項 次	法 規 名 稱	修訂法規內容	新增之法規項目	頁碼	UN 版本別	內容摘要
1	七十○、車輛內裝規格(草案)		◎	P.1	UN R21 01-S3 2003/03/25	參考 UN R21 01-S3 版研擬本項規定，主要包含車輛內部各部位突出限制、決定頭部撞擊區、能量吸收材質之試驗程序、座位 H 點與軀幹實際角度之決定程序及突出量之量測方法等相關規範。

ECE R21 INTERIOR FITTINGS 01-S3 2003/03/25 車輛內裝規格

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
1. This Regulation applies to the interior fittings of vehicles of category M1 with regard to: 1.1. the interior parts of the passenger compartment other than the rear-view mirror or mirrors; 1.2. the arrangement of the controls; 1.3. the roof or opening roof, and 1.4. the seat-back and the rear parts of seats. 1.5. power-operation of windows, roof panels and partition systems.		七十○、車輛內裝規格(草案) 1.實施時間及適用範圍： 1.1 中華民國○年○月○日起，新型式 M1 類車輛，及中華民國○年○月○日起，各型式 M1 類車輛，其內裝規格應符合本項規定。 1.2 本項規定適用於下列內裝規格： 1.2.1 車內視鏡或一般鏡子以外之車室內部各部位； 1.2.2 控制器配置； 1.2.3 車頂或活動開口式車頂，及； 1.2.4 椅背及座椅本身後方各部位； 1.2.5 車窗、車頂飾板及隔離系統之操作裝置。 1.3 除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，得免符合本項規定。	

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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 interior fittings;~~ ~~2.2. "vehicle type" with regard to the interior fittings of the passenger compartment means vehicles of category M1 which do not differ in such essential respects as:~~ ~~2.2.1. the lines and constituent materials of the bodywork of the passenger compartment;~~ ~~2.2.2. the arrangement of the controls;~~ ~~2.2.3. the performance of the protective system, if the reference zone within the head impact zone determined according to annex 8 (dynamic evaluation) is chosen by the applicant.~~ ~~2.2.3.1. Vehicles that differ only in the performance of the protective system(s) belong to the same vehicle type if they offer an equal or better protection for the occupants compared with the system or vehicle submitted to the technical service responsible for conducting the approval tests.~~		2.名詞釋義 (條文 2.1 係指有關車輛內裝規格之型式認證，與基準條文無關，建議不納入。) (條文 2.2 係本基準之型式範圍及認定原則，研擬 3.之規定。)	

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
2.3. "reference zone" is the head impact zone as defined in annex 1 to this Regulation, or at the choice of the manufacturer, according to annex 8, excluding the following areas: (see annex 10, explanatory notes, paragraphs 2.3. and 2.3.1.) 2.3.1. the area bounded by the forward horizontal projection of a circle circumscribing the outer limits of the steering control, increased by a peripheral band 127 mm in width; this area is bounded below by the horizontal plane tangential to the lower edge of the steering control when the latter is in the position for driving straight ahead. (see annex 10, explanatory notes, paragraphs 2.3. and 2.3.1.) 2.3.2. the part of the surface of the instrument panel comprised between the edge of the area specified in paragraph 2.3.1. above and the nearest inner side-wall of the vehicle; this part of the surface is bounded below by the horizontal plane tangential to the lower edge of the steering control and; (see annex 10, explanatory notes, paragraphs 2.3. and 2.3.1.)		2.1 參考區域(Reference zone)：係指除下述區域外，依照 5.定義或由申請者選擇依照 10.定義之頭部撞擊區：(並符合 11.補充規定之關於本項規定 2.1 及 2.1.1) 2.1.1 轉向控制器外部界限之外接圓，其外圍寬度增加一二七公釐之前方水平投影區域。此區域之下方邊界，為轉向控制器處於向前行駛所需位置之狀態，與轉向控制器下緣相切之水平面(並符合 11.補充規定之關於本項規定 2.1 及 2.1.1)。 2.1.2 上述 2.1.1 規定區域邊緣與最靠近車輛內部側牆間之儀表板表面部份；此表面部份之下方邊界，為與轉向控制器下緣相切之水平面(並符合 11.補充規定之關於本項規定 2.1 及 2.1.1)，及	

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2.3.3. the windscreen side pillars; (see annex 10, explanatory notes, paragraphs 2.3. and 2.3.1.) 2.4. "level of the instrument panel" means the line defined by the points of contact of vertical tangents to the instrument panel; (see annex 10, explanatory notes, paragraph 2.4.) 2.5. "roof" means the upper part of the vehicle extending from the upper edge of the windscreen to the upper edge of the rear window and bounded at the sides by the upper framework of the side-walls; (see annex 10, explanatory notes, paragraph 2.5.) 2.6. "belt line" means the line constituted by the transparent lower contour of the side windows of the vehicle; 2.7. "convertible car" means a vehicle where, in certain configurations, there is no rigid part of the vehicle body above the belt line with the exception of the front roof supports and/ or the roll-over bars and/or the seat-belt anchorages points; (see annex 10, explanatory notes, paragraphs 2.5. and 2.7.) 2.8. "vehicle with opening roof" means a		2.1.3 擋風玻璃側柱(並符合 11.補充規定之關於本項規定 2.1 及 2.1.1 要求)。 2.2 儀表板水平線(Level of the instrument panel)：係指將垂直線附切儀表板之接觸點予以橫跨連接而成之線(並符合 11.補充規定之關於本項規定 2.2 要求)。 2.3 車頂(Roof)：係從擋風玻璃上緣延伸至後方玻璃上緣之車輛上方部分，且兩側邊界為側牆(Side-walls)之車架上方結構(並符合 11.補充規定之關於本項規定 2.3)。 2.4 腰線(Belt line)：係指由車輛側方透明車窗下方輪廓所構成之線。 2.5 敞篷車(Convertible car)：係指在某些使用狀態下，除了前方車頂支撐件及/或防翻滾保護桿(Roll-over bars)及/或安全帶固定點外，腰線上方無車身剛性部分之車輛(並符合 11.補充規定之關於本項規定 2.3 及 2.5)。 2.6 配備活動開口式車頂之車輛	

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vehicle of which only the roof or part of it can be folded back or be opened, or may slide, leaving the existing structural elements of the vehicle above the belt line (see annex 10, explanatory notes, paragraph 2.5.)		(Vehicle with opening roof)：係指僅車頂或部分車頂可向後摺疊、開啟或滑動，其與腰線上方之既有結構元件分離 (並符合 11.補充規定之關於本項規定 2.3)。	
2.9. "folding (tip-up) seat" means an auxiliary seat intended for occasional use and which is normally folded out of the way.		2.7 折疊式(翻起式)輔助座椅(Folding (tip-up) seat)：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。	
2.10. "Protective system" means interior fittings and devices intended to restrain the occupants.		2.8 保護系統(Protective system)：係指用於束縛乘員之內裝部件及裝置。其類型參數包含：	
2.11. "Type of a protective system", means a category of protective devices which do not differ in such essential respects as:		2.8.1 作動科技/原理。 2.8.2 幾何特性。 2.8.3 組成材料。	
2.11.1. their technology;			
2.11.2. their geometry;			
2.11.3. their constituent materials.			
2.12. "Power-operated windows" means windows which are closed by power supply of the vehicle.		2.9 電動窗(Power-operated windows)：係指藉由車輛電源關閉之車窗。	
2.13. "Power-operated roof-panel systems" means movable panels in the vehicle roof		2.10 電動車頂飾板系統(Power-operated roof-panel systems)：係指藉由車輛電源以滑動及/或傾斜方式關	

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which are closed by power supply of the vehicle by either a sliding and/or tilting motion, and which do not include convertible top systems.		閉之車頂移動飾板，惟此不包括車頂敞篷系統。	
2.14. "Power-operated partition systems" means systems which divide a passenger car compartment into at least two sections and which are closed using the power supply of the vehicle.		2.11 電動隔離系統(Power-operated partition systems)：係指可將客車車室至少區分為兩部分，且使用車輛電源進行關閉之系統。	
2.15. "Opening" is the maximum unobstructed aperture between the upper edge or leading edge, depending on the closing direction, of a power-operated window or partition or roof panel and the vehicle structure which forms the boundary of the window, partition or roof panel, when viewed from the interior of the vehicle or, in the case of partition system, from the rear part of the passenger compartment.		2.12 開口(Opening)：依照關閉方向，從車輛內部觀看電動窗、隔離件或車頂飾板之上緣或前緣與構成車窗、隔離件或車頂飾板邊界之車輛結構間最大無障礙開口；若為隔離系統，則從車室後方觀看。	
To measure an opening, a cylindrical test rod shall (without exerting force) be placed through it normally perpendicular to the edge of the window, roof panel or partition and perpendicular to the closing direction as shown in Figure 1 of annex 9, from the		為了測量開口，應從車輛內部往外部，或從車室後方(視實際車況)，將試驗圓柱體(無施力)穿過其中，通常為垂直於車窗、車頂飾板或隔離件之邊緣，且垂直於圖一所示之關閉方向。 (請參考頁末圖示)	

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
interior through to the exterior of the vehicle or, as applicable, from the rear part of the passenger compartment. 2.16. "Key" 2.16.1. "Ignition key" means the device that operates the electric power supply necessary to operate the engine or motor of the vehicle. This definition does not preclude a non mechanical device. 2.16.2. "Power key" means the device which allows power to be supplied to the power systems of the vehicle. This key may also be the ignition key. This definition does not preclude a non mechanical device. 2.17. "Airbag" means a device installed to supplement safety belts and restraint systems in power driven vehicles, i.e. systems which in the event of a severe impact affecting the vehicle automatically deploy a flexible structure intended to limit, by compression of the gas contained within it, the severity of the contacts of one or more parts of an occupant of the vehicle with the interior of the passenger compartment.		2.13 鑰匙(Key) 2.13.1 點火鑰匙(Ignition key)：係指啟動車輛之引擎或馬達所需電源之操作裝置。其可為非機械式裝置。 2.13.2 電源鑰匙(Power key)：係指允許供電予車輛電動系統之裝置，此鑰匙亦可為點火鑰匙。其可為非機械式裝置。 2.14 空氣囊(Airbag)：係指安裝於機動車輛以輔助安全帶及束縛系統之裝置，若發生影響車輛之嚴重撞擊，則藉由其內部氣體之壓縮而自動開展撓性構件，以限制乘員本身一個部位或多個部位與車室內部之碰觸。	

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2.18. A "sharp edge" is an edge of a rigid material having a radius of curvature of less than 2.5 mm except in the case of projections of less than 3.2 mm, measured from the panel according to the procedure described in paragraph 1 of annex 6. In this case, the minimum radius of curvature shall not apply provided the height of the projection is not more than half its width and its edges are blunted (see annex 10, explanatory notes, paragraph 2.18.)		2.15 銳利邊緣(Sharp edge)：係指除突出高度(依照 8.1 規定之程序，從飾板(Panel)處量測)小於三・二公釐以外，曲率半徑小於二・五公釐之剛性材質邊緣。若突出部位高度未逾其寬度一半，且其邊緣為鈍角，則應不適用最小曲率半徑之規定(並符合 11.補充規定之關於本項規定 2.15)。	
2.2. "vehicle type" with regard to the interior fittings of the passenger compartment means vehicles of category M1 which do not differ in such essential respects as: 2.2.1. the lines and constituent materials of the bodywork of the passenger compartment; 2.2.2. the arrangement of the controls; 2.2.3. the performance of the protective system, if the reference zone within the head impact zone determined according to annex 8 (dynamic evaluation) is chosen by the applicant. 2.2.3.1. Vehicles that differ only in the performance of the protective system(s)		3.車輛內裝規格之適用型式及其範圍認定原則： 3.1 車輛廠牌及型式系列相同。 3.2 車室之車身輪廓及組成材料相同。 3.3 控制器配置相同。 3.4 參考區域(於規定 10.(動態評估)決定之頭部撞擊區內)係由申請者選擇者，其保護系統之性能(依照 2.8)相同。 3.4.1 若僅保護系統之性能不同，且相較於認證試驗車輛或系統有相同或更好乘員保護性能，則仍可認定為相同。	

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
belong to the same vehicle type if they offer an equal or better protection for the occupants compared with the system or vehicle submitted to the technical service responsible for conducting the approval tests. 2.11. "Type of a protective system", means a category of protective devices which do not differ in such essential respects as: 2.11.1. their technology; 2.11.2. their geometry; 2.11.3. their constituent materials.			
3. APPLICATION FOR APPROVAL 3.1. The application for approval of a vehicle type with regard to its interior fittings 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 the following particulars: a detailed description of the vehicle type with regard to the items mentioned in paragraph 2.2. above, accompanied by a photograph or		4.一般規定 4.1 申請者應至少提供一部代表車(或檢測所必要車輛部份)及下列文件予檢測機構，確認實車與文件內容一致。 4.1.1 規定3.之車輛規格資料，與實車圖示及/或照片。 4.1.1.1 車室之照片或分解圖(Exploded view)。 4.1.2 中文車主手冊內登載車窗、車頂飾板及隔離系統之操作說明。	

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an exploded view of the passenger compartment. The numbers and/or symbols identifying the vehicle type shall be specified. 3.3. The following shall be submitted to the technical service responsible for conducting the approval tests: 3.3.1. at the manufacturer's discretion, either a vehicle representative of the vehicle type to be approved or the part or parts of the vehicle regarded as essential for the checks and tests prescribed by this Regulation; 3.3.2. at the request of the aforesaid technical service, certain components and certain samples of the materials used.		4.1.3 三維座標參考系統。 4.1.4 座椅位置之參考資料。 4.1.5 長條型座椅之每個指定外側座椅位置之中心線。 4.1.6 動態判定頭部撞擊區之佐證資料與說明。	
5. REQUIREMENTS 5.1. Forward interior parts of the passenger compartment above the level of the instrument panel in front of the front seat "H" points, excluding the side doors 5.1.1. The reference zone defined in paragraph 2.3. above shall not contain any dangerous roughness or sharp edges likely to increase the risk of serious injury to the occupants. If the head impact area is determined		4.2 除側門以外，前排座椅 H 點前方、儀表板水平線上方之車室前方內部 4.2.1 於前述 2.1 規定之參考區域內不應包含任何可能增加乘員嚴重傷害風險之危險粗糙面或銳利邊緣。若頭部撞擊區乃依照 5.決定，則其應符合 4.2.2 至 4.2.6 之規定；若頭部撞擊區為依照 10.所決定，則應符合	

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according to annex 1, the parts referred to in paragraphs 5.1.2. to 5.1.6. below shall be deemed satisfactory if they comply with the requirements of those paragraphs. If the head impact area is determined according to annex 8, the requirements of paragraph 5.1.7. shall apply (see annex 10, explanatory notes, paragraph 5.1.1.).		4.2.7 之規定(並符合 11.補充規定之關於本項規定 4.2.1)。	
5.1.2 Vehicle parts within the reference zone with the exception of those which are not part of the instrument panel and which are placed at less than 10 cm from glazed surfaces shall be energy-dissipating, as prescribed in annex 4 to this Regulation. Those parts within the reference zone which satisfy both of the following conditions shall also be excluded from consideration if: (see annex 10, explanatory notes, paragraph 5.1.2.)		4.2.2 除了非屬儀表板組成部分，及與玻璃表面之間距小於一 0 公分之車輛部位外，參考區域內之車輛部位應為符合 6.規定能量吸收材質。參考區域內之各車輛部位，同時滿足下述兩個條件者，應將其排除：(並符合 11.補充規定之關於本項規定 4.2.2)	
5.1.2.1. during a test in accordance with the requirements of annex 4 of this Regulation, the pendulum makes contact with parts outside the reference zone; and		4.2.2.1 於 6.規定之試驗過程中，擺錘與參考區域外之部位接觸，及	
5.1.2.2. parts to be tested are placed less than 10 cm away from the parts contacted outside		4.2.2.2 受驗部位置放位置與參考區域外所接觸部位之間距小於一 0 公	

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
the reference zone, this distance being measured on the surface of the reference zone; any metal support fittings shall have no protruding edges.		分，此間距於參考區域之表面上量測；任何金屬支撐件皆不應有突出邊緣。	
5.1.3. The lower edge of the instrument panel shall, unless it meets the requirements of paragraph 5.1.2. above, be rounded to a radius of curvature of not less than 19 mm. (see annex 10, explanatory notes, paragraph 5.1.3.)		4.2.3 除非符合上述 4.2.2 規定，否則儀表板下緣應磨圓，使其曲率半徑不小於一九公釐(並符合 11.補充規定之關於本項規定 4.2.3)。	
5.1.4. Switches, pull-knobs and the like, made of rigid material which, measured in accordance with the method prescribed in annex 6, project from 3.2 mm to 9.5 mm from the panel shall have a cross sectional area of not less than 2 cm^2, measured 2.5 mm from the point projecting furthest and shall have rounded edges with a radius of curvature of not less than 2.5 mm.: (see annex 10, explanatory notes, paragraph 5.1.4.)		4.2.4 剛性材質製成且突出於飾板外三・二至九・五公釐之開關及拉把等，於距離最突出點二•五公釐處，依照 8.規定之方法，量測其截面積不應小於二平方公分，且具有曲率半徑不小於二・五公釐之圓形邊緣(Rounded edges) (並符合 11.補充規定之關於本項規定 4.2.4)。	
5.1.5. If these components project more than 9.5 mm from the surface of the instrument panel, they shall be so designed and constructed as to be able, under the effect of		4.2.5 若組件突出儀表板表面逾九•五公釐，則以直徑未逾五０公釐之平頭撞槌(Flat-ended ram)施加三七八牛頓之縱向水平力作用下，應縮進	

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
a longitudinal horizontal force of 37.8 daN delivered by a flat-ended ram of not more than 50 mm diameter, either to retract into the surface of the panel until they do not project by more than 9.5 mm or to become detached; in the latter case, no dangerous projections of more than 9.5 mm shall remain; a cross-section of not more than 6.5 mm from the point of maximum projection shall be not less than 6.5 cm^2 in area. (see annex 10, explanatory notes, paragraph 5.1.5.)		儀表板表面致突出未逾九・五公釐或者脫離；若為後者，仍不應存在危險之逾九・五公釐突出。距離最大突出點未逾六・五公釐之截面積不應小於六•五平方公分(並符合 11.補充規定之關於本項規定 4.2.5)。	
5.1.6. In the case of a projection comprising a component made of non-rigid material of less than 50 shore A hardness mounted on a rigid support, the requirements of paragraphs 5.1.4. and 5.1.5. shall apply only to the rigid support or it shall be demonstrated by sufficient tests according to the procedure described in annex 4 that the soft material of less than 50 shore A hardness will not be cut so as to contact the support during the specified impact test. In that case the radius requirements shall not apply (see annex 10, explanatory notes,		4.2.6 若突出物乃包含一個安裝於剛性支撐件上之非剛性材質組件且其硬度小於五〇 Shore A，則 4.2.4 及 4.2.5 規定應僅適用於剛性支撐件，或依照 6.規定之程序，藉由足夠試驗證明該硬度小於五〇 Shore A 之軟性材質於規定撞擊試驗期間不會被切割以致接觸支撐件。在此情況下不適用半徑規定(並符合 11.補充規定之關於本項規定 4.2.6)。	

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
paragraph 5.1.6.) 5.1.7. The following paragraphs shall apply: 5.1.7.1. If the protective system of the vehicle type cannot prevent head contacts of the occupants defined in paragraph 1.2.1. of annex 8 with the instrument panel, and a dynamic reference zone according to annex 8 is determined, the requirements of paragraphs 5.1.2. to 5.1.6. are applicable only to the parts located in that zone. Parts in other areas of the dashboard above the level of the instrument panel, if contractable by a 165 mm diameter sphere, shall be at least blunted. 5.1.7.2. If the protective system of the vehicle type is able to prevent head contacts of the occupants defined in paragraph 1.2.1. of annex 8 with the instrument panel and therefore no reference zone can be determined, the requirements of paragraphs 5.1.2. to 5.1.6. are not applicable to this vehicle type. Parts of the dashboard above the level of the instrument panel, if contractable by a 165 mm diameter sphere, shall be at least		4.2.7 應符合下述要求： 4.2.7.1 若車輛之保護系統無法避免 10.1.2.1 規定之乘員頭部與儀表板接觸，且依照 10.決定動態參考區域，則 4.2.2 至 4.2.6 規定僅適用於該區域內之部位。 儀表板水平線上方之儀表板(Dashboard)其他區域內之部位，若與直徑一六五公釐之球體接觸後會內縮，則其至少應為鈍形(Blunted)。 4.2.7.2 若車輛之保護系統可避免 10.1.2.1 規定之乘員頭部與儀表板接觸，且因而無法決定參考區域，則可免符合 4.2.2 至 4.2.6 規定。 儀表板水平線上方之儀表板部位，若與直徑一六五公釐之球體接觸後會內縮，則其至少應為鈍形。	

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
blunted." 5.2. Forward interior parts of the passenger compartment below the level of the instrument panel and in front of the front seat "H" points, excluding the side doors and the pedals 5.2.1. Except for the pedals and their fixtures and those components that cannot be contacted by the device described in annex 7 to this Regulation and used in accordance with the procedure described therein, components covered by paragraph 5.2., such as switches, the ignition key, etc. shall comply with the requirements of paragraphs 5.1.4. to 5.1.6. 5.2.2. The handbrake control, if mounted on or under the instrument panel, shall be so placed that when it is in the position of rest there is no possibility of the occupants of the vehicle striking against it in the event of a frontal impact. If this condition is not met, the surface of the control shall satisfy the requirements of paragraph 5.3.2.3. below (see annex 10, explanatory notes, paragraph 5.2.2.).		4.3 除側門及踏板以外，儀表板水平線下方之車室前方及前排座椅 H 點前方之車室內部 4.3.1 除踏板與其支架、及無法由 9.所述裝置接觸之組件以外，4.3 規定所涵蓋之組件(如開關及點火鑰匙等)，應符合 4.2.4 至 4.2.6 之規定。 4.3.2 若手煞車控制器安裝在儀表板上或其下方，則當其處於釋放位置(Position of rest)而車輛有前方撞擊發生時，乘員與其應無任何碰撞。若無法符合此條件，則控制器表面應符合下述 4.4.2.3 之規定(並符合 11.補充規定之關於本項規定 4.3.2)。	

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
5.2.3. Shelves and other similar items shall be so designed and constructed that the supports in no case have protruding edges, and they shall meet one or other of the following conditions (see annex 10, explanatory notes, paragraph 5.2.3.). 5.2.3.1. The part facing into the vehicle shall present a surface not less than 25 mm high with edges rounded to a radius of curvature of not less than 3.2 mm. This surface shall consist of or be covered with an energy-dissipating material, as defined in annex 4 of this Regulation, and shall be tested in accordance therewith, the impact being applied in a horizontal longitudinal direction (see annex 10, explanatory notes, paragraph 5.2.3.1.). 5.2.3.2. Shelves and other similar items shall, under the effect of a forward-acting horizontal longitudinal force of 37.8 daN exerted by a cylinder of 110 mm diameter with its axis vertical, become detached, break up, be substantially distorted or retract without producing dangerous features on the rim of the shelf. The force must be directed		4.3.3 擱板(Shelves)及其他類似組件之設計與構造，於任何情況下，其支撐物不應有突出邊緣，且應符合下述一項或多項規定(並符合 11.補充規定之關於本項規定 4.3.3)。 4.3.3.1 面向車室之部位表面高度不應小於二五公釐，且邊緣磨圓至曲率半徑不小於三・二公釐。該表面應由 6.規定之能量吸收材質組成或由此等材質所包覆，且依規定進行試驗，於水平縱向方向施加撞擊(並符合 11.補充規定之關於本項規定 4.3.3.1)。 4.3.3.2 藉由一直徑一一0 公釐之直立圓柱體施加三七八牛頓前向水平縱向力之下，擱板及其他類似組件之脫離、破裂、顯著變形或縮回，其邊緣(Rim)不應呈現具危害安全風險之狀態。試驗力應施加於擱板或其他類似組件最堅固之部份(並符合 11.補充規定之關於本項規定 4.3.3.2)。	

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
at the strongest part of the shelves or other similar items (see annex 10, explanatory notes, paragraph 5.2.3.2.). 5.2.4. If the items in question contain a part made of material less than 50 shore A hardness when fitted to a rigid support, the above requirements, except for the requirements covered by annex 4 relating to energy-absorption, shall apply only to the rigid support or it can be demonstrated by sufficient tests according to the procedure described in annex 4 that the soft material of less than 50 shore A hardness will not be cut so as to contact the support during the specified impact test. In that case the radius requirements shall not apply. 5.3. Other interior fittings in the passenger compartment in front of the transverse plane passing through the torso reference line of the manikin placed on the rearmost seats (see annex 10, explanatory notes, paragraph 5.3.) 5.3.1. Scope The requirements of paragraph 5.3.2. below apply to control handles, levers and knobs		4.3.4 若該等組件包含一個安裝於剛性支撐件上之硬度小於五〇 Shore A 部位，則除了與能量吸收有關之 6.規定外，上述規定應僅適用於剛性支撐件，或依照 6.規定之程序，藉由足夠試驗證明硬度小於五〇 Shore A 之軟性材質於規定撞擊試驗期間不會被切割以致接觸支撐件，在此情況下不適用半徑規定。 4.4 車室內其他內裝：於最後排座椅之人體模型軀幹參考線橫向平面前方者 (並符合 11.補充規定之關於本項規定 4.4) 4.4.1 範圍 下述 4.4.2 規定適用於上述 4.2 與 4.3 未提及之控制把手 (Control	

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
and to any other protruding objects not referred to in paragraphs 5.1. and 5.2. above. (See also paragraph 5.3.2.2.)		handle)、控制桿、旋鈕(Knob)及任何其他突出物(亦符合 4.4.2.2)。	
5.3.2. Requirements If the items referred to in paragraph 5.3.1. above are so placed that occupants of the vehicle can contact them, they shall meet the requirements of paragraphs 5.3.2.1. to 5.3.4. If they can be contacted by a 165 mm diameter sphere and are above the lowest "H" point (see annex 5 of this Regulation) of the front seats and forward of the transverse plane of the torso reference line of the manikin on the rearmost seat, and outside the zones defined in paragraphs 2.3.1. and 2.3.2., these requirements shall be considered to have been fulfilled if: (see annex 10, explanatory notes, paragraph 5.3.2.)		4.4.2 一般規定 若上述 4.4.1 規定組件位置使得乘員可與之接觸，則應符合 4.4.2.1 至 4.4.4 之規定。其能與直徑一六五公釐之球體接觸，且於前排座椅最低 H 點(參考 7.規定)上方、最後排座椅上人體模型軀幹參考線橫向平面前方及 2.1.1 與 2.1.2 規定之區域外者，若滿足下述規定，則應視為符合:(並符合 11.補充規定之關於本項規定 4.4.2)	
5.3.2.1. their surface terminates in rounded edges, the radii of curvature being not less than 3.2 mm (see annex 10, explanatory notes, paragraph 5.3.2.1.).		4.4.2.1 其表面邊緣為曲率半徑不小於三•二公釐之圓形邊緣(並符合 11.補充規定之關於本項規定 4.4.2.1)。	
5.3.2.2. control levers and knobs shall be so designed and constructed that, under the		4.4.2.2 控制桿及旋鈕之設計與構造，在承受三七八牛頓前向水平縱	

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
effect of a forward acting longitudinal horizontal force of 37.8 daN either the projection in its most unfavourable position is reduced to not more than 25 mm from the surface of the panel or the said fittings become detached or bent; in the two latter cases no dangerous projections shall remain. Window winders may, however, project 35 mm from the surface of the panel (see annex 10, explanatory notes, paragraph 5.3.2.2.); 5.3.2.3. the handbrake control, when in the released position, and the gear lever, when in any forward gear position, have, except when placed in the zones defined in paragraphs 2.3.1. and 2.3.2. and in the zones below the horizontal plane passing through the "H" point of the front seats, a surface area of not less than 6.5 cm^2 measured at a cross-section normal to the longitudinal horizontal direction up to a distance of 6.5 mm from the part projecting furthest, the radius of curvature being not less than 3.2 mm (see annex 10, explanatory notes, paragraph 5.3.2.3.). 5.3.3. The requirements in paragraph 5.3.2.3.		向力之下，其最不利位置之突出量應縮小至距離飾板表面不超過二五公釐，或是該內裝脫離或彎曲；後兩種情況不應呈現具危害安全風險之狀態。惟車窗手動升降裝置(Window winder)可突出飾板表面三五公釐(並符合 11.補充規定之關於本項規定 4.4.2.2)。 4.4.2.3 除 2.1.1 及 2.1.2 規定之區域及通過前排座椅 H 點橫向平面下方之區域以外，手煞車於釋放位置且排檔桿於任何前進位置時，距離最突出部位六・五公釐內且與縱向水平方向垂直之截面積不應小於六・五平方公分，曲率半徑不應小於三・二公釐(並符合 11.補充規定之關於本項規定 4.4.2.3)。 4.4.3 4.4.2.3 之規定不適用安裝於車輛	

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
shall not apply to a floor-mounted handbrake control; for such controls, if the height of any part in the released position is above a horizontal plane passing through the lowest "H" point of the front seats (see annex 5 of this Regulation) the control shall have a cross sectional area of at least 6.5 cm2 measured in a horizontal plane not more than 6.5 mm from the furthest projecting part (measured in the vertical direction). The radius of curvature shall not be less than 3.2 mm.		地板上之手煞車控制器；惟若該類控制器處於釋放位置時，其任何部位之高度高於前排座椅最低 H 點之水平面(依照 7.之規定)，則距離最突出部位六・五公釐內(於垂直方向量測)且於水平方向之截面積不應小於六・五平方公分，曲率半徑不應小於三・二公釐。	
5.3.4. The other elements of the vehicle's equipment not covered by the above paragraph, such as seat slide rails, devices for regulating the horizontal or vertical part of the seat, devices for rolling up safety belts, etc. are not subject to any regulation if they are situated below a horizontal line passing through the "H" point of each seat even though the occupant is likely to come into contact with such elements (see annex 10, explanatory notes, paragraph 5.3.4.).		4.4.4 未於上述規定含括之車輛裝備其他元件，如座椅滑動軌道、座椅水平或垂直部位之調整裝置、捲收安全帶之裝置等，若其位於各個座椅 H 點水平線之下方，即使乘員可能與此元件接觸，可無須符合本項規定(並符合 11.補充規定之關於本項規定 4.4.4)。	
5.3.4.1. Components mounted on the roof, but which are not part of the roof structure, such		4.4.4.1 安裝於車頂上而非屬車頂結構部分之組件，如把手(Grab	

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
as grab handles, lamps and sun visors, etc. shall have a radius of curvature not less than 3.2 mm. In addition, the width of the projecting parts shall not be less than the amount of their downward projection; alternatively these projecting parts shall pass the energy-dissipating test in accordance with the requirements of annex 4 (see annex 10, explanatory notes, paragraph 5.3.4.1.). 5.3.5. If the parts considered above comprise a component made of material of less than 50 shore A hardness, mounted on a rigid support, the above requirements shall apply only to the rigid support. or it can be demonstrated by sufficient tests according to the procedure described in annex 4 that the soft material of less than 50 shore A hardness will not be cut so as to contact the support during the specified impact test. In that case the radius requirements shall not apply. 5.3.6. In addition, power operated windows and partition systems and their controls shall meet the requirements of paragraph 5.8. below.		handle)、燈具及遮陽板等，其曲率半徑不應小於三・二公釐。突出部位之寬度不應小於其朝下突出量；可替代之符合方式為此突出部位應通過 6.規定之能量吸收試驗(並符合 11. 補充規定之關於本項規定 4.4.4.1)。 4.4.5 若上述考慮乃包含硬度小於五０Shore A 之材質製成而安裝於剛性支撐件上之組件，則上述規定僅適用於剛性支撐件，或可依照 6.規定之程序，藉由足夠試驗證明硬度小於五０Shore A 之軟性材質於規定撞擊試驗期間不會被切割以致接觸支撐件，在此情況下不適用半徑之規定。 4.4.6 電動窗、電動隔離系統及其控制器應符合下述 4.9 之規定。	

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
5.4. Roof (see annex 10, explanatory notes, paragraph 5.4.) 5.4.1. Scope 5.4.1.1. The requirements of paragraph 5.4.2. below apply to the inner face of the roof. 5.4.1.2. However, they do not apply to such parts of the roof as cannot be touched by a sphere 165 mm in diameter. 5.4.2. Requirements 5.4.2.1. That part of the inner face of the roof which is situated above or forward of the occupants shall exhibit no dangerous roughness at sharp edges, directed rearwards or downwards. The width of the projecting parts shall not be less than the amount of their downward projection and the edges shall have a radius of curvature of not less than 5 mm. In particular, the rigid roof sticks or ribs, with the exception of the header rail of the glazed surfaces and door frames, shall not project downwards more than 19 mm (see annex 10, explanatory notes, paragraph 5.4.2.1.). 5.4.2.2. If the roof sticks or ribs do not meet the requirements of paragraph 5.4.2.1. they		4.5 車頂(應符合 11.補充規定之關於本項規定 4.5) 4.5.1 範圍 4.5.1.1 下述 4.5.2 之規定適用於車頂內側表面。 4.5.1.2 惟不適用於無法與直徑一六五公釐球體接觸之車頂部位。 4.5.2 一般規定 4.5.2.1 於乘員上方或前方之車頂內側表面部分，不應呈現朝後或朝下之具安全危害風險之粗糙或銳利邊緣。 突出部位之寬度不應小於其朝下突出量，且其邊緣之曲率半徑不應小於五公釐。除玻璃表面之車頂前樑(Header rail)及車門門框(Door frame)外，剛性車頂結構桿件(Stick)或加強肋(Rib)之朝下突出量不應超過一九公釐(並符合 11.補充規定之關於本項規定 4.5.2.1)。 4.5.2.2 若車頂結構桿件或加強肋無法符合上述 4.5.2.1 之規定，則應通	

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
shall pass the energy-dissipating test in accordance with the requirement of annex 4 to this Regulation.		過 6.規定之能量吸收試驗。	
5.4.2.3. The metal wires which stretch the lining of the roof and the frames of the sun visors shall have a maximum diameter of 5 mm or be able to absorb the energy, as prescribed in annex 4 to this Regulation. Non-rigid attachment elements of the frames of the sun visors shall meet the requirements of paragraph 5.3.4.1. above.		4.5.2.3 延展車頂內襯之金屬線及遮陽板框架，其直徑不應超過五公釐，或通過 6.規定之能量吸收試驗。遮陽板框架之非剛性連接元件應符合上述 4.4.4.1 之規定。	
5.5. Vehicles with an opening roof (see annex 10, explanatory notes, paragraph 5.5.)		4.6 配備活動開口式車頂之車輛(應符合 11.補充規定之關於本項規定 4.6)	
5.5.1. Requirements		4.6.1 一般規定	
5.5.1.1. The following requirements and those of paragraph 5.4. above shall apply to vehicles with an opening roof when the roof is in the closed position.		4.6.1.1 車頂處於關閉位置時，下述規定及上述 4.5 之規定應適用於配備活動開口式車頂之車輛。	
5.5.1.2. In addition, the opening and operating devices shall (see annex 10, explanatory notes, paragraphs 5.5.1.2., 5.5.1.2.1., and 5.5.1.2.2.):		4.6.1.2 開啟及操作裝置應符合下述要求:(應符合 11.補充規定之關於本項規定 4.6.1.2、4.6.1.2.1、4.6.1.2.2)	
5.5.1.2.1. be so designed and constructed as to exclude accidental or inopportune operation as far as possible (see annex 10, explanatory		4.6.1.2.1 其設計與構造應盡可能地排除具危害性或不當之操作(並符合 11. 補充規定之關於本項規定	

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
notes, paragraphs 5.5.1.2., 5.5.1.2.1., and 5.5.1.2.2.); 5.5.1.2.2. their surfaces shall terminate in rounded edges, the radii of curvature being not less than 5 mm (see annex 10, explanatory notes, paragraphs 5.5.1.2., 5.5.1.2.1., and 5.5.1.2.2.); 5.5.1.2.3. be accommodated, when in the position of rest, in areas which cannot be touched by a sphere 165 mm in diameter. If this condition cannot be met, the opening and operating devices shall, in the position of rest, either remain retracted or be so designed and constructed, that, under the effect of a force of 37.8 daN applied in the direction of impact defined in annex 4 to this Regulation as the tangent to the trajectory of the headform, either the projection as described in annex 6 to this Regulation shall be reduced to not more than 25 mm beyond the surface on which the devices are mounted or the devices shall become detached; in the latter case, no dangerous projections shall remain (see annex 10, explanatory notes, paragraph		4.6.1.2、4.6.1.2.1、4.6.1.2.2)。 4.6.1.2.2 其表面邊界應為曲率半徑不小於五公釐之圓形邊緣(並符合 11.補充規定之關於本項規定 4.6.1.2、4.6.1.2.1、4.6.1.2.2)。 4.6.1.2.3 當處於釋放位置(Position of rest)，應在無法與直徑一六五公釐球體接觸之區域內。若無法符合前述要求，則開啟及操作裝置處於釋放位置時，應維持縮回，或其設計與構造應能於 6.規定之頭部模型運行軌道切線之撞擊方向上，承受三七八牛頓作用力，致 8.規定所述之突出量減小至距離安裝表面不超過二五公釐，或者該裝置脫離；若為後者，不應呈現具安全危害風險之突出(並符合 11.補充規定之關於本項規定 4.6.1.2.3)。	

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
5.5.1.2.3.). 5.5.2. In addition, power-operated roof-panel systems and their controls shall meet the requirements of paragraph 5.8. below. 5.6. Convertible vehicles (see annex 10, explanatory notes, paragraph 5.6.) 5.6.1. In the case of convertible vehicles, only the underside of the top of the roll-bar and the top of the windscreen frame in all its normal utilization positions shall comply with the requirements of paragraph 5.4. The system of folding rods or links used to support a non-rigid roof shall, where they are situated above and forward of the occupants, exhibit no dangerous roughness or sharp edges, directed rearwards or downwards (see annex 10, explanatory notes, paragraph 5.6.1.). 5.7. Rear parts of seats anchored to the vehicle 5.7.1. Requirements 5.7.1.1. The surface of rear parts of seats shall exhibit no dangerous roughness or sharp edges likely to increase the risk or severity of injury to the occupants (see annex 10, explanatory notes, paragraph 5.7.1.1.).		4.6.2 電動車頂飾板系統及其控制器應符合下述 4.9 之規定。 4.7 敞篷車(應符合 11.補充規定之關於本項規定 4.7) 4.7.1 敞篷車者，於正常使用位置，僅防翻滾保護桿(Roll-bar)頂部下方及擋風玻璃窗框頂部應符合 4.5 之規定。支撐非剛性車頂之摺疊桿(Folding rods)或連桿系統，其位於乘員上方及前方者，不應呈現具安全危害風險之朝後或朝下之粗糙或銳利邊緣(並符合 11.補充規定之關於本項規定 4.7.1)。 4.8 車上固定座椅本身之後方部位 4.8.1 一般規定 4.8.1.1 座椅後方本身之後方部位表面不應呈現可能增加乘員傷害風險與程度之粗糙或銳利邊緣(並符合 11. 補充規定之關於本項規定 4.8.1.1)。	

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
5.7.1.2. Except as provided in paragraphs 5.7.1.2.1., 5.7.1.2.2. and 5.7.1.2.3. below, that part of the back of the front seat which is in the head-impact zone defined in annex 1 of this Regulation shall be energy-dissipating, as prescribed in annex 4 to this Regulation. For determining the head-impact zone the front seats shall, if they are adjustable, be in the rearmost driving position with their backs inclined as near as possible to 25 degrees unless indicated otherwise by the manufacturer (see annex 10, explanatory notes, paragraph 5.7.1.2.).		4.8.1.2 除下述 4.8.1.2.1、4.8.1.2.2 及 4.8.1.2.3 之規定外，前方座椅上位於 5.規定頭部撞擊區內之後方部位，應進行 6.所述之能量吸收。為了決定頭部撞擊區，若前方座椅為可調整式，除非申請者另有指定，否則應調整至最後位置，且椅背應盡可能向後傾斜至二五度(並符合 11.補充規定之關於本項規定 4.8.1.2)。	
5.7.1.2.1. In the case of separate front seats, the rear passengers' head-impact zone shall extend for 10 cm on either side of the seat centreline, in the top part of the rear of the seat-back.		4.8.1.2.1 若為獨立式前方座椅，則其後方乘客之頭部撞擊區，應於椅背後方之頂部，座椅中線兩側各延伸一０公分。	
5.7.1.2.1.1. In the case of seats fitted with head restraints, each test shall be carried out with the headrestraint in the lowest position and at a point situated on the vertical line passing through the centre of the head-restraint.		4.8.1.2.1.1 若為配備頭枕之座椅，則應於試驗時將頭枕調整至最低位置，且於通過頭枕中心之垂直線上。	

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
5.7.1.2.1.2. In the case of a seat which is designed to be fitted in several types of vehicle, the impact zone shall be determined by the vehicle whose rearmost driving seat position is, of each of the types considered, the least favourable; the resultant impact zone will be deemed adequate for the other types.		4.8.1.2.1.2 若為設計用來安裝於不同車輛型式系列之座椅，則其撞擊區應考慮各系列車輛中，前方座椅最後位置之最不利情況(Least favourable)來決定；所決定得之撞擊區將適用於其他型式系列。	
5.7.1.2.2. In the case of front bench seats, the impact zone shall extend between the longitudinal vertical planes 10 cm outboard of the centreline of each designated outboard seating position. The centreline of each outboard seating position of a bench seat shall be specified by the manufacturer.		4.8.1.2.2 若為長條型前方座椅，撞擊區應在每個指定外側座椅位置中心線向外一0公分之縱向垂直平面間延伸；由申請者指定長條型座椅每個外側座椅位置之中心線。	
5.7.1.2.3. In the head impact zone outside the limits prescribed in paragraphs 5.7.1.2.1. to 5.7.1.2.2. inclusive, the seat frame structure shall be padded to avoid direct contact of the head with it; and, in these zones, shall have a radius of curvature of at least 5 mm. These parts may alternatively satisfy the energy-dissipation requirements specified in annex 4 to this Regulation (see annex 10, explanatory notes, paragraph 5.7.1.2.3.).		4.8.1.2.3 於4.8.1.2.1至4.8.1.2.2邊界外之頭部撞擊區，座椅支架(Seat frame)結構應有避免頭部直接接觸結構之填充物，且在這些區域中，曲率半徑應至少為五公釐，或可替代之符合方式為該等部位符合6.規定之能量吸收試驗要求(並符合11.補充規定之關於本項規定4.8.1.2.3)。	

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
5.7.2. These requirements shall not apply to the rearmost seats, to seats facing sideways or rearwards, to back-to-back seats or to folding (tip-up) seats. If the impact zones of the seats, head restraints and their supports contain parts covered with material softer than 50 shore A hardness, the above requirements, with the exception of those relating to energy-dissipation described in annex 4 to this Regulation, shall apply only to the rigid parts.		4.8.2 本規定不適用於最後排座椅、側向式或後向式座椅、背對背式座椅(Back-to-back seat)或折疊式(翻起式)輔助座椅。除了 6.所述能量吸收相關要求外，若座椅、頭枕及其支撐件之撞擊區內有以比硬度五 0 Shore A 更軟材質包覆之部位，則上述規定僅適用於剛性部位。	
5.7.3. The requirements of paragraph 5.7. shall be considered to be satisfied in the case of rear parts of seats that are part of a vehicle type approved under Regulation No. 17 (03 series of amendments or later).		4.8.3 若座椅本身後方部位符合本基準中「座椅強度」及「頭枕」之規定，則應視為符合 4.8 之規定。	
5.8. Power-operation of windows, roof-panel systems and partition systems		4.9 車窗、車頂飾板系統及隔離系統之電動操作	
5.8.1. The requirements below apply to power-operation of windows/roof-panel systems/ partition systems to minimize the possibility of injuries caused by accidental or improper operation.		4.9.1 下述規定適用於車窗、車頂飾板系統及隔離系統之電動操作，以降低具安全危害性或不當之操作所引發之可能傷害。	
5.8.2. Normal operating requirements Except as provided in paragraph 5.8.3.,		4.9.2 正常操作規定 除 4.9.3 規定外，在下述一個或多個狀	

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
power-operated windows/roof-panel systems/ partition systems may be closed under one or more of the following conditions: 5.8.2.1. when the ignition key is inserted in the ignition control in any position of use or in an equivalent condition in case of a non mechanical device; 5.8.2.2. when the power key has been used to activate the power supply to the power operated windows, partitions or roof panel systems; 5.8.2.3. by muscular force unassisted by power supply of the vehicle; 5.8.2.4. on continuous activation of a closing system located on the exterior of the vehicle; 5.8.2.5. during the interval of time between the moment the ignition has been switched off or the ignition key has been removed, or an equivalent condition has happened in case of a non mechanical device, and the moment that neither of the two front doors has been opened sufficiently to permit egress of occupants;		態下，可關閉電動窗/車頂飾板系統/隔離系統： 4.9.2.1 當點火鑰匙插入點火開關、於任何使用位置時，或於等同此條件時(若為非機械式裝置)。 4.9.2.2 當使用電源鑰匙使電動窗、隔板或車頂飾板系統通電。 4.9.2.3 藉由人力(Muscular force)，無車輛電源輔助。 4.9.2.4 位於車輛外部之關閉系統，連續致動時。 4.9.2.5 在點火開關關閉或點火鑰匙拔出(或若為非機械式裝置，其在等同條件下)及兩個前方車門均未開啟足以允許乘員進出之兩者間。	

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
5.8.2.6. when the closing movement of a power-operated window, roof panel or partition starts at an opening not exceeding 4 mm;		4.9.2.6 電動窗、車頂飾板或隔板之關閉動作在不超過四公釐之開口處開始時。	
5.8.2.7. when the power-operated window of a vehicle's door without an upper door frame closes automatically whenever the pertinent door is closed. In this case the maximum opening, as defined in paragraph 2.15., prior to window closing, shall not exceed 12 mm.		4.9.2.7 每當相關車門關閉，無上部門框車門之電動窗即自動關閉時。在此情況下，車窗進行關閉動作前，其最大開口(依 2.12 規定)不應超過一二公釐。	
5.8.2.8. Remote closing shall be allowed by continuous activation of a remote actuation device, provided one of the following conditions is fulfilled:		4.9.2.8 應允許藉由遙控裝置之連續致動而遠端控制關閉，惟須滿足下述條件之一：	
5.8.2.8.1. the operation distance between the actuation device and the vehicle shall not exceed 6 m;		4.9.2.8.1 控制裝置與車輛間之操作距離不應超過六公尺。	
5.8.2.8.2. the operation distance between the actuation device and the vehicle shall not exceed 11 m, provided that the system requires a direct line of sight between the actuation device and the vehicle. This may be tested by placing an opaque surface between the actuation device and the vehicle.		4.9.2.8.2 若系統要求控制裝置與車輛間必須具有視覺直線(Direct line of sight)(藉以說明特定無線電訊號無法傳遞穿透介於發射與接收訊號設施間，如同視覺直線的障礙物)，則控制裝置與車輛間之操作距離不應超過一一公尺。可藉由控制裝置與車輛之間放置不透明表面進行試驗。	參考交通部民用航空局 CNS/ATM 相關名詞解釋。

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
5.8.2.9. One-touch closing shall be permitted only for the power-operated window of the driver's door and the roof panel, and only during the time when the ignition key is in the engine running position. It is also allowed when the engine has been switched off or the ignition key/power key has been removed, or an equivalent condition has happened in case of a non mechanical device, as long as neither of the two front doors has been opened sufficiently to permit egress of occupants.		4.9.2.9 應僅允許駕駛座側車門之電動窗，及車頂飾板，且點火鑰匙處於引擎運轉位置，可單點觸控式自動關閉(One-touch closing)。亦允許於引擎關閉或點火鑰匙/電源鑰匙拔出時，或等同條件下(若為非機械式裝置)，惟兩個前方車門均應未開啟足以允許乘員進出。	
5.8.3. Auto-reversing requirements		4.9.3 自動反向(Auto-reversing)規定	
5.8.3.1. None of the requirements in item 5.8.2. shall apply, if a power-operated window/roof panel system/partition system is fitted with an auto-reversing device.		4.9.3.1 配備自動反向裝置之電動窗/車頂飾板/分離系統，不適用 4.9.2 之規定。	
5.8.3.1.1. This device shall reverse the window/roof panel/partition before it exerts a pinch force of more than 100 N within the opening of 200 mm to 4 mm above the top edge of a power-operated window/partition or in front of the leading edge of a sliding roof panel and at the trailing edge of a tilting roof panel.		4.9.3.1.1 於距離電動窗/隔板頂部邊緣上方，或滑動式車頂飾板前緣前方及傾斜式車頂飾板後緣，二００公釐至四公釐之開口內，施加不超過一００牛頓之擠壓力(Pinch force)之前，該自動反向裝置應使車窗/車頂飾板/隔板反向運轉。	

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
5.8.3.1.2. After such an auto-reversal, the window or roof panel or partition shall open to one of the following positions: 5.8.3.1.2.1. a position that permits a semi-rigid cylindrical rod of a diameter of 200 mm to be placed through the opening at the same contact point(s) used to determine the reversing behaviour in paragraph 5.8.3.1.1.; 5.8.3.1.2.2. a position that represents at least the initial position before closing was initiated; 5.8.3.1.2.3. a position at least 50 mm more open than the position at the time when reversing was initiated; 5.8.3.1.2.4. in the case of tilting motion of a roof panel, the maximum angular opening. 5.8.3.1.3. To check power-operated windows/roof-panel systems/partition systems with reversing devices as per paragraph 5.8.3.1.1., a measuring instrument/test rod shall be placed through the opening from the inside through to the exterior of the vehicle or, in the case of a partition system, from the rear part of the passenger compartment in such a way that		4.9.3.1.2 自動反向後，車窗、車頂飾板或隔板應開啟至下述其中之一的位置： 4.9.3.1.2.1 允許於用以決定 4.9.3.1.1 反向運轉狀態相同接觸點之開口，將一直徑二００公釐之半剛性圓柱桿放入。 4.9.3.1.2.2 至少代表開始關閉前之初始位置。 4.9.3.1.2.3 至少較開始反向運轉時開口大五０公釐以上之位置。 4.9.3.1.2.4 若為車頂飾板之傾斜移動，應為最大角度之開口。 4.9.3.1.3 為依 4.9.3.1.1 規定，檢查具有反向裝置之電動窗/車頂飾板系統/分離系統，量測儀器/試驗桿應於開口從內部向車輛外部放入，或若為分離系統則應從車室後方，使試驗桿圓柱表面與車窗/車頂飾板/分離系統之孔口邊界處之車輛結構任何部位接觸。量測儀器之力量偏轉率(Force deflection ratio)應為一０正負０・五牛頓/公釐。試驗桿之位置(正常情況下，垂直於車窗/車頂飾板/	

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
the cylindrical surface of the rod contacts any part of the vehicle structure which forms the boundary of the window/roof-panel partition aperture. The force deflection ratio of the measuring instrument shall be 10 +/- 0.5 N/mm. The positions of the test rod (normally located perpendicular to the edge of the window/roof panel/partition and perpendicular to the closing direction) are illustrated in Figure 1 of annex 9 to this Regulation. The position of the test rod relative to the edge and the closing direction shall be kept throughout the test.		隔離系統之邊緣，並垂直於關閉方向)如圖一所示。於整個試驗中，應維持試驗桿相對於邊緣及關閉方向之位置。	
5.8.4. Switch location and operation		4.9.4 開關位置及操作	
5.8.4.1. Switches of power-operated windows/roof panels/partitions shall be located or operated in such a way to minimize the risk of accidental closing. The switches shall require continuous actuation for closing except in the case of paragraphs 5.8.2.7., 5.8.2.9. or 5.8.3.		4.9.4.1 電動窗/車頂飾板/隔離系統之開關位置或操作方式，應使具危害安全風險之關閉降到最低。除 4.9.2.7、4.9.2.9 或 4.9.3 規定外，應要求開關持續致動才可關閉。	
5.8.4.2. All rear-window, roof-panel and partition switches intended for use by occupants in the rear of the vehicle shall be		4.9.4.2 供車輛後方乘員使用之所有後方車窗、車頂飾板及隔離系統開關，應能透過駕駛控制開關關閉，且該駕駛控制開關位於通過第一排	

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
capable of being switched off by a driver-controlled switch which is located forward of a vertical transverse plane passing through the R points of the front seats. The driver controlled switch is not required if a rear window, roof panel or partition is equipped with an auto-reversing device. If, however, the driver-controlled switch is present, it shall not be able to override the auto-reversing device or prevent lowering of the partition system. The driver-controlled switch shall be located so as to minimize any accidental manipulating. It shall be identified by the symbol shown in Figure 2 of annex 9 to this Regulation or an equivalent symbol, for example according to ISO 2575:1998 reproduced in figure 3 of annex 9 to this Regulation. 5.8.5. Protection devices All protection devices which are used to prevent damage to the power source in the case of an overload or stalling shall reset themselves after the overload or the automatic switch off. After resetting of the		座椅 R 點之垂直橫向平面前方。若後方車窗、車頂飾板或隔離系統配備有自動反向裝置，則可免設駕駛控制開關。惟若有駕駛控制開關，則其不應干涉自動反向裝置運作或阻止分離系統下降。 駕駛控制開關位置應使任何具危害安全之操作風險降到最低。其應有如圖二所示之識別符號，或其等同符號，圖三所示依照 ISO 2575:1998 定義之符號範例。 (請參見頁末圖示) 4.9.5 保護裝置 用來防止過載或失速(Stalling)損害電源之所有保護裝置，應在過載或自動關閉後重置啟動(Reset)。保護裝置重置啟動後，於無刻意操作(Deliberate action)下，關閉方向之移動不應繼續。	

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
protection devices, the motion in the closing direction shall not resume without a deliberate action on the control device. 5.8.6. Handbook instructions 5.8.6.1. The owner's manual of the vehicle shall contain clear instructions relating to the power-operated window/roof panel/ partition, including: 5.8.6.1.1. explanation of possible consequences (entrapment), 5.8.6.1.2. use of the driver-controlled switch, 5.8.6.1.3. a "WARNING" message indicating the dangers, particularly to children in the case of improper use/activation of the power-operated windows/roof-panel systems/partition systems. This information should indicate the responsibilities of the driver, including instructions for other occupants and the recommendation to leave the vehicle only if the ignition key/power key has been removed, or an equivalent condition has happened in case of a non mechanical device, 5.8.6.1.4. a "WARNING" message indicating that special care should be taken when using		4.9.6 中文車主手冊說明 4.9.6.1 車主手冊應包含電動窗/車頂飾板/隔離系統相關之明確使用說明，包括： 4.9.6.1.1 可能非預期情況(例如夾住)之說明。 4.9.6.1.2 駕駛控制開關之使用。 4.9.6.1.3 警告訊息，提示電動窗/車頂飾板系統/隔離系統不當使用/作動下對兒童之危險。該資訊應提示駕駛之責任，包含供其他乘員瞭解之操作說明，及建議於離開車輛之前拔出點火鑰匙/電源鑰匙(或等同條件下(若為非機械式裝置))。 4.9.6.1.4 提示遙控關閉系統(依照4.9.2.8) 使用時應特別注意之警告	

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
remote closing systems (see paragraph 5.8.2.8), for example to actuate it only when the operator has a clear view of the vehicle to be sure that nobody can be trapped by power-operated windows/ roof-panel/ partition equipment. 5.8.7. If a power-operated window, roof-opening and/ or partition system is installed in a vehicle that can not be tested according to the test procedures mentioned above the approval may be granted if the manufacturer can demonstrate an equal or improved protection-effect for the occupants. 5.9. Other non-specified fittings. 5.9.1. The requirements of paragraph 5. shall apply to such fittings not mentioned in previous paragraphs which, within the meaning of the various requirements in paragraphs 5.1. to 5.7. and according to their location in the vehicle, are capable of being contacted by the occupants. If such parts are made of a material of less than 50 shore A hardness, mounted on a rigid support, the requirements in question shall apply only to		訊息，例如操作者確保能清晰看見車輛，且電動窗/車頂飾板/隔離系統不會夾傷任何人，始可致動遙控關閉系統。 4.9.7 配備電動窗/車頂飾板及/或隔離系統之車輛，無法依照上述程序進行試驗者，若申請者可向檢測機構演示說明且檢測機構認同其對乘員具有相同或更佳之保護效果，則亦視為符合。 4.10 其他未述及之內裝 4.10.1 前述 4.2 至 4.8 各項規定內未提及且在車輛上能與乘員接觸之內裝，亦應適用 4.之規定。若該部位具硬度小於五０Shore A 之材質安裝於剛性支撐件上，則相關規定應僅適用於剛性支撐件；或依照 6.規定之程序，藉由足夠試驗證明硬度小於五０Shore A 之軟性材質於規定撞擊試驗期間不會被切割以致接觸支撐件，在此情況下，半徑規定應僅適用於軟性材質表面。	

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
the rigid support, or it can be demonstrated by sufficient tests according to the procedure described in annex 4 that the soft material of less than 50 shore A hardness will not be cut during the specified impact test. In that case the required radius shall apply to the soft surface only. 5.9.2. For parts like a centre console, for example, or other components of the vehicle which belong to 5.9.1., it is not necessary to perform an energy dissipation test according to annex 4 to any component contactable by the device and procedure specified in annex 1 if: in the opinion of the Technical Service the occupant's head is unlikely to contact the component, because of the restraint system(s) installed in the vehicle, or, because the manufacturer can prove the lack of such contact using, for example, the method described in annex 8, or any equivalent method.		4.10.2 於下述情況下，屬於 4.10.1 規定車輛之部位，例如中控台(Centre console)，或其他組件，可免對 5.指定裝置及程序所可接觸之任何組件進行 6.規定之能量吸收試驗： (1)檢測機構判定，乘員頭部藉由安裝於車輛之束縛系統而不致與該組件接觸，或 (2)申請者提出佐證，藉由 10.規定之方式或任何等效方式而不致有此類接觸。	
Annex l **DETERMINATION OF THE HEAD-IMPACT ZONE**		5.決定頭部撞擊區	

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
1. The head-impact zone comprises all the non-glazed surfaces of the interior of a vehicle which are capable of entering into static contact with a spherical head 165 mm in diameter that is an integral part of a measuring apparatus whose dimension from the pivotal point of the hip to the top of the head is continuously adjustable between 736 mm and 840 mm.		5.1 頭部撞擊區包含車內所有非玻璃表面，其能與直徑一六五公釐之球體構成靜態接觸(Static contact)。該球體為量測儀器之主要部分，量測儀器從髖部樞軸點至頭頂之尺寸，可在七三六公釐至八四0公釐之間連續地調整。	
2. The aforesaid zone shall be determined by the following procedure or its graphic equivalent:		5.2 依照下述程序或其等效圖形決定上述區域：	
2.1. The pivotal point of the measuring apparatus shall be placed as follows for each seating position for which the manufacturer has made provision:		5.2.1 如下放置量測儀器之樞軸點至申請者宣告之每個座椅位置：	
2.1.1. In the case of sliding seats:		5.2.1.1 滑動式座椅：	
2.1.1.1. at the "H" point (see annex 5), and		5.2.1.1.1 於H點(依照7.規定)，及	
2.1.1.2. at a point situated horizontally 127 mm forward of the "H" point and either at a height resulting from the variation in the height of the "H" point caused by a forward shift of 127 mm or 19 mm (see annex 10, explanatory notes to paragraph 2.1.1.2. of annex 1).		5.2.1.1.2 於H點水平前方一二七公釐點上，其高度為依向前移動一二七公釐所致之H點垂直高度變化或一九公釐 (並符合11.補充規定之關於本項規定5.2.1.1.2)。	

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
2.1.2. In the case on non-sliding seats: 2.1.2.1. at the "H" point of the seat considered. 2.2. All points of contact situated forward of the "H" point shall be determined, for each dimension from the pivoted point to the top of the head capable of being measured by the measuring apparatus within the interior dimensions of the vehicle (see annex 10, explanatory notes to paragraph 2.2. of annex 1). 2.2.1. In the case where the headform, with the arm set at minimum length, overlaps the front seat, from the rear "H" point, no contact point is established for this particular operation. 2.3. With measuring apparatus vertical, possible points of contact shall be determined by pivoting it forwards and downwards through all arcs of vertical planes as far as 90 degrees on either side of the longitudinal vertical plane of the vehicle which passes through the "H" point. 2.3.1. To determine the points of contact, the length of the arm of the measuring apparatus shall not be changed during any given		5.2.1.2 非滑動式座椅： 5.2.1.2.1 於座椅之 H 點。 5.2.2 車輛內部尺寸內，依量測儀器於樞軸點至頭頂間所能測量之每個尺寸，決定位於 H 點前方之所有接觸點(並符合 11.補充規定之關於本項規定 5.2.2)。 5.2.2.1 若臂長設定於最小長度，頭部模型自後方之 H 點起與前方座椅重疊，則無任何接觸點建立。 5.2.3 將量測儀器直立，於通過 H 點之車輛縱向垂直平面兩側上，向前及向下轉動至九０度，其間可能之接觸點。 5.2.3.1 為決定接觸點，於任何掃掠移動(Excursion)期間，不應更動量測儀器之臂長。每次掃掠移動應自垂直	

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
excursion. Each excursion shall start from a vertical position. 3. A "point of contact" is a point at which the head of the apparatus touches a part of the interior of the vehicle. The maximum downward movement shall be downward movement to a position where the head is tangential to a horizontal plane situated 25.4 mm above the "H" point.		位置啟始。 5.3 接觸點：係指量測儀器之頭部與車輛內部接觸之點。其向下最大移動位置應為向下移動至頭部與 H 點上方二五・四公釐處之水平面相切之位置。	
Annex 4 **PROCEDURE FOR TESTING ENERGY-DISSIPATING MATERIALS** 1. Setting up ; test apparatus; procedure 1.1. Setting up 1.1.1. The component made of energy-dissipating materials shall be mounted and tested on the structural supporting member on which it is to be installed on the vehicle. The test shall preferably be carried out, where possible, directly on the body. The structural member, or the body, shall be firmly attached to the test bench so that it does not move under impact. 1.1.2. However, at the manufacturer's request,		6.能量吸收材質之試驗程序 6.1 試驗準備、試驗儀器及程序 6.1.1 試驗準備 6.1.1.1 由能量吸收材質製成之組件，應依實車安裝狀況，裝設於車輛之結構支撐構件上及進行試驗。盡可能地直接於車上執行試驗。結構構件或車身應牢固地連接於試驗台，使其於撞擊時不會移動。 6.1.1.2 惟若依申請者選擇，將組件裝	

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
the component may be mounted on a fitting simulating installation on the vehicle, on condition that the assembly comprising the component and the fitting has the same geometrical arrangement as, and a degree of rigidity not lower and an energy-dissipating capacity not higher than those of the real assembly comprising the component and the structural supporting member. 1.2. Test apparatus 1.2.1. This apparatus consists of a pendulum whose pivot is supported by ball-bearings and whose reduced mass[1/] at its centre of percussion is 6.8 kg. The lower extremity of the pendulum consists of a rigid headform 165 mm in diameter whose centre is identical with the centre of percussion of the pendulum. 1/Note：The relationship of the reduced mass "m_r" of the pendulum to the total mass "m" of the pendulum at a distance "a" between the centre of percussion and the axis of rotation and at a distance "1" between the centre of gravity and the axis of rotation is given by the		設於模擬實車安裝之配件上，則組件與配件之模擬總成，應與實車總成具有相同之幾何配置，且其剛性程度不低於實車總成、能量吸收能力不高於實車總成。 6.1.2 試驗儀器 6.1.2.1 儀器由滾珠軸承支撐之樞軸及六・八公斤(碰撞中心處之約化質量(Reduced mass))之擺錘組成。擺錘下方末端由直徑一六五公釐之剛性頭部模型組成，其中心與擺錘碰撞中心一致。 碰撞中心與旋轉軸間之距離為 a，重心與旋轉軸間之距離為 l，擺錘總重量 m 與擺錘約化質量 m_r 之關係為： $m_r = m\frac{1}{a}$	

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

formula: $m_r = m\frac{1}{a}$
1.2.2. The headform shall be fitted with two accelerometers and a speed transducer, all capable of measuring values in the direction of impact.
1.3. Recording instruments
The recording instruments used shall be such that measurements can be made with the following degrees of accuracy:
1.3.1. Acceleration:
accuracy = +/- 5 % of the real value;
frequency response = up to 1,000 Hz;
cross axis sensitivity = > 5 % of the lowest point on the scale.
 	
1.3.2. Speed :
accuracy = +/- 2.5 % of real value;
sensitivity = 0.5 km/h.
1.3.3. Time recording :
the instrumentation shall enable the action to be recorded throughout its duration and readings to be made to within one thousandth of a second; the beginning of the impact at the moment of first contact
		6.1.2.2 頭部模型應安裝兩個加速度計及一個速度傳感器(Speed transducer)，且均應能量測撞擊方向之數值。
		6.1.3 記錄設備
		記錄設備之量測準確度應符合下述要求：
		
		6.1.3.1 加速度：
		準確度= 實際值之正負百分之五；
		頻率響應= 最高一０００赫茲；
		橫軸靈敏度(Cross axis sensitivity)大於或等於刻度上最低點之百分之五。
		6.1.3.2 速度：
		準確度= 實際值之正負百分之二•五；
		靈敏度= ０・五公里/小時。
		6.1.3.3 時間紀錄：
		設備應能記錄所有持續期間，且讀值能計至毫秒以內。應記錄頭部模型與試驗組件間首次接觸之撞擊開始時刻，以進行試驗分析。	

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
between the headform and the test component shall be noted on the recordings used for analysing the test. 1.4. Test procedure (see annex 10, explanatory notes to paragraph 1.4. of annex 4) 1.4.1. At every point of impact on the surface to be tested the direction of impact is the tangent to the trajectory of the headform of the measuring apparatus defined in annex l. 1.4.1.1. For testing the parts, as referred to in paragraphs 5.3.4.1. and 5.4.2.2. of this Regulation, the arm of the measuring apparatus shall be lengthened until contact is made with the part to be considered, up to a limit of 1,000 mm between the pivot point and the top of the head of the apparatus. However, any roof sticks or ribs referred to in paragraph 5.4.2.2. which cannot be contacted shall remain subject to the requirements of paragraph 5.4.2.1. of this Regulation, with the exception of that relating to the height of the projection. 1.4.2. Where the angle between the direction of impact and the perpendicular to the surface at the point of impact is 5 degrees or		6.1.4 試驗程序(並符合 11.補充規定之關於本項規定 6.1.4) 6.1.4.1 試驗表面上所有撞擊點之撞擊方向，與 5.規定量測儀器之頭部模型軌道相切。 6.1.4.1.1 為了試驗 4.4.4.1 及 4.5.2.2 規定之部位，量測儀器之臂長應延伸至接觸該部位為止，且支點與儀器頭部頂端間距離不超過一０００公釐。惟 4.5.2.2 所述無法被觸及之任何車頂桿或加強肋，除突出物高度相關要求外，仍應符合 4.5.2.1 之規定。 6.1.4.2 若撞擊方向及與撞擊點表面垂直之直線間，夾角小於或等於五度，則應使擺錘撞擊中心之軌道切	

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
less, the test shall be carried out in such a way that the tangent to the trajectory of the centre of percussion of the pendulum coincides with the direction of impact. The headform shall strike the test component at a speed of 24.1 km/h or, in the case of components which cover an uninflated airbag, at a speed of 19.3 km/h; this speed shall be achieved either by the mere energy of propulsion or by using an additional impelling device. 1.4.3. Where the angle between the direction of impact and the perpendicular to the surface at the point of impact is more than 5 degrees, the test may be carried out in such a way that the tangent to the trajectory of the centre of percussion of the pendulum coincides with the perpendicular to the point of impact. The test speed shall then be reduced to the value of the normal component of the speed prescribed in paragraph 1.4.2.		線與撞擊方向一致。頭部模型應以二四・一公里/小時之速度撞擊試驗組件，若為覆蓋未充氣空氣囊之組件，則以一九・三公里/小時之速度撞擊，此速度應藉由單純推進之能量或使用額外之推動裝置達成。 6.1.4.3 若撞擊方向及與撞擊點表面垂直之直線間，夾角大於五度，則應使擺錘碰撞中心之軌道切線與撞擊點之垂直方向一致，且試驗速度應降低至 6.1.4.2 規定速度之法向分量(Normal component)值。	
Annex 4 2. Results 2.1. In tests carried out according to the above		6.2 結果 6.2.1 依照上述程序執行試驗時，頭部模型之減速度不應連續三毫秒以上	

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
procedures, the deceleration of the headform shall not exceed 80 g continuously for more than 3 milliseconds. The deceleration rate taken shall be the average of the readings of the two decelerometers.		超過八0g。減速率應為兩個減速度計讀值之平均值。	
Annex 4 3. Equivalent procedures 3.1. Equivalent test procedures shall be permitted on condition that the results required in paragraph 2. above can be obtained. 3.2. Responsibility for demonstrating the equivalence of a method other than that described in paragraph l. shall rest with the person using such a method.		6.3 等效程序 6.3.1 可獲得上述6.2規定結果之條件下，允許等效之試驗程序。 6.3.2 非6.1所述方法之試驗程序，應演示說明其等效能力。	
Annex 5 **PROCEDURE FOR DETERMINING THE "H" POINT AND THE ACTUAL TORSO ANGLE FOR SEATING POSITIONS IN MOTOR VEHICLES** 1. PURPOSE The procedure described in this annex is used to establish the "H" point location and the		7.機動車輛座位H點及軀幹實際角度之決定程序 7.1 目的 為建立機動車輛一或多個座椅位置之H點及軀幹實際角度(Actual torso	有關三次元座位人體模型相關詞彙，參考103年11月6日「國際車輛安全法規調和推動規劃案」檢測基準草案討論會議(八)貨車車外突出限制(草案)

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
actual torso angle for one or several seating positions in a motor vehicle and to verify the relationship of measured data to design specifications given by the vehicle manufacturer. 1/ 1/In any seating position other than front seats where the "H" point cannot be determined using the "Three-dimensional 'H' point machine" or procedures, the "R" point indicated by the manufacturer may be taken as a reference at the discretion of the competent authority.		angle)，並驗證量測值與車輛製造廠設計規格之關係。 除第一排座椅外之任一座椅位置，若無法使用三次元座位人體模型或程序決定 H 點，則檢測機構可以申請者指定之 R 點為基準。	
Annex 5 2. DEFINITIONS For the purposes of this annex: 2.1. "Reference data" means one or several of the following characteristics of a seating position: 2.1.1. the "H" point and the "R" point and their relationship, 2.1.2. the actual torso angle and the design torso angle and their relationship. 2.2. "Three-dimensional 'H' point machine" (3-D H machine) means the device used for		7.2 名詞釋義 7.2.1 參考資料(Reference data)：係指座椅位置之下述一或多個特性： 7.2.1.1 H 點、R 點及兩者間之關係。 7.2.1.2 軀幹實際角度、軀幹設計角度及兩者間之關係。 7.2.2 三次元座位人體模型(3-D H 點機器) (Three-dimensional 'H' point	

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
the determination of "H" points and actual torso angles. This device is described in appendix 1 to this annex; 2.3. "'H' point" means the pivot centre of the torso and the thigh of the 3-D H machine installed in the vehicle seat in accordance with paragraph 4 below. The "H" point is located in the centre of the centreline of the device which is between the "H" point sight buttons on either side of the 3-D H machine. The "H" point corresponds theoretically to the "R" point (for tolerances see paragraph 3.2.2. below). Once determined in accordance with the procedure described in paragraph 4, the "H" point is considered fixed in relation to the seat-cushion structure and to move with it when the seat is adjusted; 2.4. "'R' point" or "seating reference point" means a design point defined by the vehicle manufacturer for each seating position and established with respect to the three-dimensional reference system; 2.5. "Torso-line" means the centreline of the probe of the 3-D H machine with the probe		machine)：係指用來決定 H 點及軀幹實際角度之裝置，如 7.5 所述。 7.2.3 H 點(H point)：係指依照下述 7.4 安裝於車輛座椅上之三次元座位人體模型，其軀幹與大腿骨之樞軸中心。H 點位於三次元座位人體模型中心線之中點上，其兩側 H 點標記鈕(Sight button)間。理論上，H 點與 R 點吻合(公差依照 7.3.2.2 規定)。依照下述 7.4 規定之程序決定 H 點後，H 點與座椅椅墊結構之對應關係即為固定，於座椅調整時，H 點隨著移動。 7.2.4 R 點或座椅參考點(R point or seating reference point)：係指相對於三維座標參考系統，申請者宣告之每個座椅位置設計點。 7.2.5 軀幹線(Torso-line)：係指於探測器(Probe)完全朝後之位置，該三次	

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
in the fully rearward position; 2.6. "Actual torso angle" means the angle measured between a vertical line through the "H" point the torso line using the back angle quadrant on the 3-D H machine. The actual torso angle corresponds theoretically to the design torso angle (for tolerances see paragraph 3.2.2. below): 2.7. "Design torso angle" means the angle measured between a vertical line through the "R" point and the torso line in a position which corresponds to the design position of the seatback established by the vehicle manufacturer; 2.8. "Centreplane of occupant" (C/LO) means the median plane of the 3-D H machine positioned in each designated seating position; it is represented by the coordinate of the "H" point on the "Y" axis. For individual seats, the centreplane of the seat coincides with the centreplane of the occupant. For other seats, the centreplane of the occupant is specified by the manufacturer; 2.9. "Three-dimensional reference system"		元座位人體模型之探測器中心線。 7.2.6 軀幹實際角度(Actual torso angle)：係指H點垂直線與軀幹線間之夾角，其乃使用三次元座位人體模型背部角象限儀(Back angle quadrant)間量測取得。理論上，軀幹實際角度與軀幹設計角度吻合(公差參考7.3.2.2規定)。 7.2.7 軀幹設計角度(Design torso angle)：係指R點垂直線與申請者所定義椅背設計位置之軀幹線間之夾角。 7.2.8 乘員之中心平面(Centreplane of occupant)(C/LO)：係指每個指定座椅位置上，三次元座位人體模型之中間平面，以Y軸上之H點座標表示。 若為獨立座椅，則其座椅之中心平面與乘員之中心平面一致；而其他座椅，其乘員之中心平面，則依申請者宣告。 7.2.9 三維座標參考系統(Three-	

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
means a system as described in appendix 2 to this annex; 2.10. "Fiducial marks" are physical points (holes, surfaces, marks or indentations) on the vehicle body as defined by the manufacturer; 2.11. "Vehicle measuring attitude" means the position of the vehicle as defined by the coordinates of fiducial marks in the three-dimensional reference system.		dimensional reference system)：係指7.6 所述之系統。 7.2.10 基準標記(Fiducial marks)：係指由申請者定義，於車身上之實體位置點(孔洞、表面、標記或凹陷)。 7.2.11 車輛之量測樣態 (Vehicle measuring attitude)：係指相對於三維座標參考系統，由基準標記之座標所定義車輛位置。	
Annex 5 3. REQUIREMENTS 3.1. Data presentation For each seating position where reference data are required in order to demonstrate compliance with the provisions of the present Regulation, all or an appropriate selection of the following data shall be presented in the form indicated in appendix 3 to this annex: 3.1.1. the coordinates of the "R" point relative to the three-dimensional reference system; 3.1.2. the design torso angle; 3.1.3. all indications necessary to adjust the		7.3 一般規定 7.3.1 資料內容 為證明符合本規定而提出之每個座椅位置參考資料，應以 7.7 之形式，呈現下述所有或適當選擇之資料： 7.3.1.1 相對於三維座標參考系統之 R 點座標。 7.3.1.2 軀幹設計角度。 7.3.1.3 為將座椅調整(若可調整)至下	

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
seat (if it is adjustable) to the measuring position set out in paragraph 4.3. below. 3.2. Relationship between measured data and design specifications 3.2.1. The coordinates of the "H" point and the value of the actual torso angle obtained by the procedure set out in paragraph 4 below shall be compared, respectively, with the coordinates of the "R" point and the value of the design torso angle indicated by the vehicle manufacturer. 3.2.2. The relative positions of the "R" point and the "H" point and the relationship between the design torso angle and the actual torso angle shall be considered satisfactory for the seating position in question if the "H" point, as defined by its coordinates, lies within a square of 50 mm side length with horizontal and vertical sides whose diagonals intersect at the "R" point, and if the actual torso angle is within 5 degrees of the design torso angle. 3.2.3. If these conditions are met, the "R" point and the design torso angle, shall be used to demonstrate compliance with the		述7.4.3規定之量測位置所需之所有指引說明。 7.3.2 量測數據與設計規格之關係 7.3.2.1 藉由7.4規定程序得到之H點座標及軀幹實際角度，其分別與申請者提供R點座標及軀幹設計角度數據之比較。 7.3.2.2 若H點座標位於邊長五0公釐之正方形(其對角線交會於R點)內，且軀幹實際角度與軀幹設計角度之差為五度以內，則該座椅位置之R點與H點相對位置，以及軀幹設計角度與軀幹實際角度間之關係，應視為符合要求。 7.3.2.3 若符合上述規定，則應於證明符合本項規定時，使用該等R點及軀幹設計角度。	

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
provisions of this Regulation. 3.2.4. If the "H" point or the actual torso angle does not satisfy the requirements of paragraph 3.2.2. above, the "H" point and the actual torso angle shall be determined twice more (three times in all). If the results of two of these three operations satisfy the requirements, the conditions of paragraph 3.2.3. above shall apply. 3.2.5. If the results of at least two of the three operations described in paragraph 3.2.4. above do not satisfy the requirements of paragraph 3.2.2. above, or if the verification cannot take place because the vehicle manufacturer has failed to supply information regarding the position of the "R" point or regarding the design torso angle, the centroid of the three measured points or the average of the three measured angles shall be used and be regarded as applicable in all cases where the "R" point or the design torso angle is referred to in this Regulation.		7.3.2.4 若 H 點或軀幹實際角度未符合上述 7.3.2.2 規定，則 H 點及軀幹實際角度應再進行兩次上述確認(總共三次)。若三次操作中有兩次結果符合規定，則應適用上述 7.3.2.3 之規定。 7.3.2.5 若 7.3.2.4 所述三次操作中至少兩次結果無法符合上述 7.3.2.2 規定，或因申請者未提供 R 點位置或軀幹設計角度資訊，而無法驗證量測結果，則應使用三次量測位置點之重心(Centroid)或三次量測角度之平均值，視為本項規定內所述之 R 點或軀幹設計角度。	
Annex 5 4. PROCEDURE FOR "H" POINT AND		7.4 H 點及軀幹實際角度之決定程序(並符合 11.補充規定之關於本項規	

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
ACTUAL TORSO ANGLE DETERMINATION (see annex 10, explanatory notes to paragraph 4. of annex 5) 4.1. The vehicle shall be preconditioned at the manufacturer's discretion, at a temperature of 20 +/-10 degrees C to ensure that the seat material reached room temperature. If the seat to be checked has never been sat upon, a 70 to 80 kg person or device shall sit on the seat twice for one minute to flex the cushion and back. At the manufacturer's request, all seat assemblies shall remain unloaded for a minimum period of 30 min prior to installation of the 3-D H machine. 4.2. The vehicle shall be at the measuring attitude defined in paragraph 2.11. above. 4.3. The seat, if it is adjustable, shall be adjusted first to the rearmost normal driving or riding position, as indicated by the vehicle manufacturer, taking into consideration only the longitudinal adjustment of the seat, excluding seat travel used for purposes other than normal driving or riding positions. Where other modes of		定 7.4) 7.4.1 應於環境溫度攝氏二０正負一０度下，進行申請者宣告之車輛預處理，以確保座椅材質達到室溫。若受驗座椅從未被使用過，則應由七０至八０公斤之人員或裝置，兩次乘坐於座椅上，每次一分鐘，以使椅墊及椅背收縮。於安裝三次元座位人體模型前，所有座椅總成應保持無負載狀態至少三０分鐘或依申請者要求。 7.4.2 車輛應處於上述 7.2.11 定義之量測樣態。 7.4.3 若為可調整式座椅，應先調整至申請者宣告最後之正常駕駛或乘坐位置，只考慮座椅之縱向調整(不包括非正常駕駛或乘坐位置之座椅調整範圍)。若座椅有其他調整模式(垂直、角度、椅背等)，則應調整至申請者宣告之位置。若為具懸吊系統之座椅(Suspension seat)，則其垂直	

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
seat adjustment exist (vertical, angular, seat-back, etc.) these will then be adjusted to the position specified by the vehicle manufacturer. For suspension seats, the vertical position shall be rigidly fixed corresponding to a normal driving position as specified by the manufacturer.		位置應依申請者宣告於正常駕駛或乘坐位置牢固固定。	
4.4. The area of the seating position contacted by the 3-D H machine shall be covered by a muslin cotton, of sufficient size and appropriate texture, described as a plain cotton fabric having 18.9 threads per cm^2 and weighing 0.228 kg/m^2 or knitted or non-woven fabric having equivalent characteristics. If test is run on a seat outside the vehicle, the floor on which the seat is placed shall have the same essential characteristics [2/]as the floor of the vehicle in which the seat is intended to be used.		7.4.4 與三次元座位人體模型接觸之座椅位置區域應由每平方公分有一八・九細線，且重達0・二二八公斤/平方公尺之足夠大小之平紋棉織物(Plain cotton fabric)、合適織物結構之細綿布(Muslin cotton)或具有等同特性之不織布(Non-woven fabric)覆蓋。若座椅於車輛外執行試驗，則座椅放置之地板應具有與實車內之座椅地板相同主要特性(傾斜角、座椅安裝高度差、表面結構等)。	
2/Tilt angle, height difference with a seat mounting, surface texture, etc.			
4.5. Place the seat and back assembly of the 3-D H machine so that the centreplane of the occupant (C/LO) coincides with the centreplane of the 3-D H machine. At the		7.4.5 放置三次元座位人體模型之座椅及椅背總成，應使乘員之中心平面(C/LO)與三次元座位人體模型之中心平面一致。可依申請者要求，	

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
manufacturer's request, the 3-D H machine may be moved inboard with respect to the C/ LO if the 3-D H machine is located so far outboard that the seat edge will not permit levelling of the 3-D H machine.		若三次元座位人體模型向外側遠置，以致因座椅邊緣之存在而未能進行三次元座位人體模型之水平調整，則可使三次元座位人體模型朝中心平面向內側移動。	
4.6. Attach the foot and lower leg assemblies to the seat pan assembly, either individually or by using the T-bar and lower leg assembly.		7.4.6 單獨地或藉由使用膝部樞軸桿(T-bar)及下腿部總成，將足部及下腿部總成連接至座椅底板總成。	
A line through the "H" point sight buttons shall be parallel to the ground and perpendicular to the longitudinal centreplane of the seat.		應使 H 點標記鈕之連線平行於地面，且垂直於座椅之縱向中心平面。	
4.7. Adjust the feet and leg positions of the 3-D H machine as follows:		7.4.7 依照下述規定調整三次元座位人體模型之足部及腿部位置：	
4.7.1. Designated seating position: driver and outside front passenger		7.4.7.1 指定座位：駕駛及第一排外側乘客。	
4.7.1.1. Both feet and leg assemblies shall be moved forward in such a way that the feet take up natural positions on the floor, between the operating pedals if necessary. Where possible the left foot shall be located approximately the same distance to the left of the centreplane of the 3-D H machine as the right foot is to the right.		7.4.7.1.1 應使足部及腿部總成向前移動，取得自然位置，可視實際狀況使雙腳安置於操作踏板間之地板上。左腳至三次元座位人體模型中心線左側之距離，儘可能地與右腳至右側之距離相同。	

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
The spirit level verifying the transverse orientation of the 3-D H machine is brought to the horizontal by readjustment of the seat pan if necessary, or by adjusting the leg and foot assemblies towards the rear. The line passing through the "H" point sight buttons shall be maintained perpendicular to the longitudinal centreplane of the seat.		視實際狀況，藉由調整座椅底板或將腿部及足部總成向後調整，以使三次元座位人體模型橫向方位之水平儀處於水平位置。H 點標記鈕之連線應保持垂直於座椅之縱向中心平面。	
4.7.1.2. If the left leg cannot be kept parallel to the right leg and the left foot cannot be supported by the structure, move the left foot until it is supported. The alignment of the sight buttons shall be maintained.		7.4.7.1.2 若無法保持左腳與右腳平行，且結構無法支撐左腳，則應移動左腳直到獲得支撐。應保持標記鈕之對齊。	
4.7.2. Designated seating position: outboard rear		7.4.7.2 指定座位：後排外側	
For rear seats or auxiliary seats, the legs are located as specified by the manufacturer. If the feet then rest on parts of the floor which are at different levels, the foot which first comes into contact with the front seat shall serve as a reference and the other foot shall be so arranged that the spirit level giving the transverse orientation of the seat of the device indicates the horizontal.		對於後排座椅或輔助座椅，依申請者宣告放置腿部。若兩腳接觸車輛地板於不同高度，則以首先接觸前方座椅者為參考點，調整另一隻腳之放置，使該座椅上之橫向方位水平儀處於水平位置。	
4.7.3. Other designated seating positions:		7.4.7.3 其他指定座位：應依照上述	

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
The general procedure indicated in paragraph 4.7.1. above shall be followed except that the feet shall be placed as specified by the vehicle manufacturer. 4.8. Apply lower leg and thigh weights and level the 3-D H machine. 4.9. Tilt the back pan forward against the forward stop and draw the 3-D H machine away from the seat-back using the T-bar. Reposition the 3-D H machine on the seat by one of the following methods: 4.9.1. If the 3-D H machine tends to slide rearward, use the following procedure. Allow the 3-D H machine to slide rearward until a forward horizontal restraining load on the T-bar is no longer required i.e. until the seat pan contacts the seat-back. If necessary, reposition the lower leg. 4.9.2. If the 3-D H machine does not tend to slide rearward, use the following procedure. Slide the 3-D H machine rearwards by applying a horizontal rearward load to the T-bar until the seat pan contacts the seat-back (see figure 2 of appendix 1 to this annex).		7.4.7.1 規定之一般程序，惟申請者宣告放置足部之要求除外。 7.4.8 安裝下腿部及大腿配重，且調整三次元座位人體模型至水平狀態。 7.4.9 將背部底板(Back pan)向前傾斜至前擋(Forward stop)，並使用膝部樞軸桿(T-bar)將三次元座位人體模型拉離椅背。依下述其中一項方式將三次元座位人體模型放回座位上： 7.4.9.1 若三次元座位人體模型會向後滑動，應讓三次元座位人體模型向後滑動，直到膝部樞軸桿不再需要水平方向朝前限制負載(Restraining load)，即直到座椅底板接觸椅背。視實際狀況，重新放置下腿部。 7.4.9.2 若三次元座位人體模型不會向後滑動，應在膝部樞軸桿上施加水平朝後負載， 將三次元座位人體模型朝後滑動，直到座椅底板接觸椅背(如圖五)。	

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
4.10. Apply a 100 +/- 10 N load to the back and pan assembly of the 3-D H machine at the intersection of the hip angle quadrant and the T-bar housing. The direction of load application shall be maintained along a line passing by the above intersection to a point just above the thigh bar housing (see figure 2 of appendix 1 to this annex). Then carefully return the back pan to the seat-back. Care must be exercised throughout the remainder of the procedure to prevent 3-D H machine from sliding forward.		7.4.10 在臀部角度象限儀(Hip angle quadrant)及膝部樞軸桿套管交會處，施加一００正負一０牛頓之負載至三次元座位人體模型椅背及底板總成上。負載施加方向應維持於掠過前述交會處、至大腿骨桿套管上方一點之直線上（如圖五)。接著小心地將背部底板放回椅背。程序中，須防止三次元座位人體模型朝前滑動。	
4.11. Install the right and left buttock weights and then, alternately, the eight torso weights. Maintain the 3-D H machine level.		7.4.11 安裝左右臀部配重，及輪流地安裝八個軀幹配重，維持三次元座位人體模型之水平。	
4.12. Tilt the back pan forward to release the tension on the seat-back. Rock the 3-D H machine from side to side through 10 degrees arc (5 degrees to each side of the vertical centreplane) for three complete cycles to release any accumulated friction between the 3-D H machine and the seat.		7.4.12 向前傾斜背部底板，以釋放椅背上之張力。左右兩側擺動三次元座位人體模型，弧形一０度(垂直中心平面兩側各五度)共三次，以釋放三次元座位人體模型與座椅間所蓄積之任何摩擦力。	
During the rocking action, the T-bar of the 3-D H machine may tend to diverge from		擺動期間，三次元座位人體模型之膝部樞軸桿可能偏離指定之水平及	

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
the specified horizontal and vertical alignment. The T-bar must therefore be restrained by applying an appropriate lateral load during the rocking motions. Care shall be exercised in holding the T-bar and rocking the 3-D H machine to ensure that no inadvertent exterior loads are applied in a vertical or fore and aft direction.		垂直對準，故於擺動期間應施加適度之側向負載，以限制膝部樞軸桿。小心握住膝部樞軸桿及擺動三次元座位人體模型，以確保無意外之外部負載施加於垂直或前後方向。	
The feet of the 3-D H machine are not to be restrained or held during this step. If the feet change position, they should be allowed to remain in that attitude for the moment. Carefully return the back pan to the seat-back and check the two spirit levels for zero position. If any movement of the feet has occurred during the rocking operation of the 3-D H machine, they must be repositioned as follows:		在此步驟期間，不應限制或固定三次元座位人體模型之足部。若足部變換位置，應允許暫時保持此位置。小心地將背部底板放回椅背，並檢查兩水平儀之零點位置。於三次元座位人體模型擺動期間，若足部有任何移動，則應重新如下：	
Alternately, lift each foot off the floor the minimum necessary amount until no additional foot movement is obtained. During this lifting, the feet are to be free to rotate; and no forward or lateral loads are to be applied. When each foot is placed back in the down position, the heel is to be in		輪流地將每一足部從地板舉起，直到足部不再移動之最小高度。於舉起過程中，足部可以自由轉動，且不施加前向或側向負載。於每個足部向下放回位置時，腳跟應與指定結構接觸。	

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
contact with the structure designed for this. Check the lateral spirit level for zero position; if necessary, apply a lateral load to the top of the back pan sufficient to level the 3-D H machine's seat pan on the seat. 4.13. Holding the T-bar to prevent the 3-D H machine from sliding forward on the seat cushion, proceed as follows: (a) return the back pan to the seat-back; (b) alternately apply and release a horizontal rearward load, not to exceed 25 N, to the back angle bar at a height approximately at the centre of the torso weights until the hip angle quadrant indicates that a stable position has been reached after load release. Care shall be exercised to ensure that no exterior downward or lateral loads are applied to the 3-D H machine. If another level adjustment of the 3-D H machine is necessary, rotate the back pan forward, re-level, and repeat the procedure from paragraph 4.12. 4.14. Take all measurements: 4.14.1. The coordinates of the "H" point are measured with respect to the		檢查橫向水平儀之零點位置，視實際狀況，在背部底板頂部施加側向負載，以使座椅上三次元座位人體模型之座椅底板保持水平。 7.4.13 握住膝部樞軸桿，以防止三次元座位人體模型於椅墊上向前滑動，進行如下操作： (a)將背部底板放回椅背； (b)在接近軀幹配重中心之高度，對背部角度桿(Back angle bar)輪流地施加及釋放不超過二五牛頓之水平向後負載，直到臀部角度象限儀於負載釋放後呈現已達到穩定位置。於三次元座位人體模型上，應確保無向下或側向之外部負載。若需要再次進行三次元座位人體模型之水平調整，則向前轉動背部底板，重新調整水平且重複 7.4.12 之程序。 7.4.14 記錄所有量測值： 7.4.14.1 相對於三維座標參考系統，測量 H 點座標。	

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
three-dimensional reference system. 4.14.2. The actual torso angle is read at the back angle quadrant of the 3-D H machine with the probe in its fully rearward position. 4.15. If a re-run of the installation of the 3-D H machine is desired, the seat assembly should remain unloaded for a minimum period of 30 min prior to the re-run. The 3-D H machine should not be left loaded on the seat assembly longer than the time required to perform the test. 4.16. If the seats in the same row can be regarded as similar (bench seat, identical seats, etc.) only one "H" point and one "actual torso angle" shall be determined for each row of seats, the 3-D H machine described in appendix 1 to this Annex being seated in a place regarded as representative for the row. This place shall be: 4.16.1. in the case of the front row, the driver's seat; 4.16.2. in the case of the rear row or rows, an outer seat.		7.4.14.2 於三次元座位人體模型之探測器完全向後位置之狀態，取得其背部角度象限儀顯示之軀幹實際角度。 7.4.15 若欲重新安裝三次元座位人體模型，則於重新安裝前，座椅總成應維持至少三0分鐘之無負載狀態。三次元座位人體模型於座椅總成上之時間，不應超過執行試驗所需之時間。 7.4.16 若同一排座椅可視為相似(如長椅(Bench seat)、完全相同座椅等)，則每一排座椅應僅需決定一個H點及一個軀幹實際角度，且將7.5所述之三次元座位人體模型放置於該排中具代表性之座位。此放置座位應符合下列規定： 7.4.16.1 若於第一排，則應為駕駛座； 7.4.16.2 若非第一排，則應為外側座位。	

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 5 - Appendix 1 **DESCRIPTION OF THE THREE-DIMENSIONAL "H" POINT MACHINE** (3-D H machine) 1. Back and seat pans The back and seat pans are constructed of reinforced plastic and metal; they simulate the human torso and thigh and are mechanically hinged at the "H" point. A quadrant is fastened to the probe hinged at the "H" point to measure the actual torso angle. An adjustable thigh bar, attached to the seat pan, establishes the thigh centreline and serves as a baseline for the hip angle quadrant. 2. Body and leg elements Lower leg segments are connected to the seat pan assembly at the T-bar joining the knees, which is a lateral extension of the adjustable thigh bar. Quadrants are incorporated in the lower leg segments to measure knee angles. Shoe and foot assemblies are calibrated to measure the foot angle. Two spirit levels		7.5 三次元座位人體模型(3-D H 點機器)說明 7.5.1 背部及座椅底板 背部及座椅底板由強化塑膠及金屬製成，分別模擬人體軀幹及大腿，且以機械式鉸鍊連接於 H 點。象限儀固定於 H 點處之探測器，而該探測器乃以鉸鍊連接於 H 點，以測量軀幹實際角度。連接於座椅底板之可調整式大腿骨桿(Thigh bar)，建立大腿中心線，並當作臀部角度象限儀之底線。 7.5.2 身體及腿部元件 下腿部分連接於結合膝部樞軸桿之座椅底板總成，其為可調整式大腿骨桿之側向延伸。 象限儀乃結合於下腿部分，以測量膝部角度。 校正鞋子及腿部總成，以測量足部角度。使用兩個水平儀，進行裝置	

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
orient the device in space. Body element weights are placed at the corresponding centres of gravity to provide seat penetration equivalent to a 76 kg male. All joints of the 3-D H machine should be checked for free movement without encountering noticeable friction. **Figure 1 - 3-D H machine elements designation** (請參考頁末圖示) **Figure 2 - Dimensions of the 3-D H machine elements and load distribution** (請參考頁末圖示)		之空間定位。放置身體部位配重於對應之重心，提供等同於七六公斤男性之座椅壓深(Seat penetration)。檢查三次元座位人體模型所有接合點之自由移動，應無顯著摩擦。 圖四：三次元座位人體模型構造 (請參考頁末圖示) 圖五：三次元座位人體模型尺寸及負載分佈 (請參考頁末圖示)	
Annex 5 - Appendix 2 **THREE-DIMENSIONAL REFERENCE SYSTEM** 1. The three-dimensional reference system is defined by three orthogonal planes established by the vehicle manufacturer (see figure). 2. The vehicle measuring attitude is established by positioning the vehicle on the supporting surface such that the coordinates of the fiducial marks correspond		7.6 三維座標參考系統 7.6.1 以申請者制定之三個垂直平面建立三維座標參考系統(如圖六)。 7.6.2 藉由放置車輛於支撐平面，使基準標記之座標對應於申請者宣告值，建立車輛之量測樣態。	

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
to the values indicated by the manufacturer. 3. The coordinates of the "R" point and the "H" point are established in relation to the fiducial marks defined by the vehicle manufacturer. **Figure - Three-dimensional reference system** (請參考頁末圖示)		7.6.3 相對於申請者宣告之基準標記，建立R點及H點座標。 圖六：三維座標參考系統 (請參考頁末圖示)	
Annex 5 - Appendix 3 **REFERENCE DATA CONCERNING SEATING POSITIONS** 1. Coding of reference data Reference data are listed consecutively for each seating position. Seating positions are identified by a two-digit code. The first digit is an Arabic numeral and designates the row of seats, counting from the front to the rear of the vehicle. The second digit is a capital letter which designates the location of the seating position in a row, as viewed in the direction of forward motion of the vehicle; the following letters shall be used: L=left C=centre		7.7 座位之參考資料 7.7.1 參考資料之識別 依序列出每個座位之參考資料。以二字代碼識別座位，第一個字碼為阿拉伯數字，其表示從車輛前面至後面計算之所在座椅排數；第二個字碼為大寫字母，其表示座位於該排座椅之所在位置(朝向車輛向前移動之方向觀察)，應使用下列字母： L=左側 C=中間 R=右側	

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
R=right 2. Description of vehicle measuring attitude 2.1. Coordinates of fiducial marks X..... Y..... Z..... 3. List of reference data 3.1. Seating position: 3.1.1. Coordinates of "R" point X..... Y..... Z..... 3.1.2. Design torso angle: ..... 3.1.3. Specifications for seat adjustment */ horizontal: ..... vertical: ..... angular: ..... torso angle: ..... Note: List reference data for further seating positions under 3.2., 3.3., etc. */Strike out what does not apply.		7.7.2 車輛之量測樣態之說明 7.7.2.1 基準標記之座標 X..... Y..... Z..... 7.7.3 參考資料列表 7.7.3.1 座位： 7.7.3.1.1 R 點座標 X..... Y..... Z..... 7.7.3.1.2 軀幹設計角度..... 7.7.3.1.3 座椅調整規格(可將不適用者刪除) 水平：..... 垂直：..... 角度：..... 軀幹角度：..... 備註：列出其他座位之參考資料於 7.7.3.2、7.7.3.3...等項中。	

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 6 **METHOD OF MEASURING PROJECTIONS** 1. To determine the amount by which an item projects in relation to the panel on which it is mounted, a 165 mm diameter sphere shall be moved along and be kept in contact with the component under consideration, starting from the initial position of contact with the component under consideration. The projection's value is the largest of all possible variations "y", the variation measured from the centre of the sphere perpendicular to the panel. 1.1. If the panels and components, etc., are covered with materials softer than 50 shore A hardness, the procedure for measuring the projections described above shall apply only after removal of such materials. 2. The projection of switches, pull-knobs, etc., situated in the reference area shall be measured by using the test apparatus and procedures described below: 2.1. Apparatus 2.1.1. The apparatus for measuring projections		8.突出量之量測方法 8.1 為決定組件於所安裝板件上之突出量，將直徑一六五公釐之球體從受驗組件初始接觸位置開始移動，且與受驗組件保持接觸。突出量為所有可能「Y」變化值之最大值，此變化量測來自球體中心，且垂直於板件。 8.1.1 板件及組件等部位，若由硬度小於五〇 Shore A 之材質包覆，則應於將此類材質移除後，進行上述量測突出之程序。 8.2 參考區域內之開關、拉把等突出量，應以下述試驗儀器及程序進行量測： 8.2.1 儀器 8.2.1.1 突出量量測儀器應包括直徑一	

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
shall consist of a hemispherical headform 165 mm in diameter in which there is a sliding ram of 50 mm diameter.		六五公釐之半球狀頭部模型，其內部有一直徑五0公釐之滑動撞錘。	
2.1.2. Relative positions of the flat end of the ram and the edge of the headform shall be shown as a graduated scale on which a mobile index shall register the maximum measurement achieved when the apparatus is moved away from the item tested. A minimum distance of 30 mm shall be measurable; the measuring scale shall be graduated in half-millimetres to make possible an indication of the extent of the projections in question.		8.2.1.2 撞錘之平坦末端與頭部模型邊緣之相對位置，應以刻度顯示，其上方移動指數(Mobile index)應記錄儀器移開受驗件後所得到之最大量測值。應可量測最小距離三0公釐。量測刻度應為半公釐間隔，以能呈現突出程度。	
2.1.3. Gauging procedure		8.2.1.3 校準(Gauging)程序	
2.1.3.1. The apparatus shall be placed on a flat surface so that its axis is perpendicular to that surface. When the flat end of the ram contacts the surface, the scale shall be set at zero.		8.2.1.3.1 儀器應放置於平坦表面上，使其軸線垂直於該表面。當撞錘之平坦末端接觸表面時，刻度應設定為零。	
2.1.3.2. A 10 mm strut shall be inserted between the flat end of the ram and the retaining surface; a check shall be made to ensure that the mobile index records this measurement.		8.2.1.3.2 應將一0公釐支柱(Strut)插入撞錘平坦末端與固定表面(Retaining surface)之間；應查驗以確保移動指數記錄此量測值。	

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
2.1.4. The apparatus for measuring projections is illustrated in the figure of the appendix to this annex.		8.2.1.4 突出量量測儀器如圖七所示。	
2.2. Test procedure		8.2.2 試驗程序	
2.2.1. A cavity shall be formed in the headform by pulling back the ram and the mobile index shall be placed against the ram.		8.2.2.1 將撞錘向後拉出，使頭部模型形成凹洞，並於撞錘放置移動指數。	
2.2.2. The apparatus shall be applied to the projection to be measured so that the headform contacts the maximum surrounding surface area with a force not exceeding 2 daN.		8.2.2.2 將儀器與受驗件突出部位接觸，頭部模型於最大之周圍表面積之接觸不應超過二０牛頓之施力。	
2.2.3. The ram shall be pushed forward until it makes contact with the projection to be measured and the amount of the projection shall be observed on the scale.		8.2.2.3 向前推進撞錘直到接觸受驗之突出，並觀察刻度上之突出量。	
2.2.4. The headform shall be adjusted to obtain maximum projection. The amount of the projection shall be recorded.		8.2.2.4 應調整頭部模型以獲得最大突出。應記錄此突出量。	
2.2.5. If two or more controls are situated sufficiently close for the ram or the headform to contact them simultaneously, they shall be treated as follows:		8.2.2.5 若二個或多個控制器位置十分靠近，使撞錘或頭部模型與其同時接觸，則應依下述情況執行：	
2.2.5.1. Multiple controls, all of which can be		8.2.2.5.1 若多個控制器皆可容納於頭	

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
contained in the headform cavity, shall be regarded as forming a single projection. 2.2.5.2. If other controls prevent normal testing by contacting the headform, they shall be removed and the test shall be conducted without them. They may subsequently be reinstalled and tested in their turn with other controls that have been removed to facilitate the procedure.		部模型凹洞內，則應視為單一突出物。 8.2.2.5.2 若其他控制器與頭部模型接觸而阻礙正常試驗時，則應於將其移除後再執行試驗；隨後執行該控制器試驗時再移回設置，並比照前述方式移除其他會干涉之控制器。	
Annex 6-Appendix Figure Apparatus for measuring projections (請參考頁末圖示)		圖七：突出量量測儀器 (請參考頁末圖示)	
Annex 7 **APPARATUS AND PROCEDURE FOR APPLICATION OF PARAGRAPH 5.2.1. OF THIS REGULATION** Those parts (switches, pull-knobs, etc.) which can be contacted by using the apparatus and procedure described below shall be considered as being likely to be contacted by the knees of an occupant. Foot-operated controls are fitted as foot pedals. 1. Apparatus 1.1. Diagram of apparatus		9.關於 4.3.1 規定之確認儀器及程序 與下述儀器及程序接觸之部位(開關、拉把等)，應視為其可能與乘員膝部接觸。腳控制器(Foot-operated controls)視為腳踏板。 9.1 儀器 9.1.1 儀器之圖示	

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
(請參考頁末圖示) 2. Procedure The apparatus may be placed in any position below the level of the instrument panel so that: 2.1. the plane XX' remains parallel to the median longitudinal plane of the vehicle; 2.2. the axis X can be rotated above and below the horizontal through angles up to 30 degrees. 3. In carrying out the above test, all materials of less than 50 shore A hardness shall be removed.		(請參考頁末圖示) 9.2 程序 依照下列條件，將儀器放置於儀表板水平線下方任一位置： 9.2.1 XX'平面與車輛中心縱向平面保持平行。 9.2.2 X 軸可在水平面上下旋轉，最多三０度。 9.3 執行上述試驗時，應移除所有硬度小於五０Shore A 之材質。	
Annex 8 **DETERMINATION OF A DYNAMICALLY DETERMINED HEAD IMPACT ZONE** 1. Determination of the dynamically determined head impact zone with regard to the protective system 1.1. Differing from the procedure described in annex 1 the applicant may prove, by a procedure accepted by the technical service responsible for conducting the tests, that a		10.動態判定頭部撞擊區之測定 10.1 保護系統之動態判定頭部撞擊區之測定 10.1.1 申請者可提出佐證說明，另以不同於 5.規定所述，且檢測機構可接受之程序，該車輛型式系列適用於動態判定頭部撞擊區。	

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
dynamically determined head impact zone is relevant for this vehicle type. 1.2. A suitable method to prove a dynamically determined head impact zone may be either: 1.2.1. Vehicle impact tests to determine the sequence of movement of the occupants with regard to the protective system installed in the vehicle type, using the frontal impact conditions in the range of +/- 30 degrees against a fixed rigid barrier with an impact speed of at least 48.3 km/h. Normally it will be sufficient to test at 0 degrees, + 30 degrees and - 30 degrees. The dynamically determined head impact zone has to be evaluated for the occupants represented by adult dummies of the types 5th percentile female, 50th percentile male and 95th percentile male, each placed in its recommended seating position before the test as defined by the manufacturer, or 1.2.2. Sled tests The sequence of movement shall be investigated under the effect of the deceleration-time diagram as shown in annex 8 of Regulation No. 16 (change of		10.1.2 證明動態判定頭部撞擊區之合適方式為下列試驗之一： 10.1.2.1 車輛撞擊試驗 撞擊速度至少四八・三公里/小時，與固定剛性壁(Rigid barrier)在正負三０度範圍內，且乘員於車輛型式系列所使用之保護系統下，取得乘員於前方撞擊過程之移動情況。至少有０度、三０度、負三０度下之試驗。 以百分之五成年女性、百分之五０成年男性及百分之九五成年男性人偶為乘員代表，於試驗前依申請者宣告將每個人偶放置於建議之座椅位置，以評估動態判定頭部撞擊區，或 10.1.2.2 台車試驗(Sled test) 依照本基準中「安全帶」之台車校正之加速度或減速度波形圖(速度變化為五０公里/小時)減速度時間曲線作用下，考量與前述 10.1.2.1	

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
velocity 50 km/h) respecting the above prescribed dummy family and producing a direction of a forward displacement of the respective dummies corresponding to the movement of the dummies during real frontal impact tests according to paragraph 1.2.1.		規定實際前方碰撞試驗期間相對各人偶移動之一致，使呈現向前位移方向，評估人偶群移動順序。	
The direction of the forward displacement of the dummies is deemed satisfactory, if the centre line of the test object, normally a body shell, covers the range of +/- 18 degrees from the longitudinal centreline of the sled. Normally it will be sufficient to test at 0 degrees, + 18 degrees and -18 degrees, or		若受驗件(正常情況為車身外殼)之中心線於台車縱向中心線正負一八度範圍內，則人偶之向前位移方向應視為符合要求。至少有0度、一八度、負一八度下之試驗，或	
1.2.3. Simulated impact testing The sequence of movements of the occupants, represented by the dummy family described in paragraph 1.2.1. above shall be investigated as described in paragraphs 1.2.1. or 1.2.2. above. The simulation method shall be validated by at least three of the impact conditions as prescribed in paragraphs 1.2.1. or 1.2.2. above.		10.1.2.3 模擬撞擊試驗 依前述 10.1.2.1 或 10.1.2.2 規定，評估 10.1.2.1 規定所述乘員代表人偶之移動順序。模擬方式應至少依照前述 10.1.2.1 或 10.1.2.2 規定之三個撞擊條件驗證。	
2. The dynamically determined head impact		10.2 動態判定頭部撞擊區包括乘員	

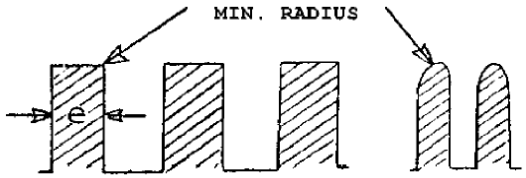
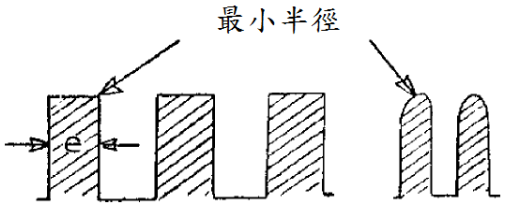
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
zone includes all areas of the instrument panel that may be contacted by the head of restraint occupants using the protective system installed in the vehicle type. 3. If the vehicle type can be fitted with different protective systems it is sufficient to investigate the protective system with the minimum performance. However, protective systems that can be deactivated by the driver or the occupant have to be set as recommended and indicated by the manufacturer in the owners handbook. If the manufacturer provide for permanent deactivation of a part of the protective system, then this part has to be set to the deactivated configuration. 4. The manufacturer or his representative is entitled to present calculations, simulations, test data or test results which sufficiently prove the dynamically determined head impact zone.		頭部可能與儀表板接觸之所有區域，且於此狀態下，乘員使用該車輛型式系列所安裝之保護系統。 10.3 若該車輛型式系列可安裝各式保護系統，則應至少就其性能最低之保護系統執行評估。惟配備可由駕駛或乘員解除作動之保護系統，則其應依照申請者提供資料設定，並記載於申請者提供之車主手冊說明內。 若製造廠提供保護系統一部分永久性解除功能，則應將此部分設定於解除狀態。 10.4 申請者應至少提交足以證明其動態判定頭部撞擊區之計算、模擬、試驗數據或試驗結果。	
Annex 9 TYPICAL POSITION OF CYLINDRICAL TEST ROD IN THE OPENING ROOF AND WINDOW OPENINGS		Figure 1 移至條文 2.12 開口	

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
FIGURE 1 (請參考頁末圖示) EXAMPLES OF SYMBOLS FOR DRIVER CONTROLLED SWITCH FIGURE 2 FIGURE 3 (ISO 2575:1998) (請參考頁末圖示)		Figure 2、Figure3 移至條文 4.9.4.2	
Annex 10 **EXPLANATORY NOTES** **Paragraph 2.3.** The reference zone is outlined without rear view mirror. The energy-dissipation test is accomplished without the rear view mirror. The pendulum shall not impact the mirror mounting. **Paragraphs 2.3. and 2.3.1.** The exempted area behind the steering wheel as defined by these paragraphs is also valid for the head impact area of the front passengers. In the case of adjustable steering wheels the zone finally exempted is reduced to the		11.補充規定 關於本項規定 2.1 參考區域不包括車內視鏡(屬於間接視野裝置安裝規定者)。能量吸收試驗應在無車內視鏡之情況下完成。擺錘不應撞擊車內視鏡底座。 關於本項規定 2.1 及 2.1.1 此處所述方向盤後方之排除區，亦適用於前方乘員頭部撞擊區。 若為可調整式方向盤，則最終排除區應縮小至可取得之各個方向盤駕	

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
common area of the exempted zones for each of the driving positions which the steering wheel may assume. In the case where it is possible to choose between various steering wheels the exempted zone is determined by the use of the least favourable steering wheel having the smallest diameter. **Paragraph 2.4.** The level of the instrument panel extends over the entire width of the passenger compartment and is defined by the rearmost points of contact of a vertical line with the surface of the instrument panel when the line is moved across the width of the vehicle. Where two or more points of contact occur simultaneously, the lower point of contact shall be used to establish the level of the instrument panel. In the case of consoles, if it is not possible to determine the level of the instrument panel by reference to the points of contact of a vertical line the level of the instrument panel shall be where a horizontal line 25.4 mm above the "H" point of the front seats		駛位置排除區之共同區域。 若可選擇多種方向盤，則應使用最小直徑方向盤之最嚴苛條件來決定排除區。 關於本項規定 2.2 儀表板水平線延伸至車室整個寬度，且藉由與儀表板表面接觸之垂直線，沿車輛橫向移動，所得各處之最後方接觸點。當同一處有二個或多個接觸點時，應使用較低之接觸點建立儀表板水平線。於控制台(Console)，若無法藉由垂直線接觸點決定儀表板水平線，則應以第一排座椅 H 點上方二五・四公釐之水平線與控制台交會處為儀表板水平線。	

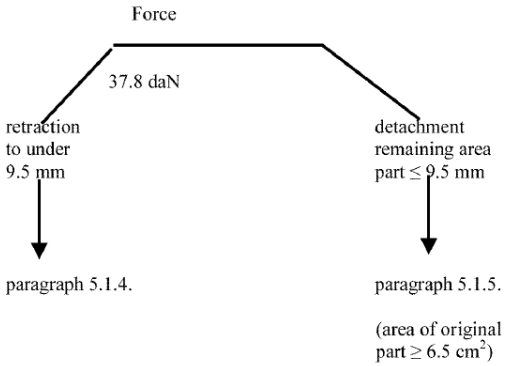
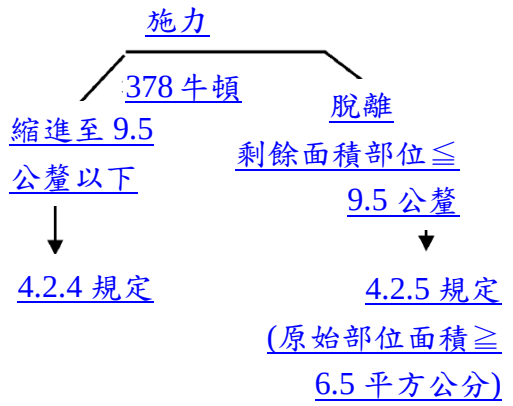
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
intersects the console. **Paragraph 2.5.** At the vehicle sides the roof shall commence at the upper edge of the door aperture. In the normal case, the lateral roof limits will be represented by the contours formed by the bottom edge (lateral view) of the remaining body when the door has been opened. In the case of windows, the lateral limitation of the roof will be the continuous transparent line (penetration point of the lateral windowpanes). At the posts, the lateral roof limitation will pass through the connecting line between the transparent lines. The definition of paragraph 2.5. is also valid for any opening for the roof, in the closed position, of a vehicle as defined in paragraphs 2.7. or 2.8. For measuring purposes, downward facing flanges shall be ignored. These will be considered as forming part of the vehicle sidewall. (請參考頁末圖示) **Paragraph 2.7.** A non-removable rear window is understood to be a rigid structural element.		關於本項規定 2.3 在車輛側方，車頂應從門縫(Door aperture)上緣處開始。於正常情況下，車頂側向邊界應由車門開啟狀態之其餘車身底部邊緣(側視)所形成輪廓表示。於車窗處，車頂側向邊界為連續之透明線(側向窗框之穿透點)。於門柱(Posts)處，車頂側向邊界為連貫透明線間之連接線。2.3 定義亦適用於 2.5 或 2.6 定義車輛，其車頂開口之關閉位置。量測時，應忽略朝下之突緣(Flange)，將其視為車輛側牆之組成部位。 (請參考頁末圖示) 關於本項規定 2.5 不可移動式後方車窗應為剛性結構件。	

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
Cars with non-removable rear windows of rigid material are considered to be cars with opening roofs as defined under paragraph 2.8.		裝設有剛性材質之不可移動式後方車窗之車輛，應視為 2.6 定義配備活動開口式車頂之車輛。	
Paragraph 2.18.		關於本項規定 2.15	
In case of a gap between the edge of a rigid material and the panel, this edge shall be rounded to a minimum radius of curvature depending on the gap shown in the table in the explanatory note to paragraph 5.1.1. This also applies, if the height of the projection, determined according to the procedure described in paragraph 1. of annex 6, is equal or less than 3.2 mm.		若剛性材質邊緣與飾板之間有間隙，則其邊緣應倒角至最小曲率半徑，且對應於補充規定之關於本項規定 4.2.1 表格所示間隙。依照 8.1 程序所決定之突出高度小於或等於三・二公釐者亦適用。	
If the gap is located in a zone where a head impact test has to be carried out, the edges which can be contacted during the test(s) resulting from displacement of parts shall be protected by a minimum radius of 2.5 mm		若頭部撞擊試驗之區域內有間隙，則應對試驗期間會產生位移而致接觸之邊緣提供防護，其半徑至少為二・五公釐。	
Paragraph 5.1.1.		關於本項規定 4.2.1	
A sharp edge is an edge of a rigid material having a radius of curvature of less than 2.5 mm except in the case of projections of less than 3.2 mm, measured from the panel. In this case, the minimum radius of curvature		銳利邊緣係指除突出高度(從飾板(Panel)處量測)小於三・二公釐以外，曲率半徑小於二・五公釐之剛性材質邊緣。若突出部位高度未逾其寬度一半，且其邊緣為鈍角，則	

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
shall not apply provided the height of the projection is not more than half its width and its edges are blunted. Grills are considered to comply with the regulations if they meet the minimum requirements of the following table: Gap between elements [mm] / Flat elements: e/min. [mm], min. radius [mm] / Rounded elements min radius [mm] 0 - 10: 1.5 / 0.25 / 0.5 10 - 15: 2.0 / 0.33 / 0.75 15 - 20: 3.0 / 0.50 / 1.25  **Paragraph 5.1.2.** During the test, it is determined whether parts within the impact zone used for reinforcement may be displaced or protrude so as to increase the hazards to passengers or the severity of injuries.		應不適用最小曲率半徑之規定。 若網格護罩(Grill)滿足下表之最小值，則視為符合規定。 間隙(公釐) / 扁平部位: e 最小值(公釐), 最小半徑(公釐) / 倒角部位之最小半徑(公釐) 0-10: 1.5 / 0.25 / 0.5 10-15: 2.0 / 0.33 / 0.75 15-20: 3.0 / 0.50 / 1.25  關於本項規定 4.2.2 於試驗過程中確認撞擊區域內之強化部位，其提高乘員安全危害風險或受傷嚴重度之可能位移或突出。	

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
Paragraph 5.1.3. These two concepts (level and lower edge of the instrument panel) may be distinct. However, this point is included in paragraph 5.1. (.... above the level of the instrument panel ...) and, therefore is applicable only where these two concepts are combined. In the case where the two concepts are not combined, i.e. where the bottom edge of the instrument panel is located below the level of the instrument panel, it will be considered under paragraph 5.3.2.1. by reference to paragraph 5.9.		關於本項規定 4.2.3 這兩個概念(儀表板之水平線及其下緣)可能有所區別。惟此規範係列於 4.2 規定中(...儀表板水平線上方...)，僅於兩個概念結合時適用。若兩個概念未結合(即儀表板下緣位於儀表板水平線下方)，則應參考 4.10 根據 4.4.2.1 之規定。	
Paragraph 5.1.4. If a pull handle or knob has a width dimension equal to or more than 50 mm and is located in a zone such that if it were less than 50 mm in width the maximum projection would be determined using the headform measuring apparatus of annex 6, paragraph 2. The maximum projection shall be determined in accordance with annex 6, paragraph 1. , i.e. by using a 165 mm diameter sphere and determining the maximum variation in height of the "y" axis.		關於本項規定 4.2.4 若拉桿(Pull handle)或旋鈕之寬度大於或等於五０公釐，且所在區域不致使其寬度小於五０公釐而以 8.2 所規定之頭部模型量測儀器決定最大突出量，則應依照 8.1 規定，使用直徑一六五公釐之球體，決定「Y」軸高度變化值之最大值。應在平行於組件安裝表面之平面上量測截面積。	

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
The cross-sectional area shall be measured in a plane parallel to the surface on which the component is mounted. **Paragraph 5.1.5.** Paragraphs 5.1.4. and 5.1.5. complement each other; the first sentence of paragraph 5.1.5. (i.e. a force of 37.8 daN for retraction or detachment) is applied and then paragraph 5.1.4. in case of retraction up to a protrusion between 3.2 and 9.5 mm or, in the case of detachment, the two last sentences of paragraph 5.1.5. (the cross-section area is measured before the force is applied). However, if, under practical circumstances paragraph 5.1.4. must be applied (retraction to under 9.5 mm and over 3.2 mm) it could be more convenient, at the manufacturer' s discretion, to verify the specifications of paragraph 5.1.4. before applying the force of 37.8 daN specified in paragraph 5.1.5.		關於本項規定 4.2.5 4.2.4 及 4.2.5 規定乃互為補充要求，施予 4.2.5 規定後(施加三七八牛頓之力使縮進或脫離)，若突出物縮進至突出量為三・二公釐至九・五公釐之間，則應適用 4.2.4 規定；若為脫離，應適用 4.2.5 規定(施力前量測截面積)。惟若為實際需要而必須施予 4.2.4 規定 (使縮進至三・二公釐至九・五公釐之間)，則可於申請者要求之下，先於施加 4.2.5 規定之三七八牛頓力前，驗證 4.2.4 之規定。	

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
 **Paragraph 5.1.6.** Since, in the presence of soft materials, the requirements apply only to the rigid support, the projection is measured for the rigid support only. The shore hardness measurement is made on samples of the test subject itself. Where, due to the condition of the material, it is impossible to carry out a hardness measurement by the shore A procedure, comparable measurements shall be used for evaluation. **Paragraph 5.2.1.** Foot pedals, their arms and immediate pivotal mechanism, but not the surrounding support		 關於本項規定 4.2.6 由於軟性材質存在，相關規範僅適用於剛性支撐件，故僅量測剛性支撐件之突出量。 於受驗件樣品本身，進行蕭氏硬度量測。若由於材料之狀態而無法依照蕭氏程序量測硬度，則應以相當之量測方法來評估。 關於本項規定 4.3.1 腳踏板、其支架及直接旋轉機構應不予考慮，但不包括周圍支撐金屬。	

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
metal, shall be excluded from consideration. The ignition key is deemed to satisfy the requirements of this paragraph if the protruding part of its shank consists of a material of between 60 and 80 shore A hardness and a thickness of at least 5 mm, or is covered with such a material of 2 mm minimum thickness on all surfaces. **Paragraph 5.2.2.** The criterion to determine whether the parking brake control can be contacted is the use of: the simulated head specified in annex 1, if the control is located above or on the level of the instrument panel (to be tested in accordance with paragraph 5.1. and within the impact zone); the knee specified in annex 7 if the control element is located below the level of the instrument panel (in this case the control lever is tested in accordance with paragraph 5.3.2.3.). **Paragraph 5.2.3.** The technical specifications listed in paragraph 5.2.3. apply also to shelves and those parts of consoles below the level of		若點火鑰匙之突出部份係由硬度六0至八0 Shore A 間且厚度至少五公釐材料所組成，或所有表面以至少厚度二公釐之前述材料包覆，則應視為符合本項規定。 關於本項規定 4.3.2 煞車控制器是否能被觸及之決定準則： 若控制器位於儀表板水平線上或其上方(需依照 4.2 規定試驗且在撞擊區內)，應使用 5.規定之模擬頭部來決定。 若控制器位於儀表板水平線下方(其控制桿(Control lever)需依照 4.4.2.3 規定進行試驗)，應使用 9.規定之膝部來決定。 關於本項規定 4.3.3 位於第一排座椅間且為 H 點前方，儀表板水平線下方之擱板(Shelve)及控制台部位，亦適用 4.3.3 之規	

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
the instrument panel located between the front seats, provided that these are located in front of the "H" point. If a cavity is closed it will be treated as a glove compartment and not be subject to these specifications. **Paragraph 5.2.3.1.** The dimensions specified refer to the surface before the addition of material of less than 50 shore A hardness (see paragraph 5.2.4.). Energy-dissipating tests shall be conducted in the spirit of annex 4. **Paragraph 5.2.3.2.** If a shelf becomes detached or breaks up, no dangerous features must result; this applies not only to the rim but also to other edges facing into the passenger compartment as a result of the applied force. The strongest part of the shelf shall be considered to be adjacent to a fixture. Also, "substantially distorted" shall mean that, under the effect of the applied force, the deflection of the shelf, measured from the initial point of contact with the test cylinder, must be a fold or a deformation visible to the naked eye. Elastic deformation shall be		定。若一凹處(Cavity)為關閉狀態，則可視其為置物箱(Glove compartment)，免符合此規定。 關於本項規定 4.3.3.1 所規定之尺寸係針對硬度小於五０Shore A 材質添加前之表面(參考4.3.4)，應依 6.規定進行能量吸收試驗。 關於本項規定 4.3.3.2 若擱板脫離或破裂，則不應呈現具危害安全風險之狀態；其不僅適用於邊緣(Rim)，對於施力後即面向車室內之其他邊緣亦適用。 擱板最堅固之部位應緊鄰固定件。顯著變形係指施力作用下，從與試驗圓柱體接觸之初始點處來量測擱板變形，其必須呈現皺褶或肉眼可見之變形。可為彈性變形。	

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
admissible. The length of the test cylinder shall be at least 50 mm. **Paragraph 5.3.** "Other parts" shall include such parts as window catches, seat belt upper anchorages and other parts located in the foot space and at the door side, unless these parts have been treated previously or are exempted in the text. **Paragraph 5.3.2.** The space between the forward bulkhead and the instrument panel which is located higher than the bottom edge of the instrument panel is not subject to the specifications of paragraph 5.3. **Paragraph 5.3.2.1.** The 3.2 mm radius applies to all contactable components covered by paragraph 5.3. when considered in all positions of use. As exceptions, glove compartments shall be considered only in the closed position; seat belts will normally be considered only in the fastened position, but any part which has a fixed stowage position shall also comply		試驗圓柱體之長度應至少五０公釐。 關於本項規定 4.4 其他部位包括車窗鎖(Window catch)、安全帶上部固定器及位於腳部空間與門邊之其他部位，除非此部位已被包含在其他適用規定，或於相關規定中免除。 關於本項規定 4.4.2 車輛前方隔板(bulkhead)與儀表板間，高於儀表板底部邊緣者，可免符合 4.4 之規定。 關於本項規定 4.4.2.1 當考慮所有使用位置時，4.4 規定涵蓋之所有可接觸組件，適用於半徑三・二公釐之規定。 惟除具有固定之收合位置(Fixed stowage position)之任何部位，仍應於該收合位置符合半徑三・二公釐之規定外，應僅考量置物箱之關閉狀態；安全帶之正常繫扣狀態。	

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
with the 3.2 mm radius requirement in that stowed position. **Paragraph 5.3.2.2.** The reference surface is found by application of the device described in annex 6, paragraph 2., with a force of 2 daN. Where this is not possible, the method described in annex 6, paragraph 1., shall be used with a force of 2 daN. The evaluation of dangerous projections is subject to the discretion of the authority responsible for the tests. The force of 37.8 daN is applied even if the original projection is less than 35 or 25 mm, as applicable. The projection is measured under the applied load. The horizontal, longitudinal force of 37.8 daN is normally applied by means of a flat-ended ram of not more than 50 mm diameter but, where this is not possible, an equivalent method may be used; for instance, by removing obstacles. With new modern door designs, window winders handle is sometimes surrounded by the form of the door panel. It is often		關於本項規定 4.4.2.2 藉由 8.2 所述裝置以施力二０牛頓而獲得參考表面。若無法獲得，則應使用 8.1 所述方法以施力二０牛頓。 檢測機構應評估具危害安全風險狀態之突出。 原突出量小於三五公釐或二五公釐者(依該規定之適用條件)，亦須施加三七八牛頓之作用力。突出量之量測係於負載施力情況下進行。 正常情況下，以直徑不超過五０公釐之平頭撞錘施加三七八牛頓之水平縱向力。若無法依正常情況進行，則可使用等效方式，例如藉由障礙物之移除。 隨著新型現代化車門設計，使得車窗手動升降搖把(Window winders handle)周圍具有車門飾板，乘員膝	

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
difficult or impossible for an occupant to touch the handle with his knees. It is up to the Technical Services to decide in this case with the agreement of the manufacturer whether or not to carry out the push test as described or not. **Paragraph 5.3.2.3.** The furthest projecting part, in the case of a gear lever, is that part of the grip or knob first contacted by a vertical transverse plane moved in a longitudinal, horizontal direction. If any part of a gear lever or handbrake lies above the "H" point level, that lever will have to be considered as if the whole of it were above the "H" point level. **Paragraph 5.3.4.** Where the horizontal plane(s) passing through the "H" point of the lowest front and rear seats do not coincide, then a vertical plane perpendicular to the vehicle's longitudinal axis shall be determined, passing through the front seat "H" point. The exempted zone will then be considered separately for both the front and rear passenger compartments, relative to their respective "H" point and up		部難以或無法碰觸把手，則此由檢測機構考量並與申請者確認，決定前述推進試驗(Push test)執行之需要。 關於本項規定 4.4.2.3 若為排檔桿，則其最突出部位為縱向、水平方向移動之垂直橫向平面所首次接觸之把手(Grip)或旋鈕部位。若排檔桿或手煞車之任何部位，於 H 點水平面上方，則將控制桿整體視為於 H 點水平面上方。 關於本項規定 4.4.4 最低之前方與後方座椅，若 H 點之水平面未重疊，則應決定通過前方座椅 H 點且垂直於車輛縱軸之垂直平面。據此分別考慮前方與後方車室相對於其各自 H 點之排除區，並以前述之垂直平面為界限。	

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
to the vertical plane defined above. **Paragraph 5.3.4.1.** Movable sun visors shall be considered in all positions of use. The frames of sun visors shall not be regarded as rigid supports (see para. 5.3.5.). **Paragraph 5.4.** When the roof is tested to measure those protrusions and parts which can be contacted by a ball having a diameter of 165 mm, the roof lining must be removed. When evaluating the specified radii the proportions and properties attributable to the materials of the roof lining shall be taken into consideration. The roof testing area shall extend in front of and above the transverse plane limited by the torso reference line of the manikin placed on the rearmost seat. **Paragraph 5.4.2.1.** (See para. 5.1.1. for definition of "sharp edges"). The downward projection shall be measured normal to the roof in accordance with annex 6, paragraph 1. The width of the projecting part shall be measured at right angles to the line of the		關於本項規定 4.4.4.1 可移動式遮陽板，應考慮其所有使用位置。遮陽板框架不應視為剛性支撐件。(參考 4.4.5) 關於本項規定 4.5 進行車頂試驗以量測能與直徑一六五公釐之球體接觸之突出物及部位時，應移除車頂內襯(Roof lining)。評估規定之半徑時，車頂內襯材質之比例及特性應列入考慮。車頂試驗區域應以最後排座椅上人體模型之軀幹參考線(Torso reference line)之橫向平面前方及上方為延伸界限。 關於本項規定 4.5.2.1(並符合補充規定之關於本項規定4.2.1銳利邊緣之定義) 依照 8.1 規定，量測垂直於車頂之朝下突出量。 突出部分之寬度量測，應與突出輪廓線垂直。車頂桿或加強肋突出車	

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
projection. In particular the rigid roof sticks or ribs shall not project away from the inner surface of the roof more than 19 mm. **Paragraph 5.5.** Any roof ribs on opening roofs must meet paragraph 5.4. if they are contactable by a 165 mm diameter sphere; **Paragraph 5.5.1.2., 5.5.1.2.1., 5.5.1.2.2.** The opening and operating devices when in a position of rest and with the roof closed must meet all of the specified conditions. **Paragraph 5.5.1.2.3.** The force of 37.8 daN is applied even if the original projection is 25 mm or less. The projection is measured under the applied load. The force of 37.8 daN applied in the direction of impact defined in annex 4 as the tangent to the trajectory of the headform is normally applied by means of a flat-ended ram of not more than 50 mm diameter, but where this is not possible an equivalent method may be used; for instance, by removing obstacles. The "position of rest" means the position of the operating device when it is in the locked		頂內部表面不應超過一九公釐。 關於本項規定 4.6 若活動開口式車頂上任何車頂桿能與直徑一六五公釐之球體接觸，則應符合 4.5 之規定。 關於本項規定 4.6.1.2、4.6.1.2.1、4.6.1.2.2 當處於釋放位置且車頂關閉時，開啟及操作裝置應符合所有規定。 關於本項規定 4.6.1.2.3 原突出量小於二五公釐者，亦須施加三七八牛頓之作用力。突出量之量測係於負載施力情況下進行。 正常情況下，藉由直徑不超過五０公釐之平頭撞錘，依 6.規定，於與頭部模型軌道相切之撞擊方向上，施加三七八牛頓之作用力。若無法依正常情況進行，則可使用等效方式，例如藉由障礙物之移除。 釋放位置係指操作裝置位於鎖定位置。	

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
position. **Paragraph 5.6.** The rod system of convertible tops does not represent a roll-over bar. **Paragraph 5.6.1.** The top part of the windscreen frame starts above the transparent contour of the windscreen. **Paragraph 5.7.1.1.** See paragraph 5.1.1. for definition of "sharp edge". **Paragraph 5.7.1.2.** In defining the head impact zone of the back of the front seats any structure necessary to support the seat back shall be considered as a component of this seat back. **Paragraph 5.7.1.2.3.** The padding of the seat frame structure shall also avoid dangerous roughness and sharp edges likely to increase the risk of serious injuries to the occupants. **ANNEX 1 DETERMINATION OF THE HEAD-IMPACT ZONE** **Paragraph 2.1.1.2.**		關於本項規定 4.7 敞篷式車頂之桿件系統非為防翻滾保護桿(Roll-over bar)。 關於本項規定 4.7.1 擋風玻璃窗框頂部係從擋風玻璃透明輪廓上方開始。 關於本項規定 4.8.1.1 依補充規定之關於本項規定 4.2.1 銳利邊緣之定義。 關於本項規定 4.8.1.2 於定義前方座椅本身後方之頭部撞擊區時，支撐椅背之任何結構均應視為該椅背之組件。 關於本項規定 4.8.1.2.3 座椅支架結構之填充物亦應避免具危害安全風險狀態之粗糙及銳利邊緣。 關於本項規定 5.決定頭部撞擊區 關於本項規定 5.2.1.1.2	

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
The choice between the two procedures for determining height is to be left to the manufacturer. **Paragraph 2.2.** When determining points of contact, the length of the arm of the measuring apparatus is not changed during a particular operation. Each operation starts from the vertical position. **Paragraph 3.** The 25.4 mm dimension means the measurement from a horizontal plane passing through the "H" point to the horizontal tangent to the lower profile of the headform. **ANNEX 4 PROCEDURE FOR TESTING ENERGY-DISSIPATING MATERIALS** **Paragraph 1.4.** The breakage of any component during the energy-dissipation test, see Note on paragraph 5.1.2. **ANNEX 5 PROCEDURE FOR DETERMINING THE "H" POINT AND**		用以決定高度之兩個程序，由申請者選擇其一。 關於本項規定 5.2.2 決定接觸點時，於該次操作期間不應改變量測儀器之臂長。每次操作應從垂直位置開始。 關於本項規定 5.3 二五・四公釐之尺寸，係指 H 點水平面至與頭部模型下方輪廓相切之水平面之量測值。 關於本項規定 6.能量吸收材質之試驗程序 關於本項規定 6.1.4 能量吸收試驗期間，任何組件之破損狀態，應符合補充規定之關於本項規定 4.2.2。 關於本項規定 7. 機動車輛座位 H 點及軀幹實際角度之決定程序	

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
THE ACTUAL TORSO ANGLE FOR SEATING POSITIONS IN MOTOR VEHICLES **Paragraph 4.** For determining the "H" point of any seat, other seats may be removed if necessary.		關於本項規定 7.4 為了決定任一座椅之 H 點，可視情況移除其他座椅。	

Annex 9

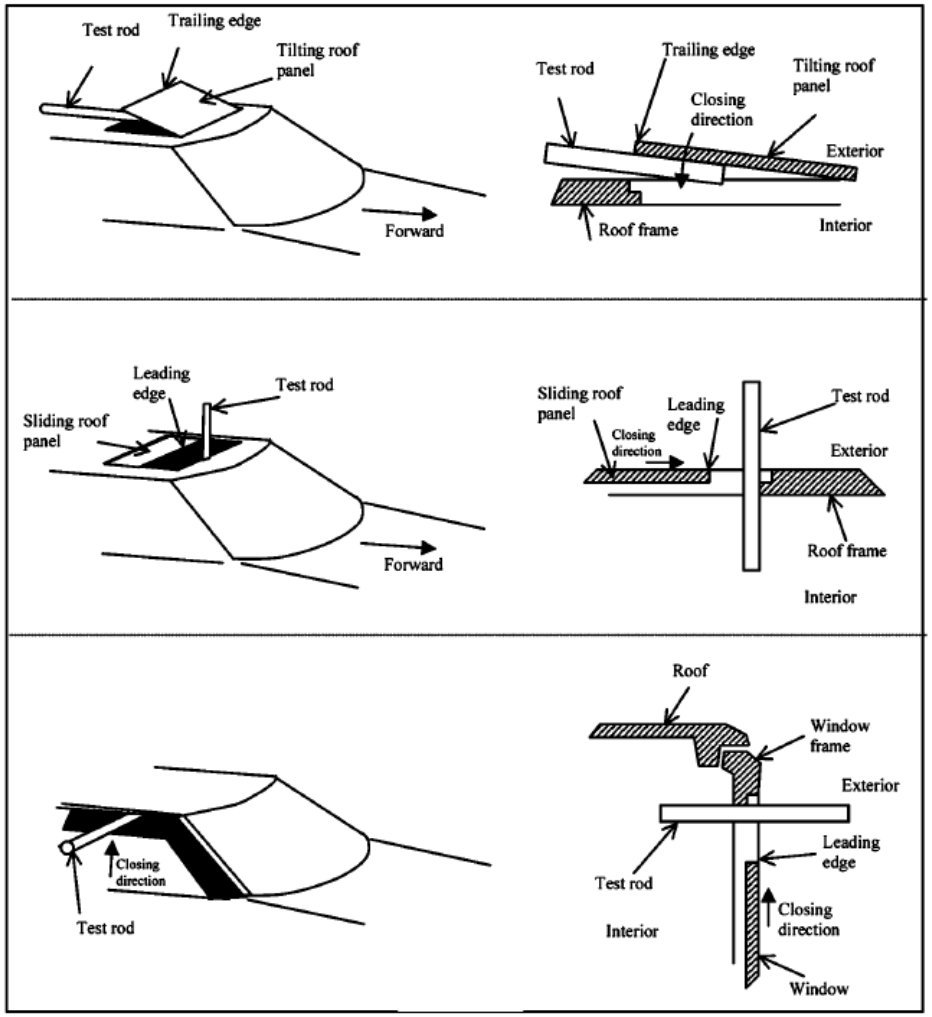
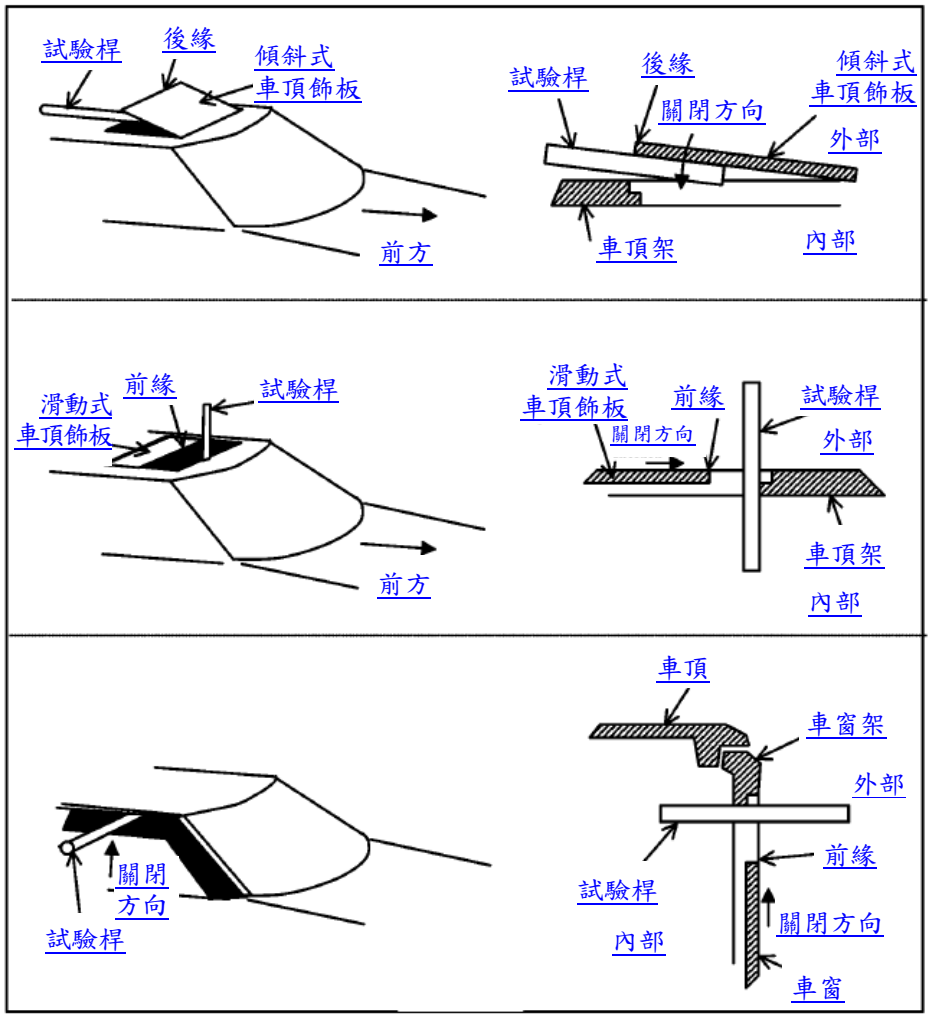


FIGURE 1

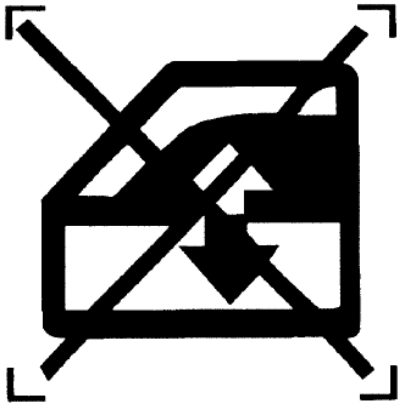


圖一

Annex 9

EXAMPLES OF SYMBOLS FOR DRIVER CONTROLLED SWITCH

駕駛控制開關符號之範例



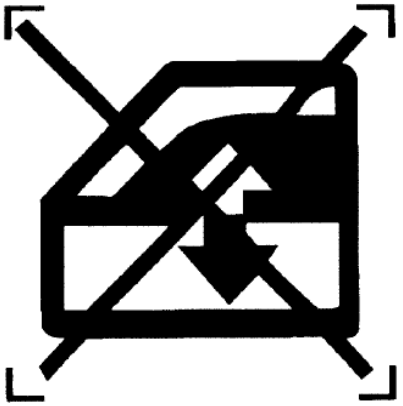
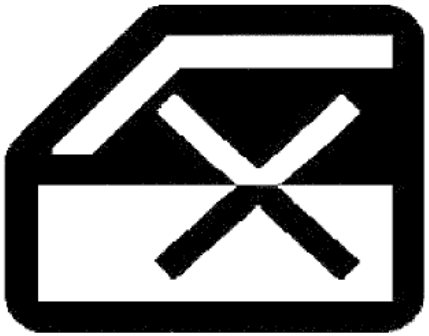


FIGURE 2

圖二



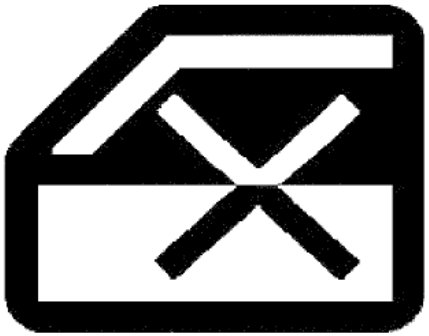


FIGURE 3
(ISO 2575:1998)

(ISO 2575:1998)

圖三

Annex 5 - Appendix 1

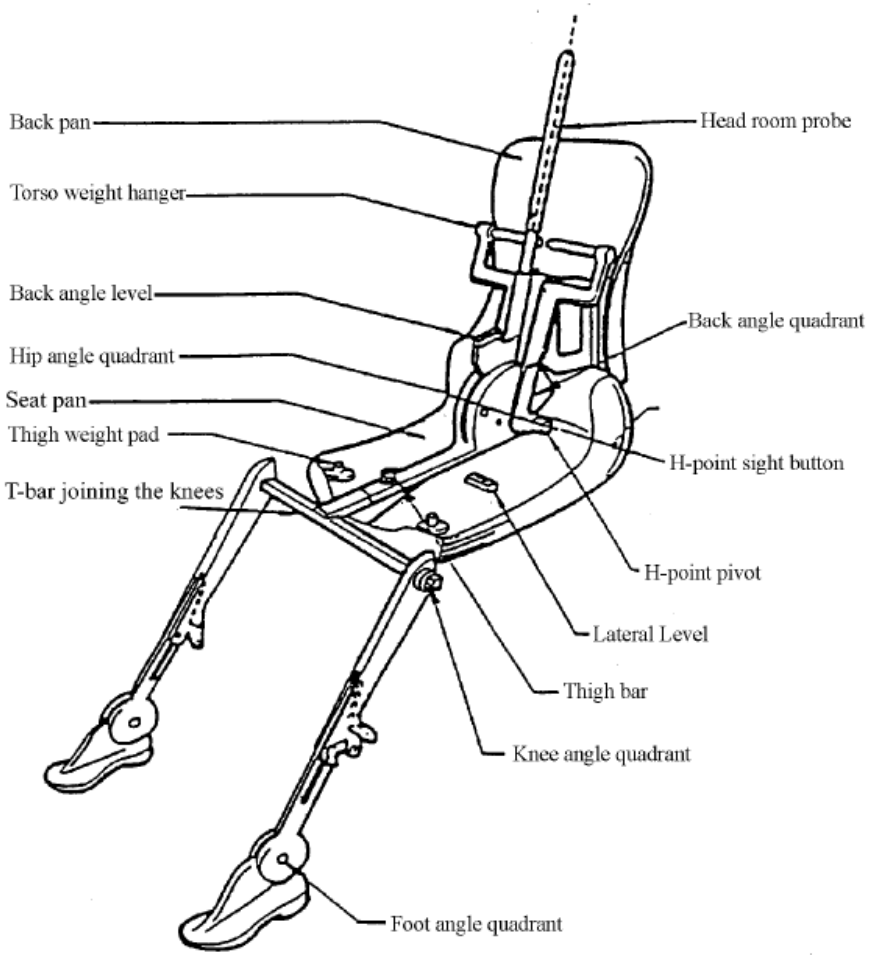
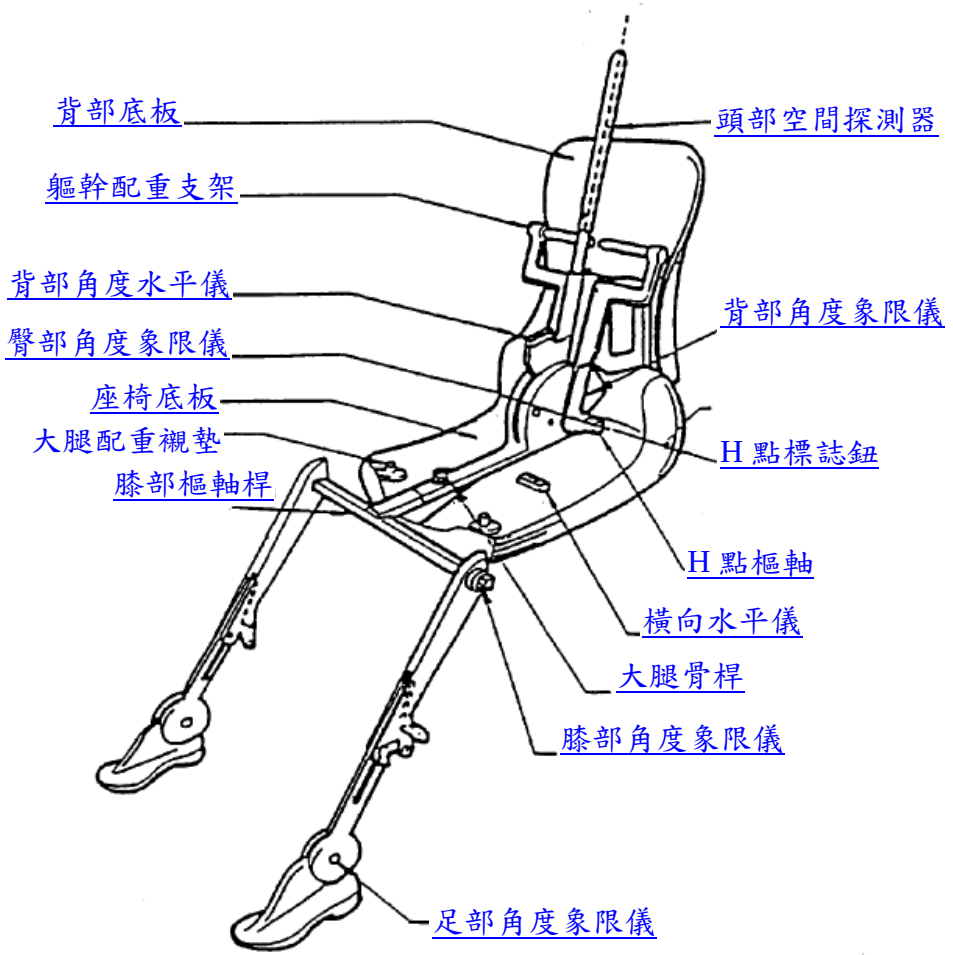


Figure 1 - 3-D H machine elements designation



圖四：三次元座位人體模型構造

Annex 5 - Appendix 1

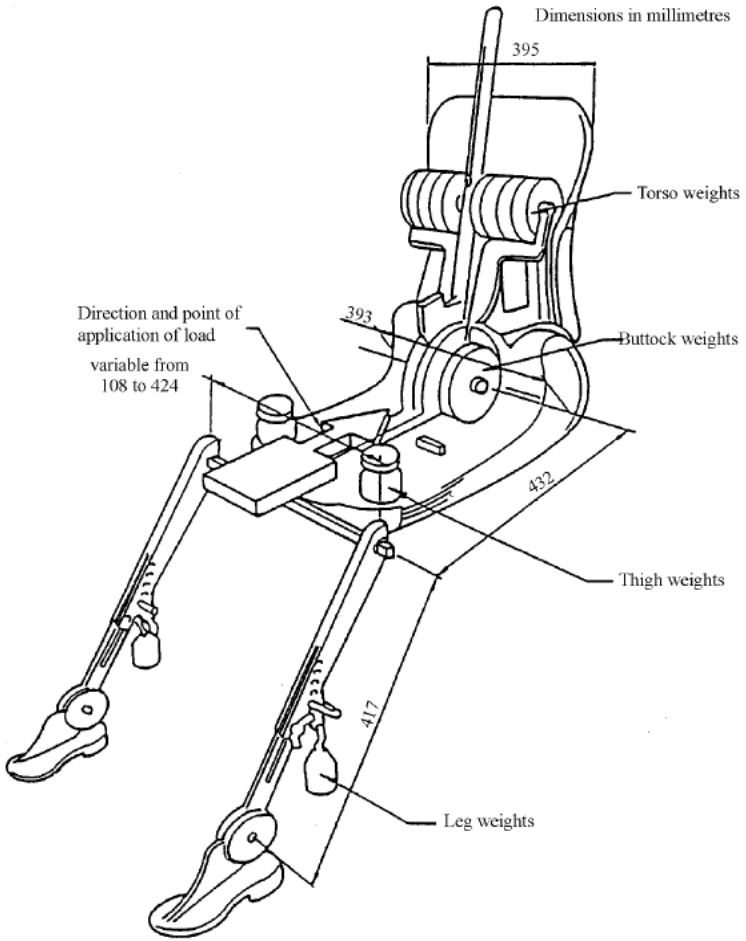
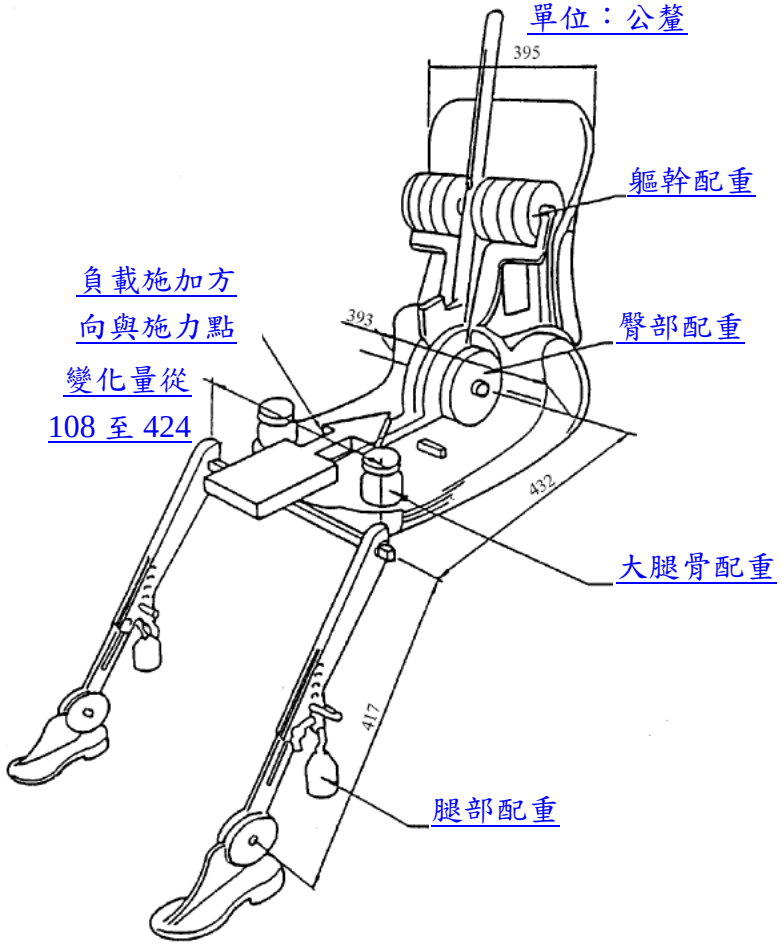
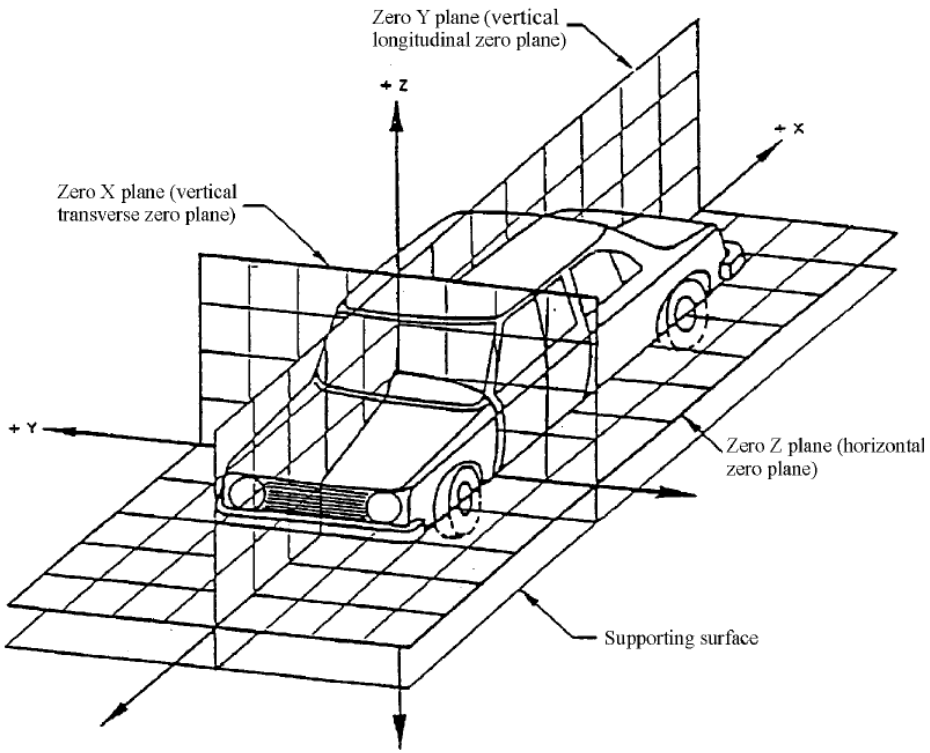


Figure 2 - Dimensions of the 3-D H machine elements and load distribution



圖五：三次元座位人體模型尺寸及負載分佈

Annex 5 - Appendix 2



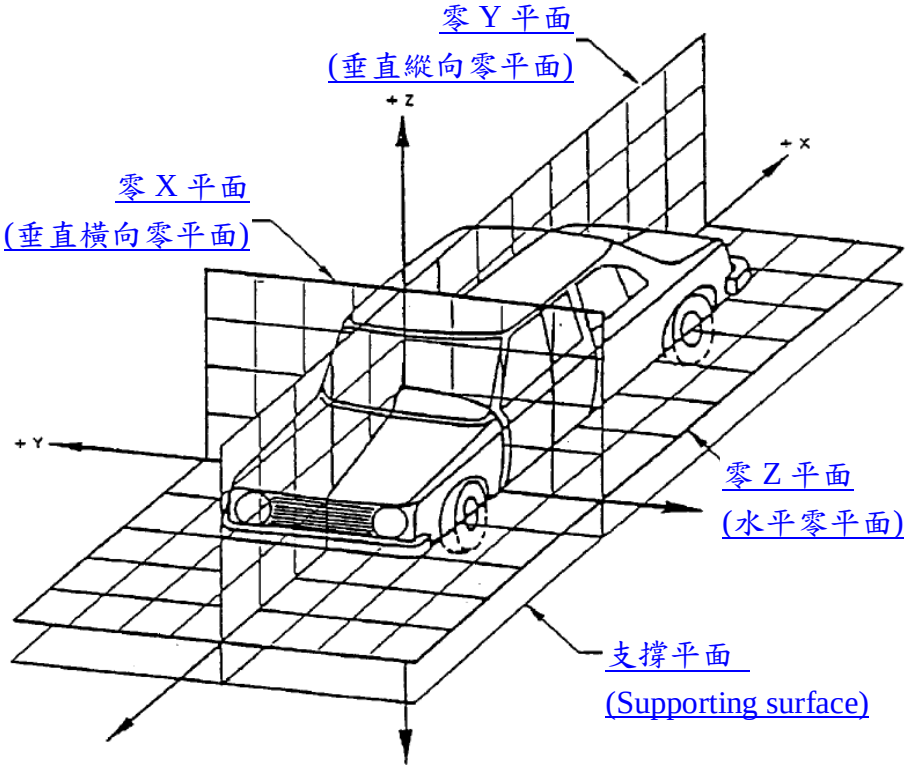
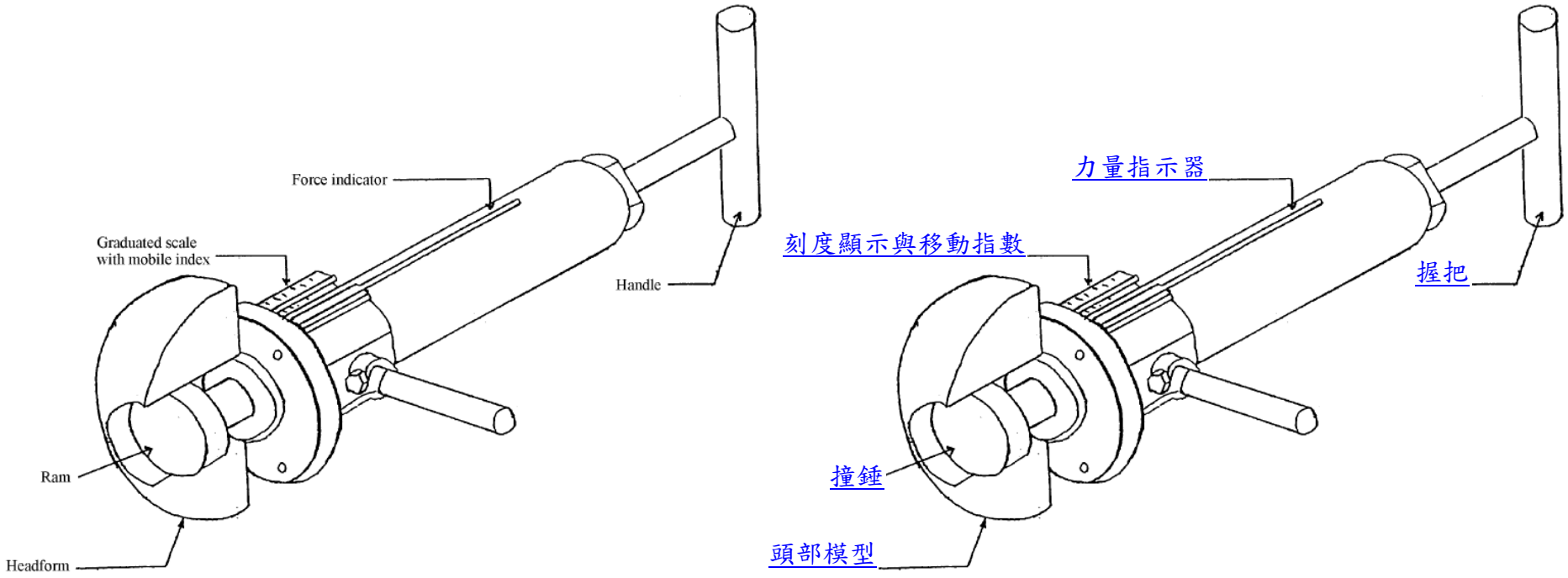


Figure - Three-dimensional reference system

圖六：三維座標參考系統

Annex 6-Appendix



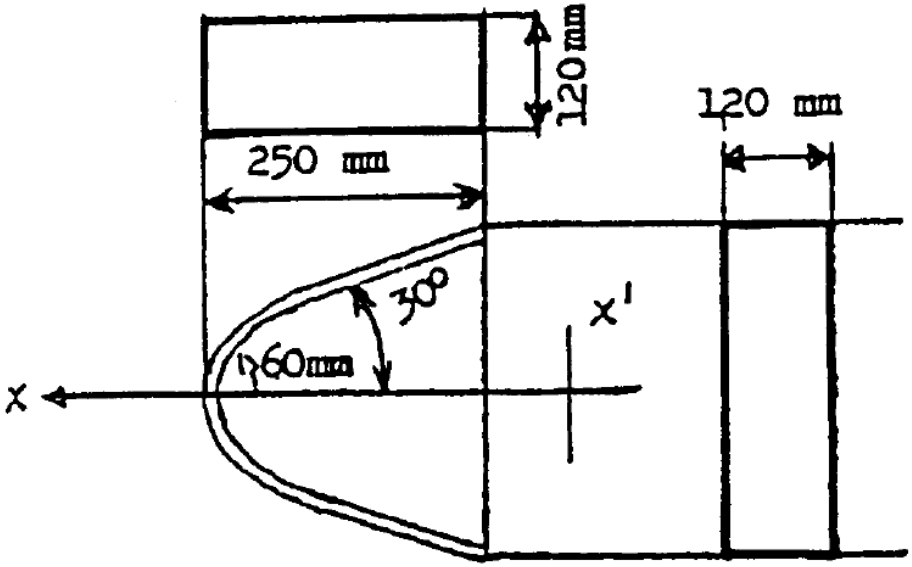
圖七：突出量量測儀器

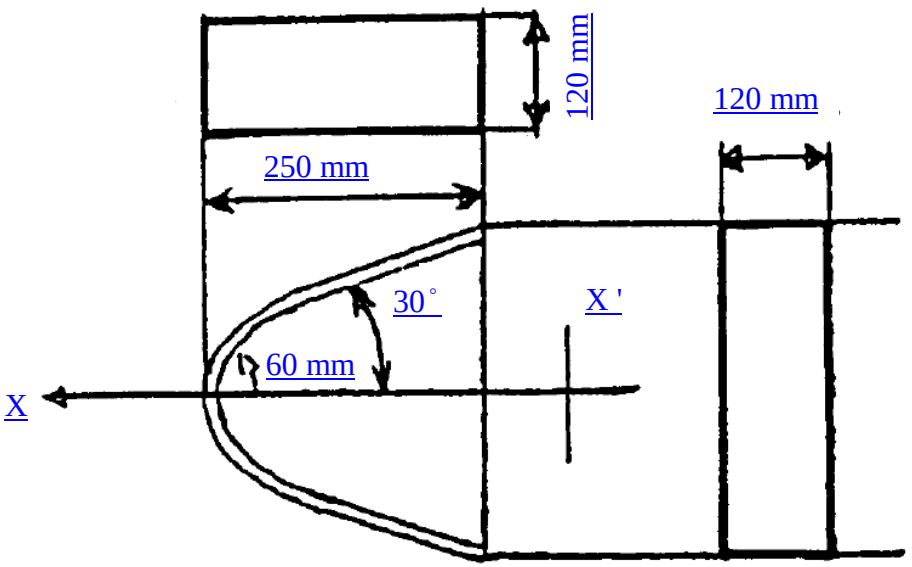
Figure

Apparatus for measuring projections

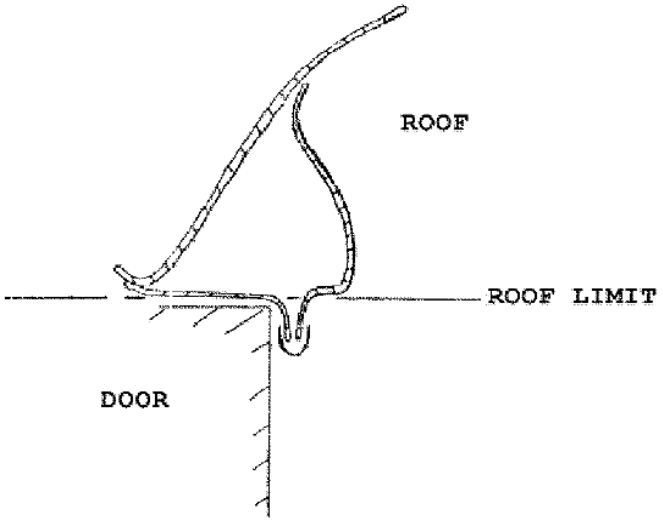
Annex 7

9.1.1





Annex 10 paragraph 2.5



11.補充規定之關於本項規定 2.3