red tell-tale, when the condition for their activation still exists. It may be possible for other information displayed in a common space to be cancelled automatically or by the driver.		誌，其作動條件仍存在時，則不應被關閉。其他顯示於共用空間之訊息，則可自動或由駕駛者取消。	

2.1.10. Designation and identification of symbols:

Figure 8-1 Driving beam (main-beam) headlamp (control / tell-tale) Tell-tale colour: blue 	Figure 8-2 Passing beam (dipped-beam) headlamp (control / tell-tale) Tell-tale colour: green 	Figure 8-3 Direction indicator (control / tell-tale) Tell-tale colour: green  Note: if there are separate tell-tales for the left and right direction indicators, the two arrows may also be used independently.	Figure 8-4 Hazard warning signal (control / tell-tale) Two possibilities: Identifying signal (Figure 8-4), Tell-tale colour: red or Simultaneous operation of the separate direction indicator tell-tales (Figure 8-3), provided that these normally operate independently (see Note below Figure 8-3). 
Figure 8-8 Engine coolant temperature (indicator/tell-tale)	Figure 8-9 Battery charge (indicator/tell-tale)	Figure 8-10 Engine oil (indicator/tell-tale) Tell-tale colour: red	Figure 8-11 Front fog lamp (control/tell-tale) Tell-tale colour: green

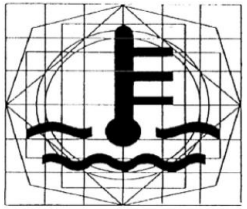
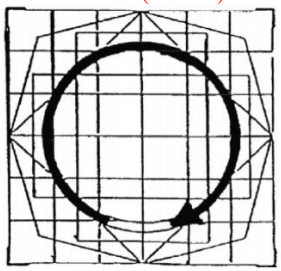
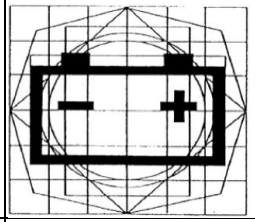
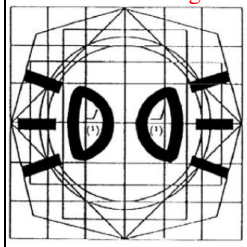
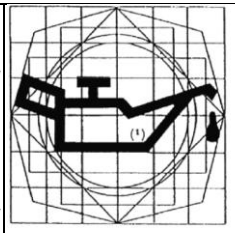
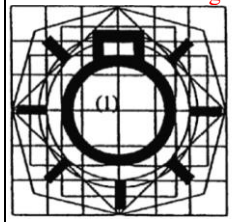
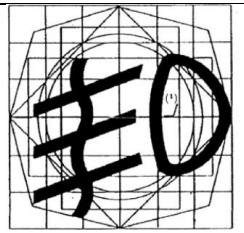
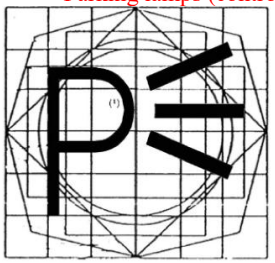
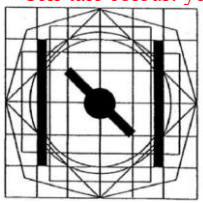
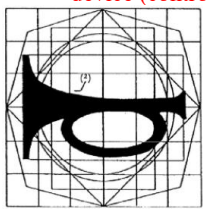
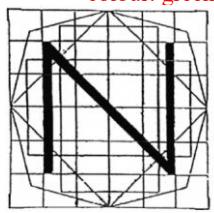
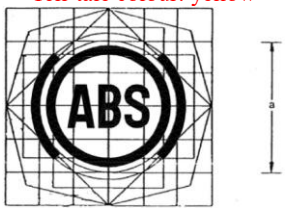
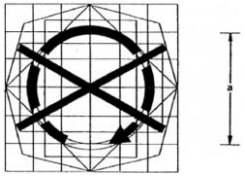
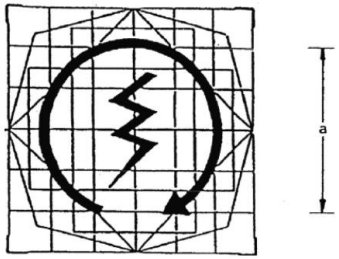
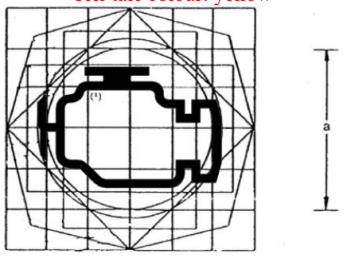
Tell-tale colour: red  Figure 8-14 Vehicle master control switch, engine ignition, supplemental engine cut-off (control)  Note: position ‘on’ or ‘run’ — identification is not required for switches physically integrated with protective devices acting on the vehicle steering (steering lock).	Tell-tale colour: red  Figure 8-16 Position (side) lamps (control/tell-tale) Tell-tale colour: green  Note: if this function does not have a separate control or tell-tale, it may be identified by the symbol shown in Figure 8-15.	 Figure 8-15 Lighting switch (control/tell-tale) Tell-tale colour: green 	 Figure 8-17 Parking lamps (control) 
Figure 8-5 Manual choke (control / tell-tale) Tell-tale colour: yellow 	Figure 8-6 Electrical audible warning device (control)  Note: if more than one symbol is provided on the control(s), the supplementary symbol(s) may be mirrored. If the control is located directly on a steering wheel, the requirements of point 2.1.1.1 do not apply.	Figure 8-7 Fuel level (indicator/tell-tale) Tell-tale colour: yellow 	Figure 8-18 Neutral indication (tell-tale)Tell-tale colour: green  Note: gear box in neutral.

Figure 8-12 Rear fog lamp (control/tell-tale) Tell-tale colour: yellow  	Figure 8-20 Anti-lock Brake System malfunction (tell-tale) Tell-tale colour: yellow  	Figure 8-13 Vehicle master control switch, engine ignition, supplemental engine cut-off (control)  Note: position 'off' — identification is not required for switches physically integrated with protective devices acting on the vehicle steering (steering lock)	Figure 8-19 Electric engine starter (control) 
Figure 8-21 Malfunction indicator lamp (tell-tale) Tell-tale colour: yellow  Note: shall be used to convey power-train related failures which may affect emissions.			

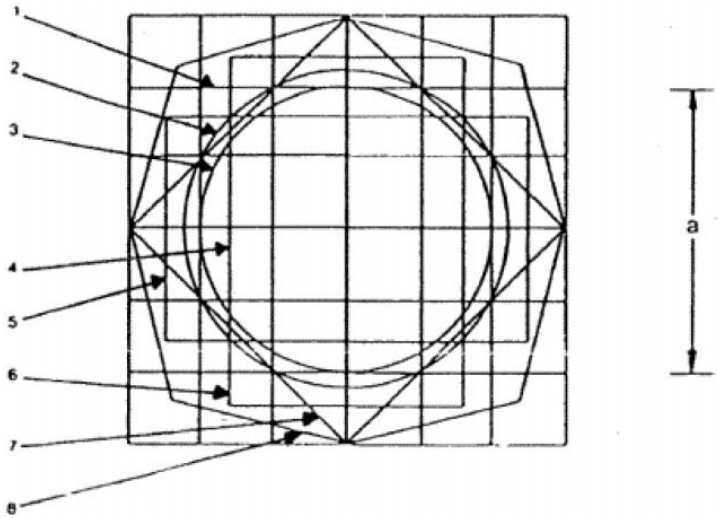
Explanatory notes:

(1) The framed areas may be solid.

(2) The dark part of this symbol may be replaced by its silhouette.

Figure 8-22

Structure of the model base for the symbols referred to in point 2.1.10



The model base consists of:

(1) a base 50 mm square, this dimension being equal to nominal dimension ‘a’ in the original;

(2) a base circle 56 mm in diameter having approximately the same area as the base square (1);

(3) a second 50 mm-diameter circle is drawn within the base square (1);

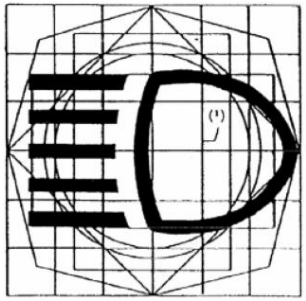
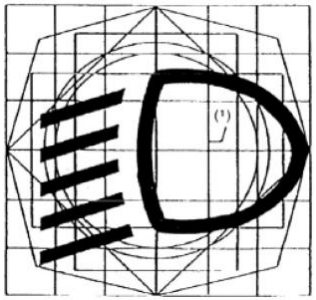
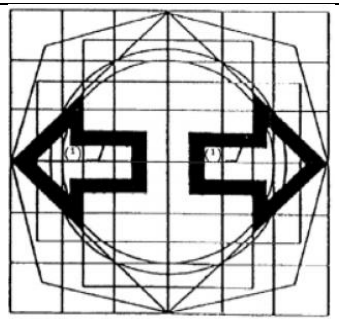
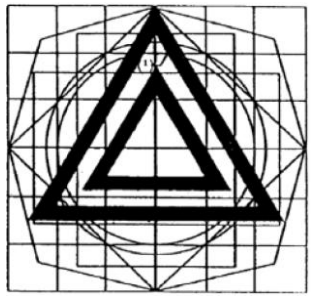
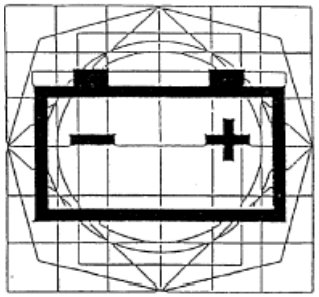
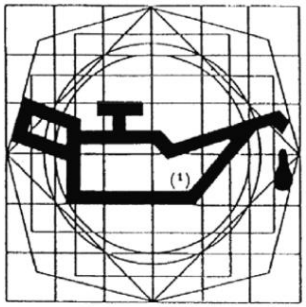
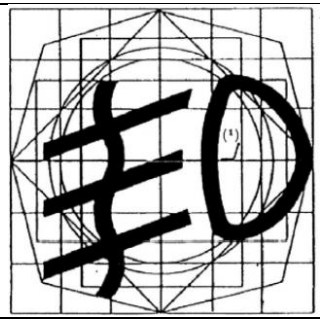
(4) a second square the tips of which lie on the base circle (2) and the sides of which are parallel to those of the base square (1);

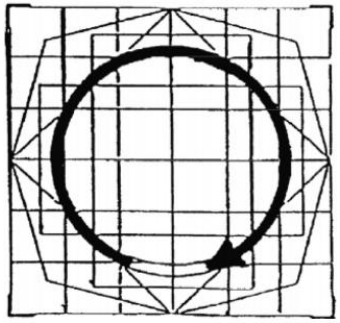
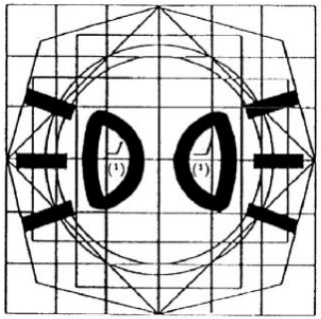
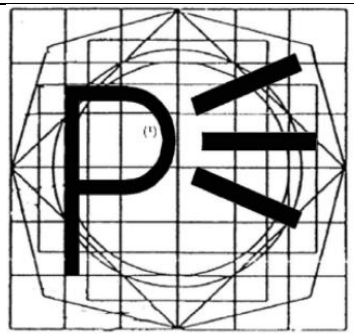
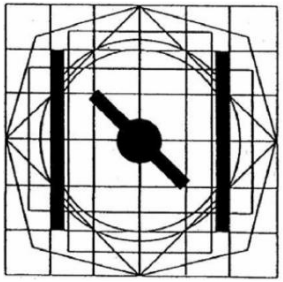
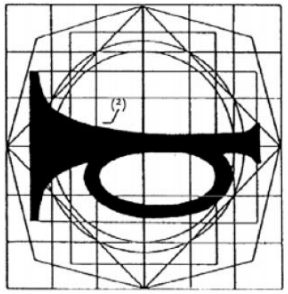
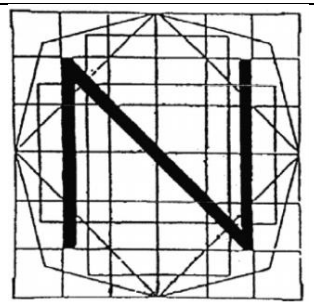
(5) and (6) two rectangles having the same area as the base square (1), their sides being at right angles to each other and each of them devised so as to divide the opposite sides of the base square into symmetrical points;

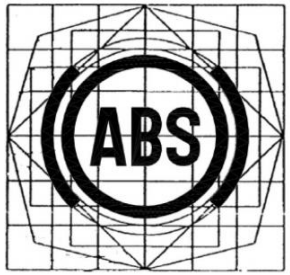
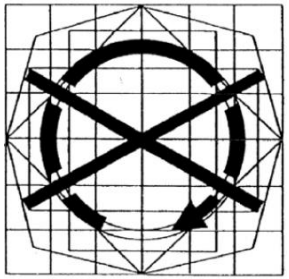
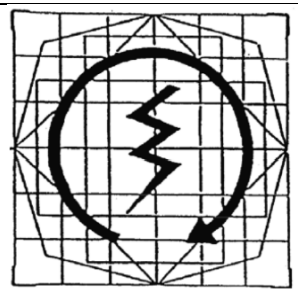
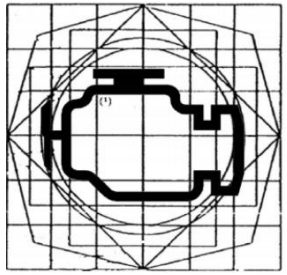
(7) a third square the sides of which pass through the points of intersection of the base square (1) and the base circle (2) and are inclined at 45°, thus providing the greatest horizontal and vertical dimensions of the model base;

(8) an irregular octagon formed by lines inclined at 30° to the sides of the square (7).

The base model is laid upon a grid the lower side of which measures 12,5 mm and coincides with the base square (1).

			
頭燈遠光光束 (控制器/識別標誌：藍色)	頭燈近光光束 (控制器/識別標誌：綠色)	方向燈 (控制器/識別標誌：綠色) 備註：若左右方向燈具有單獨之識別標誌，則兩箭頭亦可獨立使用。	危險警告燈 (控制器/識別標誌：紅色) 備註：二種用途 -識別符號(如圖) 或 -同時作動單獨之方向燈識別標誌，惟其應單獨作動(參考方向燈識別標誌)。
			
冷卻水溫度 (指示器/識別標誌：紅色)	電瓶充電狀態 (指示器/識別標誌：紅色)	引擎機油 (指示器/識別標誌：紅色)	前霧燈 (控制器/識別標誌：綠色)

			
車輛主控制器開關/點火開關/引擎熄火輔助 備註：‘on’ 或 ‘run’之位置－若開關實體結合(Physically integrated)於車輛轉向系統之保護裝置(轉向鎖(Steering lock)，則可無此識別符號。	位置燈 (控制器/識別標誌：綠色) 備註：若此功能無單獨之控制器或識別標誌，則得以總照明開關替代。	總照明開關 (控制器/識別標誌：綠色)	停車燈(控制器)
			
阻風門 (控制器/識別標誌：黃色)	聲音警告裝置(控制器) 備註：若控制器使用一個以上之識別符號，則可使用輔助符號反映(mirrored)，若控制器位於方向盤上，則不適用 6.1.1.1 之規定。	燃油量 (指示器/識別標誌：黃色)	空檔指示燈 (識別標誌：綠色) 備註：變速箱位於空檔位置。

			
後霧燈 (控制器/識別標誌：黃色)	防鎖死煞車系統故障 (識別標誌：黃色)	車輛主控制器開關/點火開關/引擎熄火輔助 備註：”off”之位置－若開關實體結合於車輛轉向系統之保護裝置(轉向鎖)，則可無此識別符號	電動啟動器(控制器)
			
故障指示燈(識別標誌：黃色)			

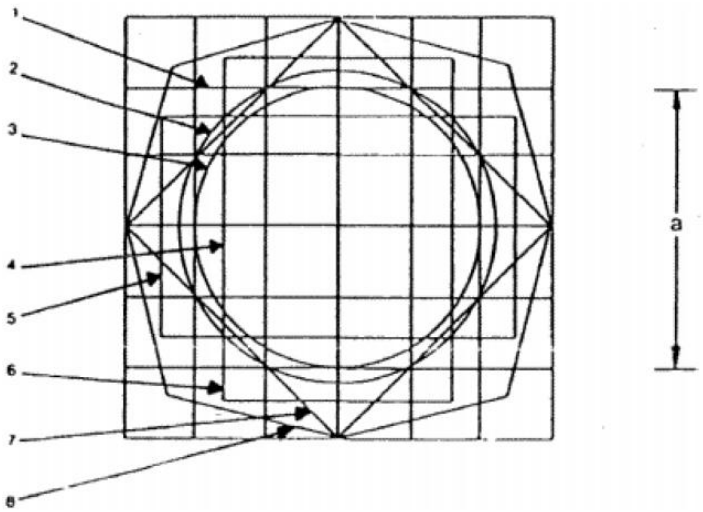
備註：

(1)符號之封閉框內區域可為實心(Solid)。

(2)符號之深色部分可用其輪廓代替。

圖一、具密閉式車身之 L2 或 L5 類車輛之控制器、識別標誌及指示器之識別符號

（新增規定）



(1)：邊長五十公釐之基本正方形；該尺寸相等於“a”所定義之尺寸。

(2)：直徑五十六公釐之基本圓形；近似(1)基本正方形之面積。

(3)：直徑五十公釐之第二個圓形；與(1)基本正方形內接。

(4)：第二個正方形；該正方形之稜角與(2)基本圓形接觸，且該側邊平行於(1)基本正方形。

(5)及(6)：與(1)基本正方形同面積之兩個長方形；兩個相互垂直，且每一個對稱穿過基本正方形之對向邊。

(7)：第三正方形；正方形之四邊以四十五度通過(1)基本正方形及(2)基本圓形之交叉點。以最大水平及垂直之尺寸表示該基本圖樣。

(8)：不規則八角形；以三十度向(7)第三正方形之邊線進行描繪，連接構成之圖形。

上述基本單元為十二點五公釐之方格。

圖二、具密閉式車身之L2或L5類車輛符號基本圖樣

EU 3/2014 SUPPLEMENT TO EU 168/2013 ON THE APPROVAL AND MARKET SURVEILLANCE OF TWO- OR THREE-WHEEL VEHICLES AND QUADRICYCLES

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
ANNEX XII **Requirements applying to safety belt anchorages and safety belts**		四十八之二、安全帶固定裝置 1.實施時間及適用範圍： 1.1 中華民國一百零五年一月一日起，除 1.1.1 以外，新型式之 M 及 N 類車輛，應符合本項規定。 1.1.1 中華民國一百零六年一月一日起，新型式之 M 及 N 類車輛，其側向式及後向式座椅之安全帶固定裝置，應符合本項規定。 1.2 中華民國一百零八年一月一日起，各型式之 M1 類車輛，已符合本基準項次「四十八之一」規定者，另應符合本項 7.之規定。 1.2.1 中華民國一百零六年四月一日起，除 1.2 規定以外，各型式之 N 類車輛，已符合本基準項次「四十八之一」規定者，若有配備兒童保護裝置固定系統(ISOFIX)裝置，另應符合本項 7.之規定。 1.3 中華民國一百零八年一月一日起，使用於側向式及後向式座椅之各型	四十八之二、安全帶固定裝置 1.實施時間及適用範圍： 1.1 中華民國一百零五年一月一日起，除 1.1.1 以外，新型式之 M 及 N 類車輛，應符合本項規定。 1.1.1 中華民國一百零六年一月一日起，新型式之 M 及 N 類車輛，其側向式及後向式座椅之安全帶固定裝置，應符合本項規定。 1.2 中華民國一百零八年一月一日起，各型式之 M1 類車輛，已符合本基準項次「四十八之一」規定者，另應符合本項 7.之規定。 1.2.1 中華民國一百零六年四月一日起，除 1.2 規定以外，各型式之 N 類車輛，已符合本基準項次「四十八之一」規定者，若有配備兒童保護裝置固定系統(ISOFIX)裝置，另應符合本項 7.之規定。 1.3 中華民國一百零八年一月一日起，使用於側向式及後向式座椅之各型

		式安全帶固定裝置，應符合本項規定。 1.3.1 已符合本基準項次「四十八之一」規定之使用於後向式座椅之安全帶固定裝置，亦視同符合本項規定。 1.4 中華民國一百零六年四月一日起，使用於 N 類車輛第一排以外之各型式安全帶固定裝置，應符合本項規定。 1.5 中華民國○年○月○日起，新型式之具密閉式車身之 L2 或 L5 類車輛及中華民國○年○月○日起，各型式之具密閉式車身之 L2 或 L5 類車輛，使用於前向式座椅之安全帶固定裝置，應符合本項 9.之規定。 1.6 本項規定不適用於 M 及 N 類車輛之下述座椅： 1.6.1 折疊式輔助座椅(係指正常情況為收合之座椅，可供乘客於臨時情況下簡便操作使用)。 1.6.2 幼童專用車之幼童座位。 1.7 除大客車及幼童專用車以外之車輛，申請少量車型安全審驗或逐車少量車型安全審驗者，得免符合本項「安全帶固定裝置」規定。	式安全帶固定裝置，應符合本項規定。 1.3.1 已符合本基準項次「四十八之一」規定之使用於後向式座椅之安全帶固定裝置，亦視同符合本項規定。 1.4 中華民國一百零六年四月一日起，使用於 N 類車輛第一排以外之各型式安全帶固定裝置，應符合本項規定。 1.5 本項規定不適用於 M 及 N 類車輛之下述座椅： 1.5.1 折疊式輔助座椅(係指正常情況為收合之座椅，可供乘客於臨時情況下簡便操作使用)。 1.5.2 幼童專用車之幼童座位。 1.6 除大客車及幼童專用車以外之車輛，申請少量車型安全審驗或逐車少量車型安全審驗者，得免符合本項「安全帶固定裝置」規定。

		1.8 檢測機構得依本項基準調和之聯合國車輛安全法規(UN Regulations)，UN R14 07 系列、UN R16 06~08 系列、UN R145 00 系列及其後續相關修正規範進行測試。	1.7 檢測機構得依本項基準調和之聯合國車輛安全法規(UN Regulations)，UN R14 07 系列、UN R16 06~08 系列、UN R145 00 系列及其後續相關修正規範進行測試。
PART 2 Requirements applying to safety belt anchorages 1. Specific requirements for safety belt anchorages 1.1. The safety belt anchorages may be incorporated within the chassis, bodywork, seat or any other structure of the vehicle. 1.2. A single safety belt anchorage point may be used for attaching the safety belts for two adjacent seating positions. 1.3. The permitted locations of the effective safety belt anchorage points for all seating positions are indicated in Figures 11-P2-1 and 11-P2-2 and clarified below. 1.4. Position of the lower effective safety belt anchorages 1.4.1. The alpha$_1$ and alpha$_2$ angles shall		9.具密閉式車身之 L2 或 L5 類車輛之安全帶固定裝置規定 9.1 安全帶固定裝置之特殊規定 9.1.1 安全帶固定裝置可組成於底盤、車體、座椅或車輛之任何其他結構內。 9.1.2 單一安全帶固定器可用於將安全帶連接至兩個相鄰之座椅位置。 9.1.3 所有座椅位置之有效安全帶固定器之允許位置，如圖四、圖五及圖五之一所示。 (請參考頁末圖示) 9.1.4 有效安全帶下部固定器之位置 9.1.4.1 在座椅所有正常使用之位置，	

lie between 30 deg. and 80 deg. in all normal positions of use of the seat.		α_1與α_2角度應在三十度至八十度範圍內。	
1.4.2. If seats are fitted with an adjustment system and the manufacturer's declared torso angle is less than 20 deg., the alpha$_1$ and alpha$_2$ angles referred to in the previous point may lie between 20 deg. and 80 deg. in all normal positions of use of the seat.		9.1.4.2 若座椅具有調整系統且申請者聲明之軀幹角度小於二十度，則在座椅所有正常使用之位置，α_1與α_2角度應在二十度至八十度範圍內。	
1.4.3. The distance between the two vertical planes parallel to the longitudinal median plane of the vehicle and passing through each of the two lower effective anchorages L_1 and L_2 of the same safety belt shall not be less than 350 mm. This may be reduced to 240 mm in the case of a centre-row rear seating position. The longitudinal median plane of the seating position shall pass points L_1 and L_2 at no less than 120 mm from those points.		9.1.4.3 平行於車輛縱向中間平面且通過同一安全帶之兩下部固定器L_1與L_2，其垂直平面之間距離不應小於三百五十公釐。若為後排中間座椅位置，則可減小至二百四十公釐。座椅位置之縱向中間平面應通過L_1及L_2點，兩點距離不小於一百二十公釐。	
1.5. Location of the upper effective safety belt anchorages		9.1.5 有效安全帶上部固定器之位置	
1.5.1. If a strap guide, D-ring or similar device affecting the position of an		9.1.5.1 若使用影響有效安全帶上部固定器位置之導帶環、D 形環或類似	

effective safety belt upper anchorage is used, that position is determined in a conventional manner by considering the position of the anchorage when the safety belt is worn by an occupant, represented by a 50th percentile male manikin, with the seat adjusted to the design position as specified by the vehicle manufacturer.		裝置，則應向使用者於使用安全帶時明確指出固定器之位置，依第五十百分位成年男性人體模型，將座椅調整至申請者指定之設計位置。	
1.5.2. Points J_1 and J_2 shall be determined as follows:		9.1.5.2 J_1 及 J_2 點應符合下列要求：	
point J_1 is determined in relation to the R-point by means of the following three segments:		由 9.1.5.2.1 至 9.1.5.2.3 確認 J_1 點與 R 點之關係：	
- RZ: segments of torso reference line measured from the R-point upwards over a length of 530 mm;		9.1.5.2.1 RZ：從 R 點軀幹線向上測量，長度為五百三十 公釐；	
- ZX: segment perpendicular to the longitudinal median plane of the vehicle measured from point Z in the direction of the anchorage and having a length of 120 mm;		9.1.5.2.2 ZX：垂直於車輛縱向中間平面，往固定器方向之 Z 點測量，長度為一百二十 公釐；	
- XJ_1: segment perpendicular to the plane defined by segments RZ and ZX measured from point X forwards over a		9.1.5.2.3 XJ_1：垂直於由 RZ 及 ZX 之平面，往 X 點向前測量，長度為六十 公釐；	

length of 60 mm; point J_2 is determined by symmetry with point J_1 about the longitudinal plane vertically crossing the torso reference line of the relevant seat.		J_2 點為對稱於由垂直通過座椅之軀幹線之縱向平面點 J_1。	
1.5.3. A single upper effective safety belt anchorage point shall comply with the following requirements:		9.1.5.3 單一有效安全帶上部固定器應符合下列要求：	
1.5.3.1. The upper effective safety belt anchorage point shall lie below the plane FN that is perpendicular to the longitudinal median plane of the seating position and forms an angle of 65 deg. with the torso reference line. For rear seats, this angle may be reduced to 60 deg. The plane FN may therefore not be perfectly horizontal and shall intersect the torso reference line at a point D so that:		9.1.5.3.1 有效安全帶上部固定器應位於垂直於座椅位置之縱向中間平面之 FN 平面下方，且與軀幹線成六十五度夾角。如為後排座椅則此角度可減為六十度。因此，FN 平面可能不是完全水平且應使其與軀幹線相交於 D 點：	
DR = 315 mm + 1,8 S. However, if S does not exceed 200 mm: DR = 675 mm.		DR=315 mm+1.8 S（若 S 不超過二百公釐時，則 DR=六百七十五公釐）	
1.5.3.2. The upper effective safety belt anchorage point shall also lie behind plane FK perpendicular to the		9.1.5.3.2 有效安全帶上部固定器也應位於垂直於座椅縱向中間平面之 FK 平面後面，且與軀幹線成一百二	

longitudinal median plane of the seat and intersect the torso reference line at an angle of 120 deg. at a point B so that: BR = 260 mm + S. If S is not less than 280 mm, the vehicle manufacturer may opt to use: BR = 260 mm + 0,8 S		十度夾角相交於 B 點： BR=260 mm+S（若 S 不小於二百八十公釐時，則申請者可依其判斷使用 BR=260 mm+0.8 S）	
1.5.3.3. The value S shall not be less than 140 mm.		9.1.5.3.3 S 值不應小於一百四十公釐。	
1.5.3.4. The upper effective safety belt anchorage point shall also be located behind a vertical plane that is perpendicular to the longitudinal median plane of the vehicle and passes through the R-point.		9.1.5.3.4 有效安全帶上部固定器也應位於垂直於車輛縱向中間平面之垂直平面後面且通過 R 點。	
1.5.3.5. The upper effective safety belt anchorage point shall also be located above the horizontal plane passing through the point C.		9.1.5.3.5 有效安全帶上部固定器也應位於通過 C 點之水平面上方。	
Point C is located 450 mm vertically above the R-point.		C 點位於 R 點垂直上方四百五十公釐。	
However, if distance S is 280 mm or more and if the vehicle manufacturer did not opt to use the alternative formula for BR in point 1.5.3.2, the vertical		若距離 S 為二百八十公釐或更大，且若申請者於 9.1.5.3.2 中沒有使用 BR 替代公式，則 C 點與 R 點之垂直距離應為五百公釐。	

distance of 500 mm between point C and the R-point shall apply.			
1.5.3.6. More than one actual upper safety belt anchorage point may be fitted, provided that all resulting effective safety belt anchorage points meet the requirements of points 1.5.3 to 1.5.3.5.		9.1.5.3.6 若所有有效安全帶固定器符合 9.1.5.3 至 9.1.5.3.5 之規定，則可安裝一個以上之安全帶上部固定器。	
1.5.3.7. If the height of the upper safety belt anchorage point is manually adjustable without the use of any tools, all selectable upper safety belt anchorage point positions and the resulting effective safety belt anchorage points shall comply with the requirements of points 1.5.3 to 1.5.3.5. In this case, the permitted area as defined above may be enlarged by shifting it 80 mm upwards and downwards in the vertical direction; however, the permitted area remains bounded by the horizontal plane passing through point C (See Figure 11-P2-1).		9.1.5.3.7 若安全帶上部固定器之高度可在不使用任何工具之情況下手動使用，則所有安全帶上部固定器位置及由此產生之有效安全帶固定器應符合 9.1.5.3 至 9.1.5.3.5 之規定。於此情況下，允許區域可藉由於垂直方向向上及向下位移八十公釐進行擴展；惟允許區域仍受到通過 C 點之水平面限制（如圖四所示）。	
1.5.4. Anchorage points intended for special-type (e.g. harness-type) safety		9.1.5.4 用於特殊型式安全帶固定器（如全背帶式安全帶）	

belts 1.5.4.1. Any additional upper effective safety belt anchorage point shall lie on the opposite side of the first upper effective anchorage point in relation to the longitudinal median plane of the seating position. In addition: - both upper safety belt effective anchorage points shall be located above the horizontal plane passing through the point C; - both upper safety belt effective anchorage points shall be located behind the transverse plane passing through the torso reference line; - where there is a single actual safety belt anchorage point (i.e. both ends of the safety belt are to be attached to a single anchorage point), this shall be located within the area common to two dihedrals bounded by vertical lines passing through the points J_1 and J_2, and for each point forming an angle of 30 deg. horizontally between two vertical planes which are in turn related to the		9.1.5.4.1 任何附加之有效安全帶上部固定器應位於第一有效上部固定器相對於座椅位置之縱向中間平面之相反側。且： 9.1.5.4.1.1 兩個有效安全帶上部固定器應位於通過 C 點之水平面上方； 9.1.5.4.1.2 兩個有效安全帶上部固定器應位於通過軀幹線之橫向平面後方； 9.1.5.4.1.3 若有一個安全帶固定器（如安全帶之兩端應連接至單一固定器），則應位於兩個兩面角(Dihedral bounded)之共同區域內，兩個兩面角由通過 J_1 及 J_2 點，且每個點形成介於水平三十度角度與兩個垂直平面之間，兩個垂直平面與兩個垂直縱向平面相關，這兩個縱向平面與 J_1 及 J_2 相交並形成向外角度為十度及向內角度為二十度（如圖	

two vertical longitudinal planes intersecting both J_1 and J_2 and forming an outward angle of 10 deg. and an inward angle of 20 deg. with those longitudinal planes. (See Figure 11-2); - where there are two separate actual safety belt anchorage points, these shall be located within each of the respective areas formed by dihedrals bounded by vertical lines passing through the points J_1 and J_2, and for each point forming an angle of 30 deg. horizontally between two vertical planes which are in turn related to the two vertical longitudinal planes intersecting both J_1 and J_2 and forming an outward angle of 10 deg. and an inward angle of 20 deg. with those longitudinal planes. (See Figure 11-P2-2). In addition, the two anchorage points shall be so located that they are no more than 50 mm apart in any direction when one of the points is mirrored in relation to the vertical longitudinal plane passing through the R-point of the seating position in		五之一所示）； (請參考頁末圖示) 9.1.5.4.1.4 若有兩個獨立之安全帶固定器，則應位於由通過 J_1 及 J_2 點之垂直線兩面角形成之每個個別區域內，且每個點形成介於水平三十度角度與兩個垂直平面之間，兩個垂直平面與兩個垂直縱向平面相關，這兩個縱向平面與 J_1 及 J_2 相交並形成向外角度為十度及向內角度為二十度（如圖五之一所示）。且兩固定器其中一個點之位置應相對於通過座椅位置 R 點之垂直縱向平面鏡像時，於任何方向相距不超過五十公釐。 (請參考頁末圖示)	

question.			
2. Strength of safety belt anchorages 2.1. Each safety belt anchorage point shall capable of withstanding the tests provided for in points 3 to 3.5.1. Permanent deformation, including partial rupture of an anchorage or the surrounding area, does not constitute failure if the required force is sustained for the specified time. During the test, the minimum distances for the lower effective safety belt anchorage points set out in point 1.4.3 and the minimum height of the upper effective safety belt anchorage points set out in point 1.5.3.5 shall be maintained. 2.2. Displacement systems fitted to seats shall be capable of being manually activated once after the tractive force is no longer applied.		9.2 安全帶固定器之強度 9.2.1 所有安全帶固定器應能承受 9.3 至 9.3.5.1 所述之試驗。若能於規定時間內承受住所施加之施力，則即便有永久性的變形（包含任一固定裝置或其周圍區域之局部破裂）亦不視為試驗失敗。於測試過程中，應維持 9.1.4.3 所述之有效安全帶下部固定器之最小距離，以及符合 9.1.5.3.5 所述之有效安全帶上部固定器之最小高度。 9.2.2 安裝於座椅之位移系統，在移除施力後，該裝置應仍可手動操作。	
3. Testing provisions 3.1. General testing provisions 3.1.1. Subject to the provisions set out in points 3.2 to 3.2.3 and in line with the manufacturer's request:		9.3 試驗規定 9.3.1 一般試驗規定 9.3.1.1 依照 9.3.2 至 9.3.2.3 之規定且符合申請者之要求：	

3.1.1.1. The tests may be carried out on either a vehicle structure or a fully finished vehicle. 3.1.1.2. The windows and doors may be installed and placed in the open or closed position. 3.1.1.3. Any normally fitted component which is likely to contribute to the overall structural integrity of the vehicle may be installed. 3.1.2. All seats shall be adjusted to a position of use for normal driving, as selected by the technical service responsible for carrying out the type-approval tests, and it shall be ensured that the least favourable (i.e. worst-case) positions of the seats are assessed during the tests. 3.1.2.1. The position of the seats shall be accurately recorded in the report. If its angle is adjustable, the backrest shall be locked in position in accordance with the manufacturer's instructions or, in their absence, in a position corresponding to a torso angle as close		9.3.1.1.1 可於車輛結構或完整車輛上進行試驗。 9.3.1.1.2 窗戶及車門可安裝且於打開或關閉位置。 9.3.1.1.3 允許裝設任何可有助於車輛整體結構完整性之正常安裝組件。 9.3.1.2 試驗時，試驗位置應由檢測機構認定，座椅應調整至最嚴苛條件位置。 9.3.1.2.1 座椅位置應準確記錄於報告中。若椅背角度可調整，則應將椅背調整至申請者規定之位置，若無規定，則應調整至後仰最接近二十五度之位置。	

as possible to 25 deg. 3.2. Provisions for securing and restraining the vehicle during the test 3.2.1. The method used to restrain the vehicle during the test shall not have the effect of reinforcing the anchorage or anchorage areas, or interfere with the normal deformation of the structure. 3.2.2. The method used to restrain the vehicle during the test is considered satisfactory if it has no effect on an area extending throughout the width of the structure and if the vehicle or structure is locked or attached at the front at an overall distance of at least 500 mm from the actual anchorage point to be tested and held or attached at the rear at an overall distance of at least 300 mm from the actual anchorage point to be tested. 3.2.3. It is recommended that the structure rests on supports directly below the wheel axles or, if this is not possible, directly below the wheel suspension points.		9.3.2 車輛試驗期間其固定及束縛之規定 9.3.2.1 試驗時，束縛車輛之方法不得對固定器或固定器周圍區域有強化作用，或妨礙結構之正常變形。 9.3.2.2 若束縛車輛之裝置，未對結構整個寬度範圍區域造成影響，且距受測固定點前方至少五百公釐，或後方至少三百公釐，則視為符合設置要求。 9.3.2.3 可將結構依靠在車輪軸下方之支撐點，若此方法不可行，則依靠在避震器連接點下方之支撐部件上。	

3.3. General test requirements 3.3.1. All the anchorages within the same group of seats shall be tested simultaneously. 3.3.2. The tractive force shall be applied forwards at an angle of 10 deg. +/- 5 deg. above the horizontal in a plane parallel to the longitudinal median plane of the vehicle. 3.3.3. The loading shall begin as quickly as possible. The anchorages shall withstand the specified load for at least 0,2 seconds. 3.3.4. The traction devices to be used for the tests described in points 3.4 to 3.4.5.2 shall comply with the specifications laid down in Annex 5 to UNECE regulation No 14(1). The width of the traction device shall be selected so as to correspond with, or be as close as possible to, the design value of the width between the lower effective safety belt anchorages. 3.3.5. Safety belt anchorages for seats fitted with upper anchorages shall be		9.3.3 一般試驗要求 9.3.3.1 同一組座椅之所有固定器應同時進行試驗。 9.3.3.2 應自車體水平基準線上方十度正負五度之範圍內並平行車輛縱向中心面施加前向拉力。 9.3.3.3 拉力應迅速施加。固定器應能承受拉力至少零點二秒。 9.3.3.4 於 9.3.4 至 9.3.4.5.2 所述試驗之拉力裝置（如圖二十九、圖三十六、圖三十六之一、圖三十七及圖三十七之一所示）。所使用拉力裝置之寬度，應使其寬度盡可能接近有效下部固定器間之距離。 (請參考頁末圖示) 9.3.3.5 對於座椅裝設有上部固定器之安全帶固定裝置應依下列規定進行	

tested under the following conditions: 3.3.5.1. Outboard front seating positions: In the case of safety belts incorporating a inertia reel retractor attached to a separate lower side anchorage point: - the anchorages are subjected to the test laid down in points 3.4.1 to 3.4.1.3 in which the forces are applied to them by means of a device reproducing the geometry of a three-point belt incorporating an inertia reel retractor attached to a lower side anchorage and a D-ring acting through the upper anchorage. In the case of safety belts not incorporating a inertia reel retractor attached to a separate lower side anchorage point: - the anchorages shall be subjected to the test laid down in points 3.4.2 to 3.4.2.2. in which the forces are applied to them by means of a device reproducing the geometry of a three-point non-inertia reel belt; - the lower anchorages shall in addition be		試驗： 9.3.3.5.1 外側第一排座椅位置： 若安全帶結合慣性捲收器於單獨下部固定器： 固定器執行 9.3.4.1 至 9.3.4.1.3 之試驗規定，將力施加於通過三點式安全帶之裝置，該三點式安全帶包括連接至下部固定器之慣性捲收器及通過上部固定器之 D 形環。 若安全帶沒有結合慣性捲收器於單獨下部固定器： 固定器應執行 9.3.4.2 至 9.3.4.2.2 之試驗規定。將力施加於通過三點式非慣性捲收安全帶之裝置； 下部固定器應執行 9.3.4.3 至 9.3.4.3.1	

subjected to the test laid down in points 3.4.3 to 3.4.3.1 in which the forces are transferred to the lower anchorages by means of a device representing a lap belt; - the two tests may be carried out on two different structures at the request of the manufacturer. If the height of the upper safety belt anchorage point is manually adjustable without the use of any tools, it shall be set in the least favourable (i.e. worst-case) position as decided by the technical service. In the case of multiple upper safety belt anchorage points for use with a special-type (e.g. harness-type) safety belt, these shall all be subjected to the test required in points 3.4.5 to 3.4.5.2, in which the forces are applied to them by means of a device reproducing the geometry of the type of safety belt intended to be attached to those anchorages. 3.3.5.2. Rear outboard seating positions		之試驗規定，通過腰部安全帶之代表裝置將施力轉移至下部固定器； 依照申請者之要求，兩種試驗可在兩種不同之結構上進行。 若上部安全帶固定器之高度可在不使用任何工具之情況下手動調整，則應依照檢測機構決定將其設置於最不利（最嚴苛狀態）之位置。 若多個上部安全帶固定器與特殊型式（如全背帶式安全帶）安全帶一起使用，則應執行 9.3.4.5 至 9.3.4.5.2 之試驗規定，將力施加於通過這型式安全帶固定器之裝置。 9.3.3.5.2 外側後排座椅位置及／或中	

and/or centre seating positions: In the case of three-point safety belts incorporating a inertia reel retractor attached to a separate lower side anchorage point: - the anchorages are subjected to the test laid down in points 3.4.1 to 3.4.1.3 in which the forces are applied to them by means of a device reproducing the geometry of a three-point belt incorporating an inertia reel retractor attached to a lower side anchorage and a D-ring acting through the upper anchorage. In the case of three-point safety belts not incorporating a inertia reel retractor attached to a separate lower side anchorage point: - the anchorages shall be subjected to the test laid down in points 3.4.2 to 3.4.2.2 in which the forces are applied to them by means of a device reproducing the geometry of a three-point non-inertia reel belt; - the lower anchorages shall in addition be		間座椅位置： 若三點式安全帶結合慣性捲收器於單獨下部固定器： 固定器執行 9.3.4.1 至 9.3.4.1.3 之試驗規定，將力施加於通過三點式安全帶之裝置，該三點式安全帶包括連接至下部固定器之慣性捲收器及通過上部固定器之 D 形環。 若三點式安全帶沒有結合慣性捲收器於單獨下部固定器： 固定器應執行 9.3.4.2 至 9.3.4.2.2 之試驗規定。將力施加於通過三點式非慣性捲收安全帶之裝置； 下部固定器應執行 9.3.4.3 至 9.3.4.3.1	

subjected to the test laid down in points 3.4.3 to 3.4.3.1 in which the forces are transferred to the lower anchorages by means of a device representing a lap belt;		之試驗規定，通過腰部安全帶之代表裝置將施力轉移至下部固定器；	
- at the request of the manufacturer, the two tests may be carried out on two different structures.		依照申請者之要求，兩種試驗可在兩種不同之結構上進行。	
If the height of the upper safety belt anchorage point is manually adjustable without the use of any tools, it shall be set in the least favourable (i.e. worst-case) position as decided by the technical service.		若上部安全帶固定器之高度可在不使用任何工具之情況下手動調整，則應依照檢測機構決定將其設置於最不利（最嚴苛狀態）之位置。	
In the case of multiple upper safety belt anchorage points for use with a special-type (e.g. harness-type) safety belt, they shall all be subjected to the test required in points 3.4.5. to 3.4.5.2., in which the forces are applied to them by means of a device reproducing the geometry of the type of safety belt intended to be attached to those anchorages.		若多個上部安全帶固定器與特殊型式（如全背帶式安全帶）安全帶一起使用，則應執行 9.3.4.5 至 9.3.4.5.2 之試驗規定，將力施加於通過這型式安全帶固定器之裝置。	
3.3.6. Safety belt anchorages for seating positions not fitted with upper	(原文規定3.3.6至3.3.6.2為L6/L7或四人座之三輪機車適用規定，依道安規	對於座椅未安裝有上部固定器之安全帶固定裝置應於下列規定進行試	

anchorages shall be tested under the following conditions: 3.3.6.1. Outboard front seating positions: In the case of two-point or lap safety belts: - not permitted. 3.3.6.2. Rear outboard seating positions and/or centre seating positions: In the case of two-point or lap safety belts: - the lower anchorages shall be subjected to the test laid down in points 3.4.3 to 3.4.3.1 in which the forces are transferred to the lower anchorages by means of a device representing a lap belt. 3.3.7. If the safety belt systems to be installed in the vehicle require the use of specific equipment such as brackets, rollers, additional anchorages or guides, without which the testing straps or cables cannot be attached directly to the anchorages, such equipment shall be mounted and used during all tests as appropriate.	則小型輕型機車不得附載人員，重型及普通輕型機車在駕駛人後設有固定座位者，得附載一人。因國內規範最多兩座位，故此段規定建議不調和導入)	驗： 外側第一排座椅位置： 不允許安裝兩點式安全帶或腰部安全帶： 外側後排座椅位置及/或中間座椅位置： 若為兩點式安全帶或腰部安全帶： 下部固定器應執行 9.3.4.3 至 9.3.4.3.1 之試驗規定，通過腰部安全帶之代表裝置將施力轉移至下部固定器； 9.3.3.6 若安裝在車輛之安全帶系統需使用特殊裝備，如托架(brackets)、滾輪(rollers)、附加固定裝置或導件(guides)，若沒有時則試驗織帶或纜繩將不能直接連接至固定器，則應在所有試驗中安裝及使用這些設備。	

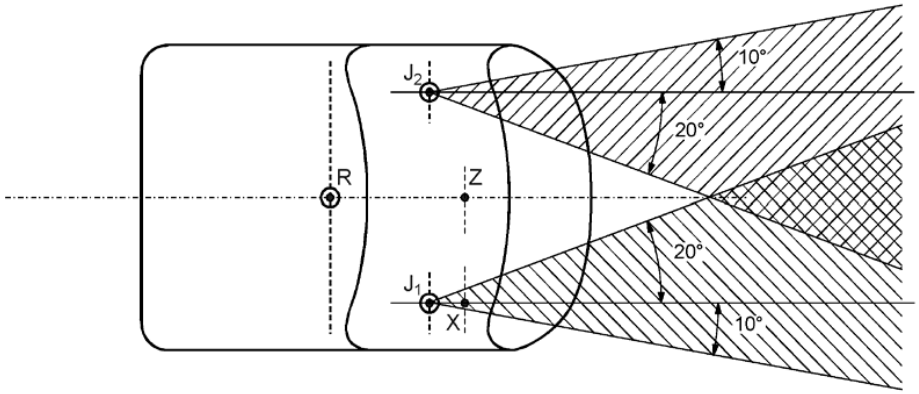
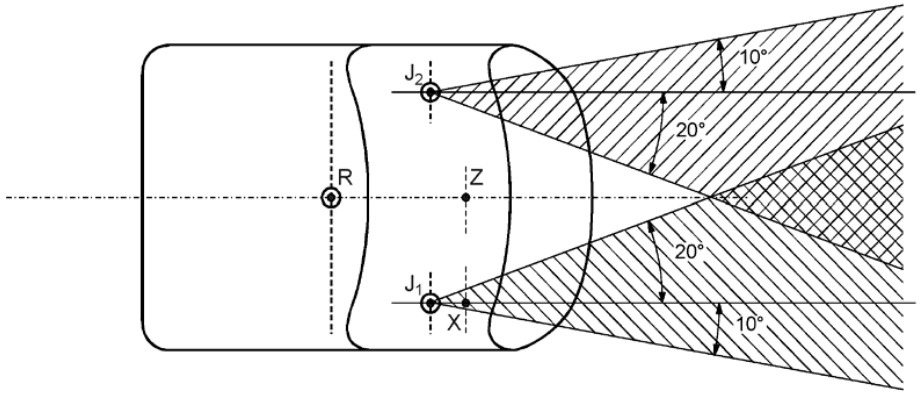
3.4. Specific requirements for the tests to be carried out on vehicles having a mass in running order ≤ 600 kg		9.3.4 車輛可行駛狀態下重量六百公斤以下之試驗要求	
3.4.1. Test in three-point belt configuration incorporating a retractor having a D-ring, pulley or strap guide at the upper actual safety belt anchorage		9.3.4.1 配置三點式安全帶結合捲收器之試驗，該捲收器於安全帶上部固定器具有 D 形環、滑輪(pulley)或導帶環	
3.4.1.1. A reverser, pulley or guide for the cable or strap with the characteristics needed to transfer the forces from the traction device is attached to the upper anchorages. A normal safety belt system may be used instead.		9.3.4.1.1 用於纜繩或織帶之反向器(reverser)、滑輪或導件從拉力裝置傳遞施力至上部固定器所需之特性。得使用一般安全帶系統替代。	
3.4.1.2. A test loading of 675 daN +/- 20 daN shall be applied to a shoulder belt traction device attached to the belt anchorages by means of a cable or strap reproducing the geometry of the upper diagonal strap of the corresponding safety belt.		9.3.4.1.2 應向固定於安全帶固定器之肩部安全帶牽引裝置施加六千七百五十（正／負二百）牛頓之試驗負載，該牽引裝置透過纜繩或織帶固定，並重現相應安全帶上部對角式織帶之幾何形狀。	
3.4.1.3. At the same time, a tractive force of 675 daN +/- 20 daN shall be applied to a lap belt traction device attached to the two lower anchorages.		9.3.4.1.3 施加六千七百五十（正／負二百）牛頓之拉力於腰部安全帶拉力裝置。	
3.4.2. Test in three-point belt		9.3.4.2 未配置捲收器之三點式安全	

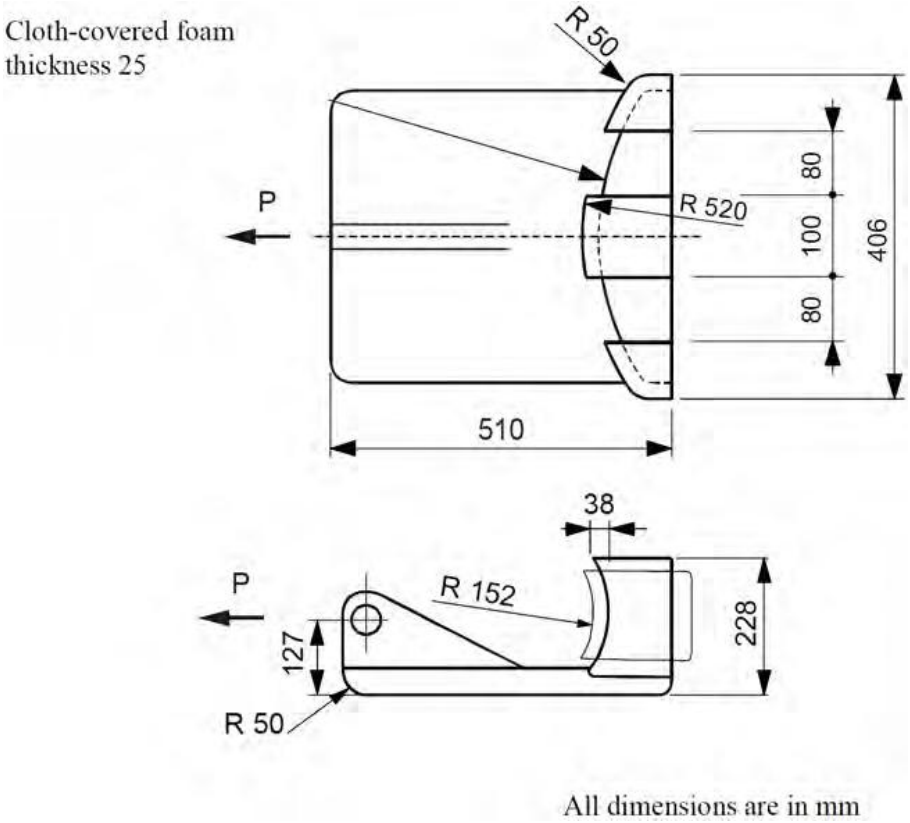
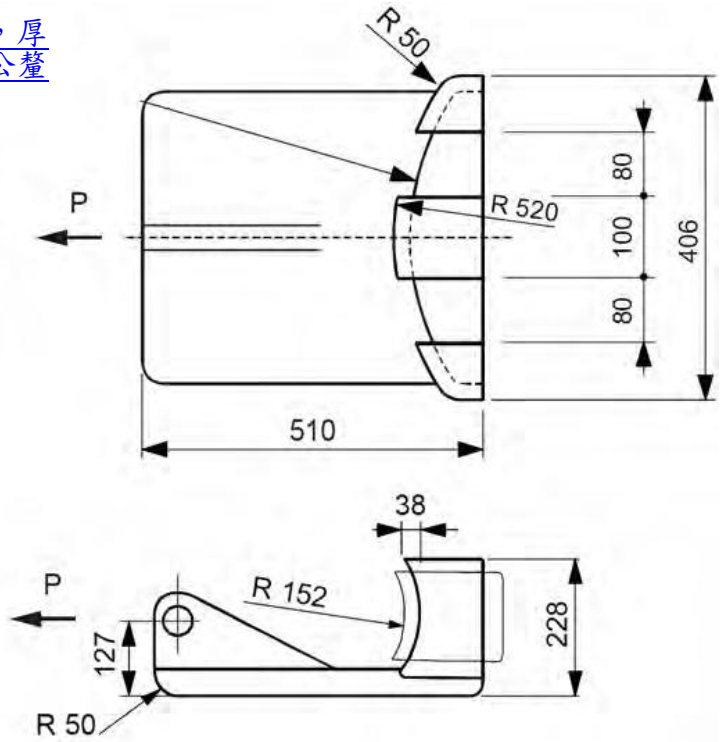
configuration without a retractor or with a retractor mounted directly to the upper actual anchorage point		帶或捲收器直接安裝在實際上部固定器者之試驗	
3.4.2.1. A test loading of 675 daN +/- 20 daN shall be applied to a shoulder belt traction device attached to the upper anchorage and to the opposite lower belt anchorage of the same safety belt using, if fitted as standard equipment by the manufacturer, a retractor fixed at the upper actual safety belt anchorage.		9.3.4.2.1 六千七百五十(正／負二百)牛頓之負載試驗應施加於上部固定器之肩部安全帶拉力裝置及使用同一安全帶相對之安全帶下部固定器。若申請者安裝標準設備，則應固定於實際安全帶上部固定器之捲收器。	
3.4.2.2. At the same time, a tractive force of 675 daN +/- 20 daN shall be applied to a lap belt traction device attached to the two lower anchorages.		9.3.4.2.2 施加六千七百五十（正／負二百）牛頓之拉力於腰部安全帶拉力裝置。	
3.4.3. Test in lap-belt configuration		9.3.4.3 配置腰部安全帶之試驗	
3.4.3.1. A test loading of 1110 daN +/- 20 daN shall be applied to a lap belt traction device attached to the two lower anchorages.		9.3.4.3.1 一萬一千一百(正／負二百)牛頓之負載試驗應施加於兩下部固定器之腰部安全帶拉力裝置。	
3.4.4. Additional test requirements in the case of safety belt anchorage points located wholly within the seat structure or dispersed between the vehicle structure and the seat structure		9.3.4.4 安全帶固定器置於座椅結構內或分散在車輛結構與座椅結構之間的試驗規定	

3.4.4.1. The three specific safety belt configuration tests in points 3.4.1, 3.4.2 and 3.4.3 shall be conducted while an additional force, as specified below, is exerted for each seat and/or each group of seats.		9.3.4.4.1 由 9.3.4.1、9.3.4.2 及 9.3.4.3 之三個特定安全帶配置試驗，應於所有座椅及／或每組座椅施加 9.3.4.4.2 規定之額外施力。	
3.4.4.2. The additional longitudinal and horizontal force shall be equal to ten times the weight of the complete seat and applied directly to the centre of gravity of the seat structure in question through a separate force application device.		9.3.4.4.2 額外之縱向及橫向施力應等於整個座椅重量之十倍，且通過單獨之施力裝置直接施加於座椅結構之重心。	
3.4.5. Test in special-type belt configuration (other than those for three-point belt or lap-belt)		9.3.4.5 配置特殊型式安全帶之試驗（三點式安全帶或腰部安全帶除外）	
3.4.5.1. A test loading of 675 daN +/- 20 daN shall be applied to a shoulder belt traction device attached to the belt anchorages meant for a special-type safety belt, by means of cables or straps reproducing the geometry of the upper diagonal strap or straps of the corresponding safety belt.		9.3.4.5.1 適用於特殊型式之安全帶，應向固定於安全帶固定器之肩部安全帶牽引裝置施加六千七百五十（正／負二百）牛頓之試驗負載，該牽引裝置透過纜繩或織帶固定，並重現相應安全帶上部對角式織帶之幾何形狀。	
3.4.5.2. At the same time, a tractive force		9.3.4.5.2 施加六千七百五十（正／負	

of 675 daN +/- 20 daN shall be applied to a lap-belt traction device attached to the two lower anchorages.		二百）牛頓之拉力於腰部安全帶拉力裝置。	
3.5. Specific requirements for the tests to be carried out on vehicles having a mass in running order > 600 kg or where the vehicle manufacturer chooses to fulfil these requirements on a voluntary basis		9.3.5 車輛可行駛狀態下重量大於六百公斤之試驗要求或申請者選擇自願符合之要求	
3.5.1. Vehicles covered by the criteria set out in point 3.5 shall meet all the relevant requirements of UNECE regulation No 14 with regard to anchorages for safety belts intended for adult occupants, as prescribed for vehicle category M1.		9.3.5.1 依 9.3.5 所述之車輛應符合本基準 M1 類車輛之所有相關規定。	
3.6. If an ISOFIX anchorage system or a system which resembles ISOFIX is fitted optionally to the vehicle, all relevant location, marking and strength requirements for such systems in UNECE regulation No 14 shall be met.		9.3.6 若配有 ISOFIX 固定器系統或類似 ISOFIX 系統於車輛上，則應符合本項 7.之規定	
3.6.*/ Test report requirements		9.3.7 試驗報告之規定	
*/ JASIC's note: The redundancy in the original text (i.e., paragraph 3.6. is			

repeated) is kept uncorrected in this JASIC edition. 3.6.1. The deformation of the safety belt anchorage points and the load supporting structures resulting from the application of the loads as specified in points 3.4 to 3.5.1 shall be accurately recorded after the tests and included in the test report.		9.3.7.1 經 9.3.4 至 9.3.5.1 之負載規定導致安全帶固定器及負載支撐結構之變形，應於試驗後準確記錄於試驗報告。	

EU 3/2014	
(New) **ANNEX XII** **Figure 11- P2-2**  	(修正後)  圖五之一：固定器安裝位置俯視示意圖 (僅適用於具密閉式車身之L2或L5類車輛)

(New) **Annex 5** Figure 3  All dimensions are in mm	(修正後) 泡綿覆蓋層，厚度為二十五公釐  單位：公釐 圖三十七之一：特殊型式安全帶之拉力裝置 (僅適用於具密閉式車身之L2或L5類車輛)

EU 3/2014 SUPPLEMENT TO EU 168/2013 ON THE APPROVAL AND MARKET SURVEILLANCE OF TWO- OR THREE-WHEEL VEHICLES AND QUADRICYCLES

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
ANNEX XIII **Requirements applying to seating positions (saddles and seats)**		四十九之二、座椅強度 1.實施時間及適用範圍： 1.1 中華民國一百十四年七月一日起，使用於M及N類車輛之新型式座椅及中華民國一百十六年一月一日起，使用於M及N類車輛之各型式座椅，其座椅強度，應符合本項規定。 1.1.1 已符合本基準項次「四十九之一」規定之使用於 M1 類車輛之既有型式座椅，另應符合 4.5.2.1.2 及 4.5.2.2.2 規定。 1.1.2 已符合本基準項次「四十九之一」規定之使用於N、M2 及 M3 類車輛之既有型式座椅，亦視同符合本項規定。 1.2 中華民國○年○月○日起，使用於具密閉式車身之 L2 或 L5 類車輛之	四十九之二、座椅強度 1.實施時間及適用範圍： 1.1 中華民國一百十四年七月一日起，使用於M及N類車輛之新型式座椅及中華民國一百十六年一月一日起，使用於M及N類車輛之各型式座椅，其座椅強度，應符合本項規定。 1.1.1 已符合本基準項次「四十九之一」規定之使用於 M1 類車輛之既有型式座椅，另應符合 4.5.2.1.2 及 4.5.2.2.2 規定。 1.1.2 已符合本基準項次「四十九之一」規定之使用於N、M2 及 M3 類車輛之既有型式座椅，亦視同符合本項規定。

		新型式座椅及中華民國○年○月○日起，使用於具密閉式車身之 L2 或 L5 類車輛之各型式座椅，其座椅強度，應符合本項 7.之規定。 1.3 本項規定不適用於後向式座椅及幼童專用車之幼童座椅。 1.4 除大客車及幼童專用車以外之車輛，申請少量車型安全審驗或逐車少量車型安全審驗者，得免符合本項「座椅強度」規定。 1.5 檢測機構得依本項基準調和之聯合國車輛安全法規(UN Regulations)，UN R17 08~09 系列、UN R80 03~04 系列及其後續相關修正規範進行測試。	1.2 本項規定不適用於後向式座椅及幼童專用車之幼童座椅。 1.3 除大客車及幼童專用車以外之車輛，申請少量車型安全審驗或逐車少量車型安全審驗者，得免符合本項「座椅強度」規定。 1.4 檢測機構得依本項基準調和之聯合國車輛安全法規(UN Regulations)，UN R17 08~09 系列、UN R80 03~04 系列及其後續相關修正規範進行測試。
1. Requirements for the approval of a type of vehicle with regard to seating positions 1.1. Vehicles shall be fitted with at least one seat or saddle. 1.1.1. All seating positions shall be forward-facing. 1.2. Vehicles without bodywork may have		7.具密閉式車身之 L2 或 L5 類車輛之座椅強度規定 7.1 車輛應至少裝設一個座椅。 7.1.1 所有座椅位置應為前向式。	

saddles. 1.3. Vehicles of categories L2e, L5e, L6e and L7e which are fitted with bodywork shall have seats. 1.3.1. By way of derogation to Article 2(5) of this Regulation and for the purpose of this Annex, a vehicle is deemed to have bodywork if there are structural elements beside and or behind the lowest seating position which exceed the height of the R-point of the seating position in question. The area concerned is thus located in and behind the transverse vertical plane passing through the R-point of the seating position in question. Other seating positions, back rests, luggage compartments and racks, and any other fittings or components mounted to them, shall not be regarded as structural elements in this context (i.e. side doors, B-pillars and/or roof are regarded as bodywork). The technical service shall			

provide clear justification for the judgment criteria in the test report.			
1.4. The R-point of a seating position shall be determined as follows: 1.4.1. The R-point of a saddle shall be taken as declared by the vehicle manufacturer and duly justified by means of appropriate vehicle design criteria taking into account the characteristics of a 50th percentile male manikin (i.e. Hybrid III anthropomorphic test device) and its hip pivot point. 1.4.2. The R-point of a seat shall be established in accordance with Appendix 3 to Part 2 of Annex VII to this Regulation.		(座椅位置 R 點，不影響基準內容)	
1.5. All seats shall have seat backs. 1.5.1. In order to assess the functionality of a seat back, it shall be possible to carry out at least one of the procedures below for each seat.		7.2 所有座椅應有椅背。 7.2.1 為評估椅背之功能，應可對每個座椅執行以下至少一個程序。	

1.5.1.1. The procedure for the determination of the H-point following the prescriptions in Annex 3 to UNECE regulation No 17 shall be carried out successfully (i.e. not taking into account any exemptions provided for in that regulation).		7.2.1.1 應依照 H 點之程序規定（即不考慮該項規定之任何情況除外）。	
1.5.1.2. Where the procedure of point 1.5.1.1 cannot be carried out correctly for a specific seat, this shall be demonstrated satisfactorily and subsequently a 50th percentile male manikin (i.e. Hybrid III anthropomorphic test device) may instead be placed on the seat, which shall be adjusted to the design position as specified by the vehicle manufacturer. In this case, the R-point of the seat in question shall be taken as declared by the vehicle manufacturer and duly justified by means of appropriate vehicle design criteria taking into account the characteristics		7.2.1.2 若無法對特定座椅正確執行 7.2.1.1 之程序，則應將第五十百分位成年男性人體模型（如 Hybrid III 人體試驗裝置）放置於座椅上，並應調整至申請者規定之設計位置。於此情況下，試驗座椅之 R 點應以申請者聲明方式，並適當證明車輛設計標準，其考慮到第五十百分位成年男性人體模型及其髖部樞軸點之特徵。檢測機構應為檢測報告中之判定標準提供明確說明。	

of a 50th percentile male manikin and its hip pivot point. The technical service shall provide clear justification for the judgment criteria in the test report. 1.5.1.3. If neither procedure can be carried out correctly, the seat and seat back are deemed not to comply with the requirements of this Annex. 1.6. Spaces resembling seating positions, but not designated as such, shall not be permitted. 1.6.1. Spaces resembling seats and on which a 5th percentile adult female manikin can be seated shall be regarded as seats and shall therefore meet all relevant requirements of this Annex. 1.7. The height of the R-point of the seating position of the driver or rider shall be ≥ 540 mm in the case of vehicles of categories L1e, L3e and L4e and ≥ 400 mm in the case of vehicles of categories L2e, L5e, L6e and L7e, as measured from the ground surface.		7.2.1.3 若兩種程序均無法正確執行，則座椅及椅背不符合規定 7.之要求。 7.3 不應允許未經指定之類似座椅位置之空間。 7.3.1 類似座椅及第五百分位成年女性人體模型可坐在其上之空間應視為座椅，因此應符合規定 7.之所有相關要求。 7.4 對於 L2 及 L5 車輛其駕駛之座椅位置 R 點之高度從地面測量應大於等於四百公釐。	

1.7.1. If the vehicle is equipped with systems which can change the vehicle's riding height, this shall be set in the normal running condition as specified by the vehicle manufacturer.		7.4.1 若車輛配備能改變車輛行駛高度之系統，則應將其設置於申請者宣告之正常運行狀態。	
1.8. All seats and saddles which are fitted with safety belt anchorage points and/or safety belts shall be capable of withstanding a deceleration of 10 g for 20 ms in forward direction without breakage. If fitted, locking, adjustment and displacement systems shall not malfunction or release. Displacement systems fitted to seats shall be capable of being manually activated once after being subjected to the deceleration.		7.5 裝設有安全帶固定器及／或安全帶之所有座椅應能承受前向方向十 g 之減速度達二十毫秒且沒有破損。若裝設鎖定、調整及位移系統則不應發生故障或釋放。裝設於座椅上之位移系統應能於減速度後手動啟動一次。	
1.8.1. Compliance with point 1.8 shall be demonstrated as follows: - for seats: - by submitting representative parts of the vehicle to a deceleration of 10 g in forward direction for at least 20 ms or - by performing the test in points 3.4.4 to		7.5.1 符合 7.5 之情況應如下述： -座椅 -通過車輛代表性組件於前向方向之減速度十 g 至少二十毫秒，或 -符合本基準項次「四十八之二、安全	

3.4.4.2 of Part 2 of Annex XII, - for saddles: - by exerting in the forward direction, in its centre of gravity, a force equal to ten times the weight of the complete saddle in question.		帶固定裝置」9.3.4.4 至 9.3.4.4.2 之規定	

EU 3/2014 SUPPLEMENT TO EU 168/2013 ON THE APPROVAL AND MARKET SURVEILLANCE OF TWO- OR THREE-WHEEL VEHICLES AND QUADRICYCLES

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
ANNEX XVII **Requirements regarding vehicle occupant protection, including interior fittings and vehicle doors** *PART 2* Requirements for the approval of a type of vehicle with regard to doors		五十一之二、門閂／鉸鏈 1. 實施時間及適用範圍： 1.1 中華民國一百零七年一月一日起，使用於M1及N1類車輛乘員進出門及尾門之新型式門閂與鉸鏈，應符合本項規定。 1.2 中華民國一百十二年一月一日起，使用於M1及N1類車輛乘員進出門及尾門，其各型式門閂與鉸鏈應符合本項規定；已符合本基準項次「五十一之一」規定之既有型式門閂與鉸鏈，若其裝設2.5.2完全鎖定系統，則另應符合本項5.13.1.1之規定；已符合本基準項次「五十一之一」規定之既有型式門閂與鉸鏈，若其未裝設2.5.2完全鎖定系統，則視同符合本項之規定。 1.2.1 中華民國一百十二年一月一日	五十一之二、門閂／鉸鏈 1. 實施時間及適用範圍： 1.1 中華民國一百零七年一月一日起，使用於M1及N1類車輛乘員進出門及尾門之新型式門閂與鉸鏈，應符合本項規定。 1.2 中華民國一百十二年一月一日起，使用於M1及N1類車輛乘員進出門及尾門，其各型式門閂與鉸鏈應符合本項規定；已符合本基準項次「五十一之一」規定之既有型式門閂與鉸鏈，若其裝設2.5.2完全鎖定系統，則另應符合本項5.13.1.1之規定；已符合本基準項次「五十一之一」規定之既有型式門閂與鉸鏈，若其未裝設2.5.2完全鎖定系統，則視同符合本項之規定。 1.2.1 中華民國一百十二年一月一日

		起，使用於 M1 及 N1 類車輛具有潛在風險使乘員因車輛碰撞而彈出車外之尾門，其各型式門閂與鉸鏈應符合本項規定；已符合本基準項次「五十一之一」規定之既有型式門閂與鉸鏈，若其裝設 2.5.2 完全鎖定系統，則另應符合本項 5.13.1.1 之規定；已符合本基準項次「五十一之一」規定之既有型式門閂與鉸鏈，若其未裝設 2.5.2 完全鎖定系統，則視同符合本項之規定。 1.3 中華民國○年○月○日起，使用於具密閉式車身之 L2 或 L5 類車輛之新型式門閂與鉸鏈及中華民國○年○月○日起，使用於具密閉式車身之 L2 或 L5 類車輛之各型式門閂與鉸鏈，應符合本項 7.之規定。 1.4 除幼童專用車以外之車輛，申請少量車型安全審驗者，得免符合本項規定。 1.5 申請逐車少量車型安全審驗之車輛，得免符合本項規定。 1.6 檢測機構得依本項基準調和之聯	起，使用於 M1 及 N1 類車輛具有潛在風險使乘員因車輛碰撞而彈出車外之尾門，其各型式門閂與鉸鏈應符合本項規定；已符合本基準項次「五十一之一」規定之既有型式門閂與鉸鏈，若其裝設 2.5.2 完全鎖定系統，則另應符合本項 5.13.1.1 之規定；已符合本基準項次「五十一之一」規定之既有型式門閂與鉸鏈，若其未裝設 2.5.2 完全鎖定系統，則視同符合本項之規定。 1.3 除幼童專用車以外之車輛，申請少量車型安全審驗者，得免符合本項規定。 1.4 申請逐車少量車型安全審驗之車輛，得免符合本項規定。 1.5 檢測機構得依本項基準調和之聯

		合國車輛安全法規(UN Regulations)，UN R11 04 系列及其後續相關修正規範進行測試。	合國車輛安全法規(UN Regulations)，UN R11 04 系列及其後續相關修正規範進行測試。
1. Requirements and test 1.1. Vehicles of categories L2e, L5e, L6e and L7e which are fitted with doors shall meet the following requirements: 1.1.1. Each door shall be fitted with a device which keeps it in a closed position. A door may be fitted with hinges and/or other retaining mechanisms, systems or devices, and a closed door may have gaps and openings to the outside. 1.1.2. Each door shall be capable of withstanding a push force of 200 daN, delivered by a flat-ended ram applied in an outward and horizontal (and thus in the vehicle's transverse) direction. The end of the ram shall have an overall diameter not exceeding 50 mm and may have rounded edges. The force shall be applied either onto the door centre or at		7. 使用於具有車門之 L2 或 L5 類車輛之門閂／鉸鏈規定 7.1 試驗方法與基準 7.1.1 每扇車門應裝設一個可將車門保持在關閉位置之裝置。車門可裝設有鉸鏈及／或其他保持機構、系統或裝置，且車門關閉時仍可具有連接到外部之間隙及開口。 7.1.2 每扇車門應能承受平底撞槌(ram)以水平朝外方向施加之二千牛頓施力（即位於車輛橫向平面）。撞槌之末端直徑不超過五十公釐及可具有圓形邊緣。該施力應於車門中心或橫向垂直面中之另一點上，該點通過最靠近試驗車門之座椅位置 R 點，其高度對應於 R 點或五百公釐以上。試驗期間，應移除妨礙施力	

another point in the transverse vertical plane passing through the R-point of the seating position closest to the door in question at a height corresponding to that of the R-point or a point up to 500 mm above it. Interior fittings, components or other elements which interfere with the application of the force shall be removed during the test. 1.1.2.1. The device or devices which keep the door in a closed position shall not fail, release or open completely within 0,2 seconds of reaching the minimum prescribed application force and the door shall remain closed after removal of the force. Gaps and openings to the outside due to flexing of materials are permitted.		之內裝、組件或其他配件。 7.1.2.1 將車門保持於關閉位置之一個或多個裝置，於達到規定最小施力之零點二秒內不應失效、釋放或完全打開，且於施力移除後車門應保持關閉。允許因材質彎曲產生之外部間隙及開口。	

EU 3/2014 SUPPLEMENT TO EU 168/2013 ON THE APPROVAL AND MARKET SURVEILLANCE OF TWO- OR THREE-WHEEL VEHICLES AND QUADRICYCLES

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
ANNEX VIII **Requirements applying to driver-operated controls including identification of controls, tell-tales and indicators** … 1. Requirements for the approval of a type of vehicle with regard to identification of controls, telltales and indicators … 1.1.3. Vehicles of categories L2e, L5e, L6e and L7e shall meet the requirements of point 2 to 2.2.1.6 or, alternatively, the relevant requirements of UNECE regulation No 121(1), as prescribed for vehicle category M1.		附件七十五、汽車控制器標誌 1.實施時間及適用範圍： 1.1 中華民國一百零七年一月一日起，新型式之 M1 及 N1 類車輛及中華民國一百零八年一月一日起，新型式之 M2、M3、N2 及 N3 類車輛，其汽車控制器標誌，應符合本項規定。 1.2 中華民國一百十五年一月一日起，各型式之 M、N 類車輛，其汽車控制器標誌，應符合本項規定。 1.3 中華民國○年○月○日起，新型式之具密閉式車身之 L2 或 L5 類車輛及中華民國○年○月○日起，各型之具密閉式車身之 L2 或 L5 類車輛，得符合本項 M1 類車輛之規定替代本基準項次「附件二十四之一、機車控制器標誌」。	附件七十五、汽車控制器標誌 1.實施時間及適用範圍： 1.1 中華民國一百零七年一月一日起，新型式之 M1 及 N1 類車輛及中華民國一百零八年一月一日起，新型式之 M2、M3、N2 及 N3 類車輛，其汽車控制器標誌，應符合本項規定。 1.2 中華民國一百十五年一月一日起，各型式之 M、N 類車輛，其汽車控制器標誌，應符合本項規定。

		1.4 檢測機構得依本項基準調和之聯合國車輛安全法規(UN Regulations)，UN R121 00~01 系列及其後續相關修正規範進行測試。 …	1.3 檢測機構得依本項基準調和之聯合國車輛安全法規(UN Regulations)，UN R121 00~01 系列及其後續相關修正規範進行測試。 …
5.2. Identification …	5.2. Identification …	4.2 識別符號 …	4.2 識別符號 …
5.2.8. Each control for the automatic vehicle speed system (cruise control) and each control for heating and air conditioning system(s) shall have identification provided for each function of each such system.	5.2.8. Each control for the automatic vehicle speed system (cruise control) and each control for heating and air conditioning system(s) shall have identification provided for each function of each such system.	4.2.8 自動定速控制系統及空調系統控制器，應提供該系統功能之識別符號。	4.2.8 自動定速控制系統及空調系統控制器，應提供該系統功能之識別符號。
5.2.9. When fitted each control that regulates a system function over a continuous range shall have identification provided for the limits of the adjustment range of any such function. If colour coding is used to identify the limits of the adjustment range of a temperature function, the hot limit shall be identified by the colour red and the	5.2.9. When fitted each control that regulates a system function over a continuous range shall have identification provided for the limits of the adjustment range of any such function. If colour coding is used to identify the limits of the adjustment range of a temperature function, the hot limit shall be identified by the colour red and the cold limit by the	4.2.9 於連續範圍調節系統功能之控制器，應標識該功能範圍之極限點。若以顏色來識別溫度調節功能調整範圍之極限點，則熱極限點應使用紅色，冷極限點應使用藍色。如功能狀態或極限係藉由不與該控制器相鄰之個別指示器顯示，則該控制器及此指示器應有個別且符合4.1.3規定之識別符號。	4.2.9 於連續範圍調節系統功能之控制器，應標識該功能範圍之極限點。若以顏色來識別溫度調節功能調整範圍之極限點，則熱極限點應使用紅色，冷極限點應使用藍色。如功能狀態或極限係藉由不與該控制器相鄰之個別指示器顯示，則該控制器及此指示器應有個別且符合4.1.3規定之識別符號。

cold limit by the colour blue. If the status or limit of a function is shown by an indicator separated from and not adjacent to the control for that function, both the control and the indicator shall be independently identified in compliance with paragraph 5.1.3. 5.2.10. Automatic functions may be indicated with the symbol relevant for the corresponding item as referred to in column 1 of Table 1, with the supplementary letter(s) "A" or "AUTO" positioned on or adjacent to its outline.	colour blue. If the status or limit of a function is shown by an indicator separated from and not adjacent to the control for that function, both the control and the indicator shall be independently identified in compliance with paragraph 5.1.3.	4.2.10 自動功能可對應表一中第一欄所列項目之相關符號，並在輪廓上或輪廓相鄰添加補充字母「A」或「AUTO」。	

EU 44/2014 SUPPLEMENT TO EU 168/2013 ON THE VEHICLE CONSTRUCTION AND GENERAL REQUIREMENTS FOR THE APPROVAL OF TWO- OR THREE-WHEEL VEHICLES AND QUADRICYCLES

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		附件七十七、客車車外突出限制 1.實施時間及適用範圍： 1.1 中華民國一百零七年一月一日起，新型式之 M1 類車輛及中華民國一百十五年一月一日起，各型式之 M1 類車輛，其車外突出應符合本項規定。 1.2 中華民國○年○月○日起，新型式之具密閉式車身之 L2 或 L5 類車輛，及中華民國○年○月○日起，各型式之具密閉式車身之 L2 或 L5 類車輛，其車外突出應完全符合本項規定，或得以符合條文 7.替代本項規定。 1.3 本項法規不適用於間接視野裝置或聯結裝置。 1.4 申請少量車型安全審驗者，得免符合本項規定之條文 4.6、5.1.1、	附件七十七、客車車外突出限制 1.實施時間及適用範圍： 1.1 中華民國一百零七年一月一日起，新型式之 M1 類車輛及中華民國一百十五年一月一日起，各型式之 M1 類車輛，其車外突出應符合本項規定。 1.2 本項法規不適用於間接視野裝置或聯結裝置。 1.3 申請少量車型安全審驗者，得免符合本項規定之條文 4.6、5.1.1、

… ANNEX VIII Requirements applying to external projections 2. Requirements applying to three-wheel vehicles and quadricycles 2.1. General requirements 2.1.1. Vehicles of categories L2e, L5e, L6e and L7e shall meet the following general requirements. 2.1.1.1.Vehicles shall incorporate no pointed, sharp or protruding parts, pointing outwards, of such a shape,		5.16.1 及 5.17.4.1；申請者如無法檢附條文 4.與 6.規定之圖面，且經檢測機構確認該部位係屬破壞性試驗，則得以該部位照片與其申請者所提供符合性聲明文件為佐證。 1.5 申請逐車少量車型安全審驗之車輛，得免符合本項規定之條文 4.6、5.1.1、5.16.1 及 5.17.4.1；申請者如無法檢附條文 4 與 6 規定之圖面，且經檢測機構確認該部位係屬破壞性試驗，則得以該部位照片與其申請者所提供符合性聲明文件為佐證。 … 7. 具密閉式車身之 L2 或 L5 類車輛之車外突出限制規定 7.1 通則 7.1.1 具密閉式車身之 L2 或 L5 類車輛應符合下列規定。 7.1.1.1 車輛不應包括尖端、尖銳或突出部位、朝外之尖端，其形狀、尺寸、方向之角度及硬度，在發生碰撞時，增加任何人被車輛撞擊或擦傷所造	5.16.1 及 5.17.4.1；申請者如無法檢附條文 4 與 6 規定之圖面，且經檢測機構確認該部位係屬破壞性試驗，則得以該部位照片與其申請者所提供符合性聲明文件為佐證。 1.4 申請逐車少量車型安全審驗之車輛，得免符合本項規定之條文 4.6、5.1.1、5.16.1 及 5.17.4.1；申請者如無法檢附條文 4 與 6 規定之圖面，且經檢測機構確認該部位係屬破壞性試驗，則得以該部位照片與其申請者所提供符合性聲明文件為佐證。

dimension, angle of direction and hardness that they increase the risk or seriousness of body lesions and lacerations suffered by any person struck or grazed by the vehicle in the event of an accident. Vehicles shall be designed in such a way that parts and edges with which vulnerable road users such as pedestrians are likely to come into contact in the event of an accident comply with the requirements in points 2.1.2 to 2.1.2.1.4.		成之身體傷害及撕裂傷之風險或嚴重性，車輛於發生事故時，其他用路人（如行人）有可能碰觸之部位及邊緣之設計。	
2.1.2. Specific provisions for vehicles of categories L2e, L5e, L6e and L7e		7.1.2 具密閉式車身之 L2 或 L5 類車輛之特殊規定。	
…			
2.1.2.1.4. Compliance with the requirements shall be checked without any registration plate affixed to the vehicle and any registration plate space or surface shall thus not be exempted from assessment.		7.1.2.1 車輛應於無黏貼任何車牌之情況下檢查是否符合本項要求且應評估任何黏貼車牌之空間或表面。	