

「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)

會議紀錄

- 一、 開會時間：中華民國 103 年 11 月 6 日星期四上午 10 時
- 二、 開會地點：台北基督教女青年會 903 會議室
- 三、 會議主席：許志成 處長
- 四、 會議記錄：黃聖智
- 五、 出席人員：如簽到表
- 六、 會議結論：

(一) 完成「貨車前方車外突出限制」基準項目草案討論，綜合修訂意見如下：

1. 原「2.3 駕駛艙後隔板...應將座椅調整至最後行駛位置...。」
修訂為「2.3 駕駛艙後隔板...應將座椅調整至最後駕駛位置...。」
2. 原「2.5 車輛地板線...附加裝置。在不改變位置情況下，輪弧蓋外側空間可假設一想像表面為鄰近外側表面之延伸。當建立...」
修訂為「2.5 車輛地板線...附加裝置。輪弧間隙可假設被填滿，形成平滑之連續外表面。當建立...」
3. 原「2.8 保險桿外覆...」
修訂為「2.8 保險桿外蓋...」
4. 原「2.10 R 點(或乘坐參考點)：由申請者宣告之參考點：」
修訂為「2.10 R 點(或座椅參考點)：由申請者宣告之參考點：」
5. 原「2.10.2 於申請者...正常行駛位置，與軀幹與大腿骨樞軸中心位置吻合。」
修訂為「2.10.2 於申請者...正常駕駛位置或每個座椅正常使用位置，與軀幹/大腿骨樞軸中心位置吻合。」
6. 原「2.15.1 具有...包括所有液體、工具、滅火器、標準備用零件、輪擋(Chocks)及備胎（若有配備）。」
修訂為「2.15.1 具有...包括所有可能配備之液體、工具、滅火器、標準備用零件、輪擋(Chocks)及備胎。」

7. 原「4.1.2 用以佐證符合本項規定之車輛及/或底盤車外表面圖面」
修訂為「4.1.2 依檢測機構要求用以佐證符合本項規定之車輛及/或底盤車外表面圖面。」
8. 原「4.1.3 相對於駕駛座 R 點之駕駛艙後隔板位置」
修訂為「4.1.3 依 2.3 規定所需之相對於駕駛座 R 點之駕駛艙後隔板位置。」
9. 原「6.1.2 決定...最後之正常行駛位置或使用位置。若椅背...」
修訂為「6.1.2 決定...最後之正常駕駛位置，或調整至申請者宣告之正常使用位置。若椅背...」
10. 原「6.2.2.1 兩個構成要素，模擬背部，及模擬人體坐姿之座椅，可在軀幹與大腿骨間之樞軸上轉動；3D-H 點機器之側面模擬人體軀幹與大腿骨樞軸中心位置即為 H 點。」
修訂為「6.2.2.1 兩個構成要素，包含背板及座板，分別模擬人體軀幹與大腿；其兩者連接之旋轉軸即為 H 點。」
11. 原「6.2.2.2 兩個構成要素，模擬腿部，及以樞軸連接至模擬座椅；且」
修訂為「6.2.2.2 兩個構成要素，包含小腿及其與座板連接之樞軸；且」
12. 原「6.2.2.3 兩個構成要素，模擬雙腳，及以樞軸模擬腳踝而連接至大腿。」
修訂為「6.2.2.3 兩個構成要素，包含腳部及其與小腿連接之樞軸。」
13. 原「6.3.3 3D-H 點...車輛對稱縱向平面；」
修訂為「6.3.3 三次元座位人體模型...車輛縱向中心平面；」
14. 原「6.3.4 3D-H 點機器雙腳應依照下列方法放置：」
修訂為「6.3.4 三次元座位人體模型腳部應依照下列方法放置：」
15. 原「6.3.4.1 在第一排...機器模擬坐姿之座椅橫向定位為水平；」
修訂為「6.3.4.1 在第一排...三次元座位人體模型座板橫向定位為水平；」
16. 原「6.3.5 配重塊...且砝碼放置於 3D-H 點機器模擬坐姿之座椅；」

修訂為「6.3.5 配重塊...且配重塊放置於三次元座位人體模型模擬坐姿之座椅；」

17. 原「6.3.7 對 3D-H...水平負載，施加兩次。負載施加...」

修訂為「6.3.7 對三次元座位人體模型...水平負載兩次。負載施加...」

18. 原「6.3.8 配重應安裝於左右兩側，且將軀幹砝碼放置就位。3D-H 點機器之橫向水平儀應維持水平；」

修訂為「6.3.8 將軀幹配重塊置放於左右兩側。三次元座位人體模型之橫向定位應讓水平儀維持水平；」

19. 原「6.3.9 3D-H 點機器之橫向水平儀維持水平之下，3D-H 點機器背部應向前轉動，直到軀幹砝碼位於 H 點...」

修訂為「6.3.9 三次元座位人體模型之橫向定位應讓水平儀維持水平，三次元座位人體模型背部應向前翻轉，直到軀幹配重塊位於 H 點...」

20. 原「6.3.10 3D-H 點機器之背部應和緩地向後移動，完成放置操作。3D-H 點機器之橫向水平儀...」

修訂為「6.3.10 三次元座位人體模型之背板應和緩地向後移動完成設置。三次元座位人體模型之橫向定位應讓水平儀...」

21. 原「6.4.1 當 3D-H 點...完成放置後，車輛 H 點及座椅椅背實際角度，即由 3D-H 點機器軀幹參考線之 H 點及傾斜角度所構成。」

修訂為「6.4.1 三次元座位人體模型如上述 6.3 之程序完成設置後，此三次元座位人體模型所得之 H 點及傾斜角度，即為車輛 H 點及座椅椅背實際角度。」

22. 原「6.4.2 應量測相對於三個互為垂直平面之 H 點座標，及椅背實際角度，以...」

修訂為「6.4.2 應量測 H 點之三維座標及實際椅背角度，以...」

23. 原「6.5.2 若 H 點...應視為合格。」

修訂為「6.5.2 若 H 點...應視為滿足要求。」

24. 原「6.5.3 若 H 點...應視為合格。」

修訂為「6.5.3 若 H 點...應視為滿足要求。」

25. 原「6.5.4 若在三次操作中無法至少兩次結果符合上述 6.5.2 規定，則該測試結果應視為不合格。」
修訂為「6.5.4 若在三次操作中至少兩次結果無法符合上述 6.5.2 規定，則該測試結果應視為不滿足要求。」
26. 原「7.1.3 握柄突出應相對於通過安裝點的平面量測，如圖四所示。」
修訂為「7.1.3 量測握柄突出量時，應以相對於通過安裝點的延伸平面進行，如圖四所示。」
27. 原「7.3 護罩元件間距測量方法」
修訂為「7.3 網格護罩元件間距測量方法」
28. 條文中所有「3D-H 點機器」修訂為「三次元座位人體模型」。
29. 新增條文 1.3 申請少量車型安全審驗者，得免符合本項規定之 4.5 及 5.1.2。
30. 新增條文 1.4 申請逐車少量車型安全審驗之車輛，得免符合本項規定之 4.5 及 5.1.2。
31. 為求乘客/乘員及乘客室/車室之用詞一致，條文 2.9 參用既有原則予以潤飾。

(二) 調和 UN R26 所擬之「小型汽車車外突出物」草案，將配合本項，對有相同之內容進行文字調整。另基準項目名稱調整為「客車前方車外突出限制」。

七、 散會(上午 12 時 10 分)

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	七十〇、貨車前方車外突出限制		◎	1	ECE R61 EXTERNAL PROJECTIONS (COMMERCIAL VEHICLE) 00 S2 2013/08/06	配合調和 UN R61 貨車前方車外突出限制，新增實施時間、名詞釋義、認定原則及測試標準等。

ECE R61EXTERNAL PROJECTIONS (COMMERCIAL VEHICLE) 00 S2 2013/08/06 商用車輛前方車外突出物(103年擬訂草案)

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
1. FIELD OF APPLICATION AND SCOPE 1.1. This Regulation applies to the external projection of goods vehicles of categories N1, N2and N3, limited to the "external surface" as defined below. It does not apply to the exterior rearview mirrors, including their support, or to the accessories such as aerals and luggage racks. 1.2. The purpose of this Regulation is to reduce the risk of the severity of injuries sustained by a person coming into contact with the external surface of the vehicle in the event of an impact.		<u>七十〇、貨車前方車外突出限制(草案)</u> <u>1.實施時間及適用範圍：</u> <u>1.1 中華民國〇年〇月〇日起，新型式之 N 類車輛及中華民國〇年〇月〇日起，各型式之 N 類車輛，其前方車外突出，應符合本項規定。</u> <u>1.2 本項規定不適用於車外照後鏡及其支撐物，或天線、行李架。</u> <u>1.3 申請少量車型安全審驗者，得免符合本項規定之 4.5 及 5.1.2。</u> <u>1.4 申請逐車少量車型安全審驗之車輛，得免符合本項規定之 4.5 及</u>	配合調和 UN R61 貨車前方車外突出限制，新增實施時間、名詞釋義、認定原則及測試標準等。 生效日：2013/07/15

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
		<u>5.1.2。</u>	
2. DEFINITIONS For the purposes of this Regulation: 2.1. "External surface" means that part of the vehicle forward of the cab rear panel as defined in paragraph 2.5. below, with the exception of the rear panel itself, and includes such items as the front wings, front bumpers and front wheels; 2.4. "Cab" means that part of the bodywork which constitutes the driver and passenger compartment, including the doors; 2.5. "Cab rear panel" means the rearmost part of the external surface of the driver and passenger compartment. Where it is not possible to determine the position of the rear cab panel, for the purposes of this Regulation it would be deemed to be the vertical transversal plane situated 50 cm to the rear of the R point of the driver seat, with the seat, if adjustable, located at its rearmost driving position (see annex 3). However, the manufacturer may, with the		<u>2.名詞釋義：</u> <u>2.1 外表面(External surface)：係指除後隔板本身以外，2.3 定義之駕駛艙後隔板前方之車輛部份，且包含前葉子板(Wing)、前保險桿和前輪。</u> <u>2.2 駕駛艙(Cab)：指包含駕駛與乘客室之車身部分，包括車門。</u> <u>2.3 駕駛艙後隔板(Cab rear panel)：指包含駕駛與乘客室之外表面之最後部份，如無法確立駕駛艙後隔板之位置，則其為位於駕駛座 R 點後方五 0 公分處之垂直橫向平面。若座椅為可調整式，應將座椅調整至最後駕駛位置；惟申請者證明五 0 公分不適用於特定車輛者，可提出其它距離要求經檢測機構同意調整。</u>	

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
agreement of the technical services, request an alternative distance if 50 cm can be shown as being inappropriate for a particular vehicle; 2.6. "Reference plane" means a horizontal plane passing through the centre of the front wheels or a horizontal plane situated at the height of 50 cm above the ground, whichever is lower; 2.7. "Floor line" means a line determined as follows: When a vertical-axis cone of undetermined height having its side at an angle of 15 degrees to the vertical is moved about the external surface of the loaded vehicle so as to remain in contact with the external surface of the body at its lowest point, the floor line is the geometrical trace of the points of contact. In determining the floor line, no account shall be taken of the exhaust pipes or wheels, or of functional mechanical features attached to the under-body such as jacking points, suspension mountings or attachments for use in towing or in case of breakdown. In the spaces at the outside of		<u>2.4 參考平面(Reference plane)：通過前輪中心之水平面或距地高五〇公分之水平面，以兩者當中較低者為參考平面。</u> <u>2.5 車輛地板線(Floor line)：車輛於最大重量下，以一個與垂直軸呈一五度夾角且未規範高度之圓錐體，連續接觸車輛車身之外表面最低點，此等接觸點之幾何軌跡即構成車輛地板線。量測車輛地板線時，不應將排氣管與車輪，或附屬車身下方具有其功能性之機械特徵考慮在內，如千斤頂支撐點、懸吊托架 (Suspension mounting)、提供拖曳或故障情況下使用之附加裝置。輪弧間隙可假設被填滿，形成平滑之連續外表面。當建立車輛地板線時，車輛前保險桿應一併納入，車輛地板線取決於車輛型式，可能發生在保險桿剖面之外部邊緣，或保險桿下方之車身鈑件處。若</u>	

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
wheel arches an imaginary surface extending the adjacent external surfaces without change of position shall be assumed. The front bumpers shall be taken into account in determining the floor line. Depending on the type of vehicle, the trace of the floor line may be either the outer edge of the bumper profile or at the body panel below the bumper. Where there are two or more points of contact at the same time, the lowest point of contact shall be used to determine the floor line; 2.8. "Radius of curvature" means the radius of the arc of a circle which comes closest to the rounded form of the component under consideration. 2.9. "Bumper" means the front, lower, outer structure of a vehicle. It includes all structures that are intended to give protection to a vehicle when involved in a low speed frontal collision and also any attachments to this structure. 2.10. "Bumper cover" means the non-rigid outer surface of a bumper, generally extending across the full width of the front		<u>同時有二個或二個以上接觸點，則以最低之接觸點為車輛地板線之組成。</u> <u>2.6 曲率半徑(Radius of curvature)：係指最接近所考量組件圓形面之圓弧半徑。</u> <u>2.7 保險桿：係指於車輛前端之下方外側結構。其包含用以在車輛發生低速前方碰撞時提供防護之所有結構及其上之任何配件</u> <u>2.8 保險桿外蓋(Bumper cover)：係指保險桿外側非剛性表面，通常涵蓋車輛前端全寬。</u>	

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
of a vehicle. Annex 3 PROCEDURE FOR DETERMINING THE "H" POINT AND ACTUAL SEAT-BACK ANGLE AND FOR VERIFYING THEIR RELATIONSHIP TO THE "R" POINT AND THE DESIGN SEATBACK ANGLE 1. DEFINITIONS 1.1. The "H" point, which indicates the position of a seated occupant in the passenger compartment, is the trace, in a longitudinal vertical plane, of the theoretical axis of rotation between the legs and the torso of a human body represented by the manikin described in paragraph 3 below. 1.2. The "R" point or "seating reference point" is the reference point specified by the manufacturer which: 1.2.1. has co-ordinates determined in relation to the vehicle structure; 1.2.2. corresponds to the theoretical position of the point of torso/legs rotation ("H" point) for the lowest and most rearward normal driving position or position of use given to each seat provided by the vehicle		<u>2.9 H 點：車室內乘員乘坐之位置，於縱向垂直平面內，由 7.2 所描述人體代表之三次元座位人體模型 (Manikin) 軀幹與大腿骨間之樞軸中心位置。</u> <u>2.10 R 點(或座椅參考點)：由申請者宣告之參考點：</u> <u>2.10.1 相對於車輛結構而定之座標；</u> <u>2.10.2 於申請者宣告之最低且最後方之正常駕駛位置或每個座椅正常使用位置，與軀幹/大腿骨樞軸中心位置吻合。</u>	(參考 CNS 9590 D1037 R 點/ H 點定義) R 點指「乘坐參考點」，係由汽車製造廠提供且指定的點，該點設定每個座位最後端之正常位置：該點可設定相對於車輛結構的座標，且可模擬人體軀幹與大腿骨樞軸中心位置(即 H 點)。

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. 1.3. "Seat-back angle" means the inclination of the seat back in relation to the vertical. 1.4. "Actual seat-back angle" means the angle formed by the vertical through the "H" point with the torso reference line of the human body represented by the manikin described in paragraph 3 below. 1.5. "Design seat-back angle" means the angle prescribed by the manufacturer which: 1.5.1. determines the seat-back angle for the lowest rearward normal driving position or position of use given to each seat by the vehicle manufacturer; 1.5.2. is formed at the "R" point by the vertical and the torso reference line; 1.5.3. corresponds theoretically to the actual seat-back angle.		<u>2.11 椅背角度：椅背與垂直線間之夾角。</u> <u>2.12 椅背實際角度：穿越H點之垂直線與7.2所描述三次元座位人體模型軀幹參考線間之夾角。</u> <u>2.13 椅背設計角度：指由申請者宣告，通過R點垂直線及申請者所定義之軀幹線間之角度：</u> <u>2.13.1 於申請者宣告之最低、最後方且正常之駕駛位置，或每個座椅正常之使用位置，所決定椅背角度。</u> <u>2.13.2 由通過R點之垂直線與軀幹參考線所形成；</u> <u>2.13.3 理論上與椅背實際角度吻合。</u> <u>2.14 可行駛狀態空車重(Mass in running order)：指空車重量與駕駛重量之和。</u> (參考基準「車輛前方結構之行人碰撞防護性能(草案)」) <u>2.15 空車重量(Unladen vehicle mass)：係指依照下述基準決定之完</u>	(參考基準「二十五之二、安全玻璃」) 2.28 椅背設計角度(Design seat-back angle)：指通過R點垂直線及申請者所定義之軀幹線間之角度。)

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
		<u>成車標稱重量：</u> <u>2.15.1 具有車身及車輛正常運作應有之所有電氣及輔助之廠裝配備，包括所有可能配備之液體、工具、滅火器、標準備用零件、輪擋(Chocks)及備胎。</u> <u>2.15.2 燃油箱內應至少裝填額定容量之百分之九〇，內含液體(除廢水外)之其他系統應裝填申請者宣告容量之百分之一百。</u> (參考基準「車輛前方結構之行人碰撞防護性能(草案)」) <u>2.16 駕駛重量：係指應為七五公斤之標稱駕駛重量（依照 ISO 2416-1992，細分為座椅上乘坐重量六八公斤及行李重量七公斤）。</u> (參考基準「車輛前方結構之行人碰撞防護性能(草案)」) <u>2.17 最大重量：係指車輛承載技術上允許之最大重量(Maximum permitted technical mass)。裝備有液壓-氣動、液壓或氣壓懸吊或依負載作動之高度自動調整裝置之車輛，應</u>	

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
		<u>在申請者宣告最嚴苛之正常行駛狀態下進行測試。</u> (參考基準「小型汽車車外突出物(草案)」)	
2. Definitions 2.2. "Vehicle approval" means the approval of a vehicle type with regard to its external projections; 2.3. "Vehicle approval" means motor vehicles which do not differ in such essential respects as the "external surface";		<u>3.貨車前方車外突出限制之適用型式及其範圍認定原則：</u> <u>3.1 若以完成車執行本項</u> <u>3.1.1 車種代號相同。</u> <u>3.1.2 車輛廠牌及型式系列相同。</u> <u>3.1.3 底盤車廠牌及型式系列相同。</u> <u>3.1.4 足以影響試驗結果之車輛前方外表面下列特性相同：</u> <u>3.1.4.1 形狀。</u> <u>3.1.4.2 材質。</u> (參考 R26 適用型式及其範圍認定原則) <u>3.2 若以底盤車執行本項</u> <u>3.2.1 適用車種代號相同。</u> <u>3.2.2 底盤車廠牌及型式系列相同。</u> <u>3.2.3 足以影響試驗結果之車輛前方外表面下列特性相同：</u> <u>3.2.3.1 形狀。</u> <u>3.2.3.2 材質。</u>	UN R26 EXTERNAL PROJECTIONS 03 S2 2013/08/19 2. Definitions 2.2. "Vehicle type" means a category of motor vehicles which do not differ in such essential respects as, shape or materials of the external surface;

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
3.2. It shall be accompanied by the undermentioned documents in triplicate: 3.2.1. photographs of the front and side parts of the vehicle, 3.2.2. such drawings of the "external surface" which in the opinion of the technical service responsible for conducting the tests are required in order to demonstrate compliance with the provisions of paragraphs 5. and 6. below. 3.3. The applicant shall submit to the technical service responsible for conducting the approval test: 3.3.1. either a vehicle representative of the type to be approved or the part(s) of the vehicle deemed essential to carry out the checks and tests required in this Regulation, 3.3.2. certain parts and samples of the materials used, if so required by the technical service.		<u>4. 一般規定</u> <u>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。</u> <u>4.1.1 規定 3.之車輛及/或底盤車規格資料，與實車圖示及/或照片。</u> <u>4.1.1.1 車輛及/或底盤車前方與兩側照片。</u> <u>4.1.2 依檢測機構要求用以佐證符合本項規定之車輛及/或底盤車外表面圖面。</u> <u>4.1.3 依 2.3 規定所需之相對於駕駛座 R 點之駕駛艙後隔板位置。</u> <u>4.1.4 於 4.2.1 所指定區域之下限。</u> <u>4.1.5 參考平面/車輛地板線。</u>	
Annex 1 Communication 11. Position of cab rear panel with reference to R point of the driver's seat where applicable (see paragraph 2.5.)			

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
..... 12. Lower limit of the zone specified in paragraph 5.1.1:..... Reference plane/floor line */			
5. GENERAL SPECIFICATIONS 5.1. The provisions of this Regulation shall not apply to those parts of the "external surface" of the vehicle which, with the vehicle in the unladen condition, with doors, windows, access lids, etc., in the closed position are either: 5.1.1. outside a zone having as its upper limit a horizontal plane situated 2.00 m above the ground and as its lower limit either the reference plane defined in paragraph 2.6. or the floor line defined in paragraph 2.7. as selected by the manufacturer, or 5.1.2. located so that, in static condition, they cannot be contacted by a sphere 100 mm in diameter. 5.1.3. Where the reference plane is the lower limit of the zone, account shall be taken only of the parts of the vehicle falling between two vertical planes, one		<u>4.2 在可行駛狀態空車重狀態下，門、窗和孔蓋(Access lid)處於關閉位置時，車輛外表面部份若符合下列情況，則不適用本項規定：</u> <u>4.2.1 以距地高二公尺之水平面作為上限，並由申請者決定以 2.4 定義之參考平面或 2.5 定義之車輛地板線為下限所構成之區域以外，或</u> <u>4.2.2 於其靜止狀態(Static condition)時，無法以直徑一 0 0 公釐之球體表面接觸，或</u> <u>4.2.3 以參考平面為下限者，僅考量位於兩垂直平面間之車輛部份，其一為接觸車輛外表面之垂直平面，另一為由該平面朝車輛內側移動八 0 公釐</u>	

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
touching the external surface of the vehicle and the other parallel to it at a distance of 80 mm towards the interior of the vehicle. 5.2. The "external surface" of the vehicle shall not exhibit, directed outwards, any part likely to catch on pedestrians, cyclists of motor cyclists. 5.3. Any components specified in paragraph 6. below, shall not exhibit, directed outwards, any pointed or sharp parts or any projections of such shape, dimensions, direction or hardness as to increase the risk or seriousness of bodily injury to a person hit by the external surface or brushing against it in the event of a collision. 5.4. Projecting parts of the outer surface having a hardness of not more than 60 Shore A, may have a radius of curvature lower than the values prescribed under paragraph 6. below		<u>之垂直平面。</u> <u>4.3 車輛外表面不應有明顯朝外而可能勾絆行人、自行車及機車騎乘者之任何部份。</u> <u>4.4 規範於 5.特殊規定之任何組件，不應有明顯朝外之任何尖端或尖銳部份，或任何突出之形狀、尺寸、方向或硬度，可能增加人員與其外表面撞擊或磨擦而傷害身體之風險或嚴重性。</u> <u>4.5 外表面突出部份，其材質硬度不超過六 0 Shore A 者，曲率半徑可小於 5. 特殊規定之要求。</u>	
6. SPECIFIC REQUIREMENTS 6.1. Ornaments, commercial symbols, letters and numbers of commercial markings		<u>5.特殊規定：</u> <u>5.1 裝飾物、標章文字及數字。</u>	

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
6.1.1. <u>Ornaments, commercial symbols, letters and numbers of commercial marking</u> shall not have any radius of curvature of less than 2.5 mm. This requirement does not apply to these parts if they do not protrude more than 5 mm from the surrounding surface; however, in this case their edges directed outwards shall be blunted. 6.1.2. Ornaments, commercial symbols, letters and numbers of commercial marking, which project more than 10 mm from the surrounding surface shall retract, become detached or bend over under a force of 10 daN exerted at their most salient point in any direction in a plane approximately parallel to the surface on which they are mounted. To apply 10 daN force a flat-ended ram of not more than 50 mm diameter shall be used. Where this is not possible, an equivalent method shall be used. After the ornaments are retracted, detached or bent over, the remaining portion shall not project more than 10 mm and shall not have any pointed, sharp or		<u>5.1.1 曲率半徑不應小於二・五公釐。若其突出周圍表面不大於五公釐，則不適用前述要求；惟其朝外突出之邊緣應鈍化處理。</u> <u>5.1.2 突出周圍表面大於一〇公釐者，於近乎平行於其安裝表面之平面之任何方向，對最突出點施加一〇〇牛頓之力，其應縮回、分離或彎曲。施加一〇〇牛頓試驗力時，應以直徑小於五〇公釐之平底撞槌(Ram)進行，如實務上無法滿足此條件，可以等效方法進行。</u> <u>縮回、分離或彎曲後，剩餘之突出部份不應超過一〇公釐，且不應有任何尖端、尖銳或銳利邊緣。</u>	

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
cutting edges. 6.2. <u>Headlamp visors and rims</u> 6.2.1. Projecting visors and rims shall be permitted on headlamps provided that their projection as measured in relation to the external transparent surface of the headlamp does not exceed 30 mm and their radius of curvature is at least 2.5 mm throughout. 6.2.2. Retracting headlamps shall meet the requirements of paragraph 6.2.1. above in both operative and retracted positions. 6.2.3. The provisions of paragraph 6.2.1. above shall not apply to headlamps recessed in the body, or where the headlamp is overhung by the body, provided the bodywork conforms to the requirements of paragraph 5.2. above. 6.3. <u>Grilles</u> Parts of grilles shall exhibit a radius of curvature of: Not less than 2.5 mm if the distance between adjacent parts is more than 40 mm; Not less than 1 mm if the distance is between 25 mm and 40 mm; Not less than 0.5 mm if the distance is less		<u>5.2 頭燈燈罩(Visor)和燈框(Rim)</u> <u>5.2.1 頭燈上允許突出之燈罩和燈框，惟該突出相對於頭燈之透明外表</u> <u>面不應大於三〇公釐，且其曲率半徑</u> <u>應至少二・五公釐。</u> <u>5.2.2 縮藏式頭燈(Retracting headlamps)</u> <u>在作動與縮藏位置均應符合 5.2.1 要</u> <u>求。</u> <u>5.2.3 若頭燈為隱藏於車身內，或被車</u> <u>身遮蔽，且該處車身符合 4.3.規定之</u> <u>要求者，則可免符合 5.2.1 之規定。</u> <u>5.3 網格護罩(Grilles)</u> <u>若兩接續格子元件間之距離超過四</u> <u>〇公釐，則其曲率半徑不應小於</u> <u>二・五公釐；若為二五公釐與四〇</u> <u>公釐之間，則其曲率半徑不應小於</u> <u>一公釐；若小於二五公釐，則其曲</u> <u>率半徑不應小於〇・五公釐。</u>	

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
than 25 mm. 6.4. <u>Windscreen and headlamp cleaning devices</u> 6.4.1. The above-mentioned devices shall be such that the wiper shafts have a protective covering with a radius of curvature of not less than 2.5 mm and a surface area of not less than 150 mm² measured in the projection of a section not further than 6.5 mm from the most protruding point. 6.4.2. Nozzles for windscreen washer and headlamp cleaning devices shall have a radius of curvature of not less than 2.5 mm. Those protruding less than 5 mm shall have blunted outward facing edges. 6.5. <u>Protective devices (bumpers)</u> 6.5.1. The ends of front protective devices shall be turned in towards the external surface of the body. 6.5.2. The component of the front protective devices shall be so designed that all rigid surfaces facing outwards have a radius of curvature of not less than 5 mm. However, if a bumper cover is fitted, it shall have a radius of curvature of not less than 2.5		<u>5.4 擋風玻璃清潔裝置及頭燈清潔裝置</u> <u>5.4.1 雨刷軸應裝設曲率半徑不小於二・五公釐之防護套 (Protective covering)，且於距離最突出點不大於六・五公釐處之突出位置量測，其最小面積應有一五〇平方公釐。</u> <u>5.4.2 擋風玻璃清潔裝置和頭燈清潔裝置之噴嘴，其曲率半徑不應小於二・五公釐；突出小於五公釐者，其朝外邊角應鈍化處理。</u> <u>5.5 防護裝置(保險桿)</u> <u>5.5.1 前方防護裝置(保險桿)末端，應朝車身外表面彎入。</u> <u>5.5.2 前方防護裝置(保險桿)所有朝外剛性表面之曲率半徑不應小於五公釐。若有保險桿外覆，則曲率半徑不應小於二・五公釐。</u>	

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
mm. 6.5.3. Equipment such as towing hitches and winches shall not protrude beyond the foremost surface of the bumper. However, winches may protrude beyond the foremost surface of the bumper provided they are covered when not in use by a suitable protective covering having a radius of curvature of not less than 2.5 mm. 6.5.4. The requirements of paragraph 6.5.2. shall not apply to parts of the bumper or parts mounted on or inset in the bumper which project less than 5 mm. With respect to devices mounted on the bumpers and referred to in other paragraphs of this Regulation, the particular requirements contained in this Regulation shall remain applicable. 6.6. <u>Handles, hinges, pushbuttons of doors, luggage compartments, bonnets, vents, access flaps and grab handles</u> 6.6.1. The above parts shall not protrude more than: 30 mm in the case of pushbuttons, 70 mm in the case of grab		5.5.3 <u>曳引裝置(Towing hitch)和絞盤(Winch)等設備不應超出保險桿最前端表面。若有提供曲率半徑不小於二·五公釐之適當防護套，包覆不使用時之絞盤，則該絞盤可突出保險桿最前端表面。</u> 5.5.4 <u>上述5.5.2規定要求，不適用於突出小於五公釐之保險桿部位、安裝於或嵌入於保險桿之零件等。惟安裝於保險桿且其他條文提及之裝置，仍應符合其相關之特殊規定。</u> 5.6車門、行李箱、引擎蓋、排氣孔蓋、燃油箱加油孔蓋及握柄等之把手、鉸鏈與推壓式按鈕(Pushbutton)。 5.6.1上述零件中，推壓式按鈕突出不應大於三〇公釐；握柄、引擎蓋鎖	

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
handles and bonnet-fasteners, and 50 mm in all other cases. They shall have radii of curvature of not less than 2.5 mm. 6.6.2. If lateral door handles rotate to operate, they shall meet one or other of the following requirements: 6.6.2.1. In the case of handles which rotate parallel to the plane of the door the open end of handles must be directed towards the rear. The end of such handles shall be turned back towards the plane of the door and fitted into a protective surround or be recessed; 6.6.2.2. Handles which pivot outwards in any direction which are not parallel to the plane of the door shall, when in the closed position, be enclosed in a protective surround or be recessed. The open end shall face either rearwards or downwards. Nevertheless, handles which do not comply with this last condition may be accepted if: they have an independent return mechanism, should the return mechanisms fail, they cannot project more than 15 mm, they, in such opened position,		<u>扣(Bonnet-fastener)突出不應大於七〇公釐，其他零件突出不應大於五〇公釐。且前述零件之曲率半徑不應小於二·五公釐。</u> <u>5.6.2若側面車門把手為旋轉操作式，應符合下列其中一項要求：</u> <u>5.6.2.1若把手旋轉操作係平行於車門平面，則把手開口端應朝向車輛後方並彎曲朝向車門平面，且安裝於周圍有防護之位置或嵌入凹處。</u> <u>5.6.2.2 若把手向外旋轉操作之方向，不與車門平面平行，則當處於關閉位置時，應於有周圍防護之位置或嵌入凹處。開口應朝向車輛後方或下方。若把手不符合此要求，則符合下列條件者仍視為合格：</u> <u>(a) 具有一個獨立之歸位機構(Return mechanism)；且</u> <u>(b) 歸位機構失效時，其未突出一五公釐以上；且</u> <u>(c) 於此開口位置時，其曲率半徑不小於二·五公釐；若於最大開口</u>	

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
have a radius of curvature not less than 2.5 mm (this requirement does not apply if in maximum opened position the projection is less than 5 mm, in which case the angles of the parts facing outwards shall be blunted), their end surface area, when measured not more than 6.5 mm from the point projecting furthest, is not less than 150 mm². 6.7. <u>Running boards and steps</u> The edges of running boards and steps shall be rounded. 6.8. <u>Lateral air and rain deflectors and window anti-smear air deflectors</u> Edges capable of being directed outwards shall have a radius of curvature of not less than 1 mm. 6.9. <u>Sheet metal edges</u> Sheet metal edges are permitted provided that the edge is folded back towards the body so that it cannot be touched by sphere of 100 mm diameter or is provided with a protective covering having a radius of curvature of not less than 2.5 mm. 6.10. <u>Wheel nuts, hub caps and protective</u>		<u>位置，其突出小於五公釐，則不適用此規定，惟其朝外邊角應鈍化處理；且</u> <u>(d) 距離最大突出點不大於六・五公釐處量測得之末端表面積，不小於一五〇平方公釐。</u> <u>5.7 腳踏板(Running board)及階梯</u> <u>腳踏板及階梯的邊緣應為圓形倒角。</u> <u>5.8 側面空氣導流板、雨水導流板及車窗抗污空氣導流板朝外之邊緣，其曲率半徑不應小於一公釐。</u> <u>5.9 鈹金邊緣(Sheet-metal edges)</u> <u>鈹金邊緣允許向後反摺朝向車身，且無法被直徑一〇〇公釐之球體觸及，或提供曲率半徑不小於二・五公釐之防護套。</u> <u>5.10 車輪螺帽、輪轂蓋及防護裝置</u> <u>(Wheel nuts, hub caps and protective</u>	

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
<u>devices</u> 6.10.1. The wheel nuts, hub caps and protective devices shall not exhibit any fin-shaped projections. 6.10.2. When the vehicle is travelling in a straight line, no part of the wheels, other than the tyres, situated above the horizontal plane, passing through their axis of rotation, shall project beyond the vertical projection in a horizontal plane, of the body panel edge above the wheel. However, if functional requirements so warrant, the protective devices which cover wheel nuts and hubs may project beyond the vertical projection of the body panel edge above the wheel, on condition that radius of curvature of the surface of the projection part is not less than 5 mm and that the projection beyond the vertical projection of the body panel edge above the wheel in no case exceeds 30 mm. 6.10.3. Protective device(s) conforming to paragraph 6.10.2 above shall be fitted if bolts or nuts protrude beyond the projection of the outside surface of the tyre		<u>devices)</u> <u>5.10.1車輪螺帽、輪轂蓋及防護裝置不能呈現任何鰭狀突出。</u> <u>5.10.2 當車輛直線行駛時，位於車輪旋轉軸所在水平面上方之車輪零件(輪胎除外)，不應突出車輪上方車身</u> <u>鈹件邊緣在水平面上之垂直投影。</u> <u>有功能上之需求時，覆蓋車輪螺帽與輪轂之防護裝置可突出超越車輪上方車身鈹件(Body panel)邊緣在水平面上之垂直投影，惟其突出零件表面之曲率半徑不應小於五公釐，且突出超越車輪上方車身鈹件邊緣之垂直投影之突出量不應大於三〇公釐。</u> <u>5.10.3若螺栓或螺帽突出輪胎外表面之投影(位於穿越車輪旋轉軸水平面上方輪胎部分)，應裝設符合5.10.2規定之防護裝置。</u>	

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 part of the tyre situated above horizontal plane passing through the axis of rotation of the wheel). 6.11. <u>Jacking points and exhaust pipe(s)</u> 6.11.1. The jacking points (if any) and exhaust pipe or pipes shall not project more than 10 mm beyond the vertical projection of the floor line or the reference plane with the external surface of the vehicle. 6.11.2. Notwithstanding the above requirement, an exhaust pipe may project more than 10 mm provided that its edges are rounded at the end to a radius of curvature of not less than 2.5 mm.		<u>5.11 千斤頂托架與排氣管</u> <u>5.11.1 千斤頂托架(若適用)和排氣管突出其正上方地板線於參考平面上之垂直投影不應大於一〇公釐。</u> <u>5.11.2 若排氣管末端為圓形倒角邊緣，且曲率半徑不小於二・五公釐，則排氣管可突出大於一〇公釐。</u>	
Annex 3 PROCEDURE FOR DETERMINING THE "H" POINT AND ACTUAL SEAT-BACK ANGLE AND FOR VERIFYING THEIR RELATIONSHIP TO THE "R" POINT AND THE DESIGN SEATBACK ANGLE 2. DETERMINATION OF "H" POINTS AND ACTUAL SEAT-BACK ANGLES 2.1. An "H" point and an "actual seat-back		<u>6. H點與椅背實際角度和R點與椅背設計角度間關係之測試程序</u> <u>6.1 決定H點和椅背實際角度</u> <u>6.1.1每個座椅之H點和椅背實際角度</u>	

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
angles shall be determined for each seat provided by the manufacturer. If the seats in the same row can be regarded as similar (bench seat, identical seats, etc.) only one "H" point and one "actual seat-back angle" shall be determined for each row of seats, the manikin described in paragraph 3 below being seated in a place regarded as representative for the row. This place shall be: 2.1.1. in the case of the front row, the driver's seat; 2.1.2. in the case of the rear row or rows, an outer seat. 2.2. When an "H" point and an "actual seat-back angle" are being determined, the seat considered shall be placed in the lowest and most rearward normal driving position or position of use provided for it by the manufacturer. The seat back shall, if its inclination is adjustable, be looked as specified by the manufacturer or, in the absence of any specification, to an actual seat-back angle as near as possible to 25 degrees from the vertical.		<u>由申請者提供。若同一排座椅可視為相似（長椅、相同座椅等），則每一排座椅應只有一個H點和一個椅背實際角度。下列6.2所描述<u>三次元座位人體模型</u>將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：</u> <u>6.1.1.1 若於第一排，應為駕駛座；</u> <u>6.1.1.2 若為後排或其後，應為外側座位。</u> <u>6.1.2 決定H點和椅背實際角度時，座椅應調整至申請者宣告之最低、最後且正常之駕駛位置，或每個座椅正常之使用位置。若椅背角度可調整，應依申請者宣告鎖定椅背角度，或未宣告者而使椅背實際角度儘可能與垂直線成二五度角。</u>	

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 3 3. DESCRIPTION OF THE MANIKIN 3.1. A three-dimensional manikin of a mass and contour corresponding to those of an adult male of average height shall be used. Such a manikin is depicted in figures 1 and 2 below. 3.2. The manikin shall comprise: 3.2.1. Two components, one simulating the back and the other the seat of seat of the body, pivoting on an axis representing the axis of rotation between the torso and the thigh; the trace of this axis on the side of the manikin is the manikin's "H" point; 3.2.2. Two components simulating the legs and pivotally attached to the component simulating the seat; and 3.2.3. Two components simulating the feet and connected to the legs by pivotal joints simulating ankles. 3.2.4. In addition, the component simulating the seat of the body shall be provided with a level enabling its transverse orientation to be verified. 3.3. Body-segment mass shall be attached at		<u>6.2 三次元座位人體模型之說明</u> <u>6.2.1 應使用與一般平均身高之成年男子相當重量與輪廓之三次元座位人體模型（如圖一、圖二）。</u> <u>6.2.2 三次元座位人體模型應包含：</u> <u>6.2.2.1 兩個構成要素，包含背板及座板，分別模擬人體軀幹與大腿；其兩者連接之旋轉軸即為 H 點。</u> <u>6.2.2.2 兩個構成要素，包含小腿及其與座板連接之樞軸；且</u> <u>6.2.2.3 兩個構成要素，包含腳部及其與小腿連接之樞軸。</u> <u>6.2.2.4 且模擬人體坐姿之座椅，應提供一個水平儀以利驗證橫向定位。</u> <u>6.2.3 應將三次元座位人體模型各部分配重附加於代表各自重心之適當點上，使三次元座位人體模型總重量</u>	

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
appropriate points representing the corresponding centres of gravity so as to bring the total mass of the manikin up to about 75.6 kg. Details of the various masses are given in the table in figure 2 of the appendix to this annex. 3.4. The torso reference line of the manikin is taken into account by a straight line passing through the joint between the leg and the pelvis and the theoretical joint between the neck and the thorax (see figure 1 of the appendix to this annex).		<u>達到約七五・六公斤，各部份之配重說明如圖二。</u> <u>6.2.4 三次元座位人體模型軀幹參考線，係以一穿越大腿與骨盆間接合點、及頸部和胸部間理論接合點（如圖一）之直線為考量。</u>	
4. SETTING UP THE MANIKIN The three-dimensional manikin shall be set up in the following manner: 4.1. The vehicle shall be placed on a horizontal plane and the seats adjusted as prescribed in paragraph 2.2. above; 4.2. The seat to be tested shall be covered with a piece of cloth to facilitate the correct setting up of the manikin; 4.3. The manikin shall be placed on the seat concerned, its pivotal axis being perpendicular to the longitudinal plane of symmetry of the vehicle;		<u>6.3 放置三次元座位人體模型</u> <u>三次元座位人體模型應依照下列方法放置:</u> <u>6.3.1 車輛應停放水平面上，且座椅應依 6.1.2 規定調整；</u> <u>6.3.2 應在受測座椅上覆蓋一張布，幫助三次元座位人體模型正確放置。</u> <u>6.3.3 三次元座位人體模型放置於座椅上，注意其樞軸應垂直於車輛縱向中心平面；</u>	

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
4.4. The feet of the manikin shall be placed as follows: 4.4.1. In the front seats, in such a way that the level verifying the transverse orientation of the seat of the manikin is brought to the horizontal; 4.4.2. In the rear seats, so far as possible in such a way as to be in contact with the front seats. 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 point and the other foot shall be so arranged that the level enabling the transverse orientation of the manikin to be verified is brought to the horizontal; 4.4.3. If the "H" point is being determined at a centre seat, the feet shall be placed one on each side of the tunnel; 4.5. The masses shall be placed on the thighs, the level verifying the transverse orientation of the manikin shall be brought to the horizontal, and the weights shall be placed on the component representing the seat of the manikin;		<u>6.3.4 三次元座位人體模型腳部應依照下列方法放置：</u> <u>6.3.4.1 在第一排座椅者，以水平儀驗證三次元座位人體模型座板橫向定位為水平；</u> <u>6.3.4.2 在後排座椅者，儘可能與第一排座椅接觸，若兩腳接觸車輛地板於不同高度，則以首先接觸前座者為參考點，調整另一隻腳之放置，讓用以驗證三次元座位人體模型橫向定位之水平儀處於水平位置；</u> <u>6.3.4.3 在中間座椅者，則應把雙腳放於地板隆起處(Tunnel)之兩側；</u> <u>6.3.5 配重塊應放置於大腿，以水平儀驗證三次元座位人體模型橫向定位為水平，且配重塊放置於三次元座位人體模型模擬坐姿之座椅；</u>	

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
4.6. The manikin shall be moved away from the seat back by means of the knee-pivot bar and the back of the manikin shall be pivoted forwards. The manikin shall be repositioned on the vehicle by being slid backwards on its seat until resistance is encountered, the back of the manikin then being replaced against the seat back; 4.7. A horizontal load of approximately 10+/-1 daN shall be applied to the manikin twice. The direction and point of application of the load are shown by a black arrow in figure 2; 4.8. The masses shall be installed on the right and left sides and the torso weights shall then be placed in position. The transverse level of the manikin shall be kept horizontal; 4.9. The transverse level of the manikin being kept horizontal, the back of the manikin shall be pivoted forwards until the torso weights are above the "H" point, so as to eliminate any friction with the seat back; 4.10. The back of the manikin shall be		<u>6.3.6 三次元座位人體模型應以膝部樞軸桿使其背部向前轉動離開椅背。當三次元座位人體模型在座椅上向後滑動直到遇到阻力；將座椅上之三次元座位人體模型朝後方滑移靠椅背，以重新定位三次元座位人體模型於車輛上；</u> <u>6.3.7 對三次元座位人體模型施加大約一〇〇正負一〇牛頓力之水平負載兩次。負載施加方向與施力點，如圖二黑箭頭所示。</u> <u>6.3.8 將軀幹配重塊置放於左右兩側。三次元座位人體模型之橫向定位應讓水平儀維持水平；</u> <u>6.3.9 三次元座位人體模型之橫向定位應讓水平儀維持水平，三次元座位人體模型背部應向前翻轉，直到軀幹配重塊位於 H 點上方，以消除其與椅背間之摩擦力；</u>	

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gently moved rearwards so as to complete the setting up operation. The transverse level of the manikin shall be horizontal. If it is not, the procedure described above shall be repeated.		<u>6.3.10 三次元座位人體模型之背板應和緩地向後移動完成設置。三次元座位人體模型之橫向定位應讓水平儀維持水平，若達不到此要求，則應重覆上述步驟。</u>	
5. RESULTS 5.1. When the manikin has been set up as described in paragraph 4 above, the "H" point and the actual seat-back angle of the vehicle seat in question are constituted by the "H" point and the angle of inclination of the manikin's torso reference line. 5.2. The co-ordinates of the "H" point in relation to three mutually perpendicular planes, and the actual seat-back angle, shall be measured for comparison with the data supplied by the vehicle manufacturer		<u>6.4 結果</u> <u>6.4.1 三次元座位人體模型如上述 6.3 之程序完成設置後，此三次元座位人體模型所得之 H 點及傾斜角度，即為車輛 H 點及座椅椅背實際角度。</u> <u>6.4.2 應量測 H 點之三維座標及實際椅背角度，以與申請者提供之數據比較。</u>	
6. VERIFYING THE RELATIVE POSITIONS OF THE "R" AND "H" POINTS AND THE RELATIONSHIP BETWEEN THE DESIGN SEAT-BACK ANGLE AND THE ACTUAL SEAT-BACK ANGLE 6.1. The results of the measurements carried out in conformity with paragraph 5.2. for		<u>6.5 確定 R 點與 H 點之相對位置及椅背設計角度與椅背實際角度間之關係</u> <u>6.5.1 依 6.4.2 規定執行之量測結果，</u>	

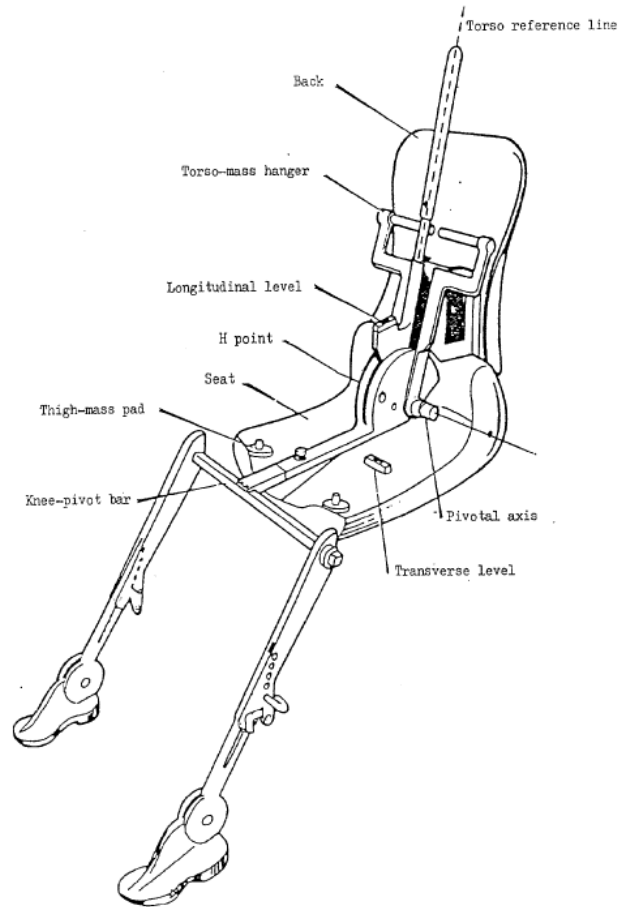
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
the "H" point and the actual seat-back angle shall be compared with the co-ordinates of the "R" point and the design seat-back angle as supplied by the vehicle manufacturer. 6.2. The relative positions of the "R" point and the "H" point and the relationship between the design seat-back angle and the actual seat-back angle shall be considered satisfactory for the seat in question if the "H" point, as defined by its co-ordinates, lies within a square of 50 mm side whose diagonals intersect at the "R" point, and if the actual seatback angle is within 5 degrees of the design seat-back angle. 6.2.1. If these conditions are met, the "R" point of the actual seat-back angle shall be used for the test and, if necessary, the manikin shall be so adjusted that the "H" point coincides with the "R" point and the actual seat-back angle coincides with the design seat-back angle. 6.3. If the "H" point or the actual seat-back angle does not satisfy the requirements of paragraph 6.2. above, the "H" point or the		<u>其 H 點及椅背實際角度，應與申請者提供之 R 點座標及椅背設計角度數據比較。</u> <u>6.5.2 若 H 點座標位於邊長五十公釐之正方形(其對角線相交於 R 點)內，且椅背實際角度與椅背設計角度之差為五度以內，則座椅之 R 點與 H 點相對位置，及設計角度與椅背實際角度間之關係，應視為滿足要求。</u> <u>6.5.2.1 若符合上述規定，則應以椅背實際角度之 R 點進行測試，並視必要性，應調整三次元座位人體模型，使 H 點及 R 點吻合，且椅背實際角度與椅背設計角度一致。</u> <u>6.5.3 若 H 點或椅背實際角度未符合上述 6.5.2 規定，則 H 點或椅背實際角度應再進行兩次上述確認(總共三</u>	

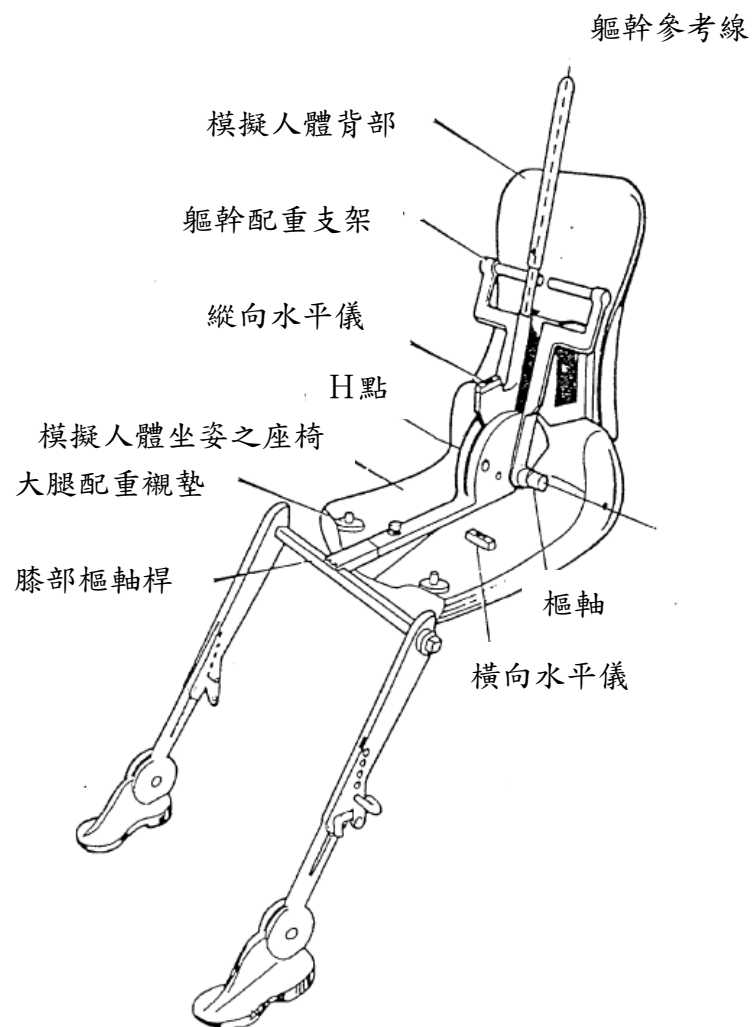
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
actual seat-back angle shall be determined twice more (three times in all). If the results of two of these three operations satisfy the requirements, the result of the test shall be considered satisfactory. 6.4. Unless at least two of the three test results satisfy the requirements of paragraph 6.2., the result of the test shall be considered to be not satisfactory. 6.5. If the situation described in paragraph 6.4. above arises, or if verification cannot be effected because the manufacturer has failed to supply information regarding the position of the "R" point or regarding the design seat-back angle, the average of the results of the three determinations may be used and be regarded as applicable in all cases where the "R" point or the design seat-back angle is referred to in this Regulation,		<u>次)。</u> <u>若三次操作中有兩次結果符合規定，則該測試結果應視為滿足要求。</u> <u>6.5.4 若在三次操作中至少兩次結果無法符合上述 6.5.2 規定，則該測試結果應視為不滿足要求。</u> <u>6.5.5 若發生上述 6.5.4 之情況，或因申請者未提供 R 點位置或椅背設計角度資訊，而無法驗證測試結果，可將三次結果之平均值視為本項規定之 R 點或椅背設計角度。</u>	
Annex 4 MEASUREMENT OF PROJECTIONS AND DISTANCES 1. METHOD OF DETERMINING THE DIMENSIONS OF THE PROJECTION		<u>7.量測突出與距離之測試程序</u> <u>7.1 外表面上零件之突出尺寸量測方</u>	

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
OF A PART FITTED ON THE EXTERNAL SURFACE 1.1. The dimensions of the projection of a part mounted on a convex panel may be determined either directly or by reference to a drawing of an appropriate section of the part in the fitted position. 1.2. If the projection of a part mounted on a panel other than convex cannot be determined by simple measurement, it shall be determined by the maximum variation in the distance between the reference line of the panel and the centre of a sphere of 100 mm diameter when the sphere is moved in constant contact with the part. An example of this method is give in figure 1. 1.3. For grab handles, the projection shall be measured in relation to a plane passing through the points of attachment. An example is given in figure 2.		<u>法</u> <u>7.1.1 安裝於凸表面(Convex panel)上組件,其安裝狀態下突出尺寸可以直接測量方式決定,或參照該組件截面圖決定。</u> <u>7.1.2 安裝於非凸表面上之組件,若無法以簡單量測方式決定其突出尺寸,則應以直徑一00公釐球體維持與該組件接觸移動,量測鈹件標稱線至球心之最大變化距離,如圖三所示。</u> <u>7.1.3 量測握柄突出量時,應以相對於通過安裝點的延伸平面進行,如圖四所示。</u>	
2. METHOD OF DETERMINING THE PROJECTION OF HEADLAMP VISORS AND RIMS 2.1. The projection from the outer surface of		<u>7.2 頭燈燈罩及燈框突出量測方法</u> <u>7.2.1 頭燈外表面突出,應從圖五所示</u>	

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 headlamp shall be measured horizontally from the point of contact of a sphere of 100 mm diameter, as shown in figure 3.		<u>直徑一00公釐球體之接觸點水平量測。</u>	
3. METHOD OF DETERMINING THE DISTANCE BETWEEN PARTS OF A GRILLE 3.1. The distance between parts of a grille shall be the distance between two planes passing through the points of contact of the sphere and perpendicular to the line joining the points of contact. Examples of the use of this method are given in figures 4 and 5.		<u>7.3 網格護罩元件間距測量方法</u> <u>7.3.1 護罩元件間之距離，為通過球體接觸點且垂直於接觸點連線之兩平面間距，如圖六、圖七所示。</u>	

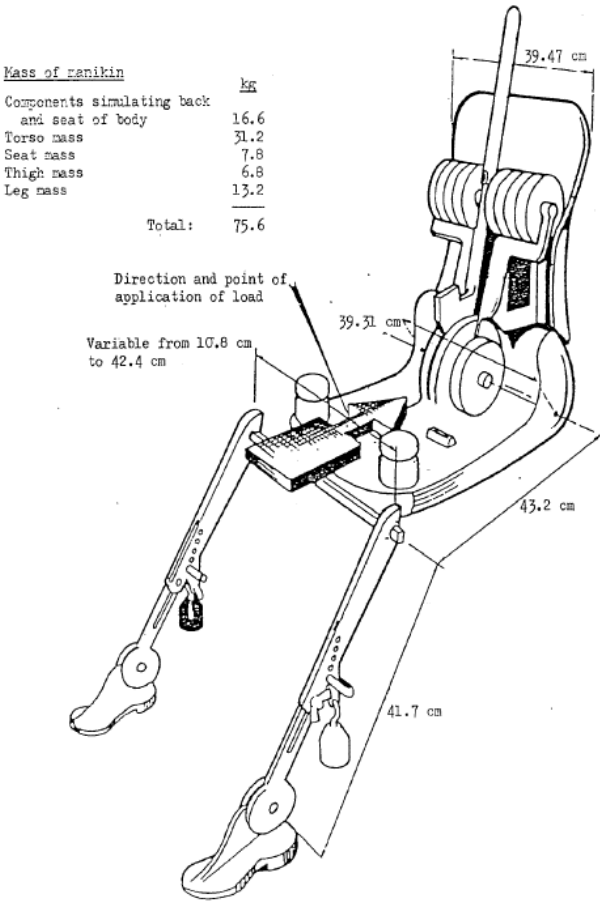
Figure 1: COMPONENTS OF THREE-DIMENSIONAL MANIKIN





圖一：三次元座位人體模型構造

Figure 2: DIMENSIONS AND MASS OF MANEKIN

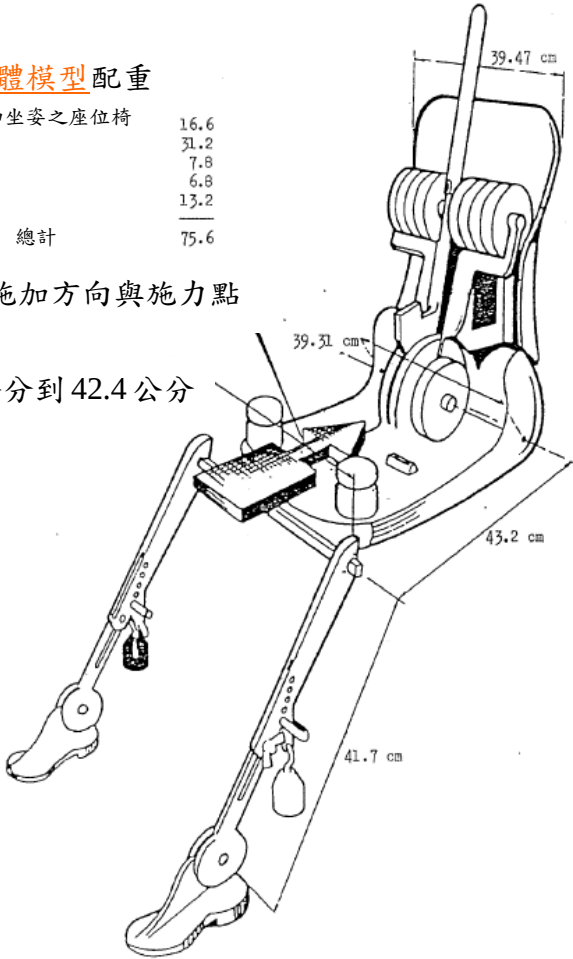


三次元座位人體模型配重

模擬人體背部和坐姿之座位椅	16.6
軀幹配重	31.2
座椅配重	7.8
大腿配重	6.8
小腿配重	13.2
總計	75.6

負載施加方向與施力點

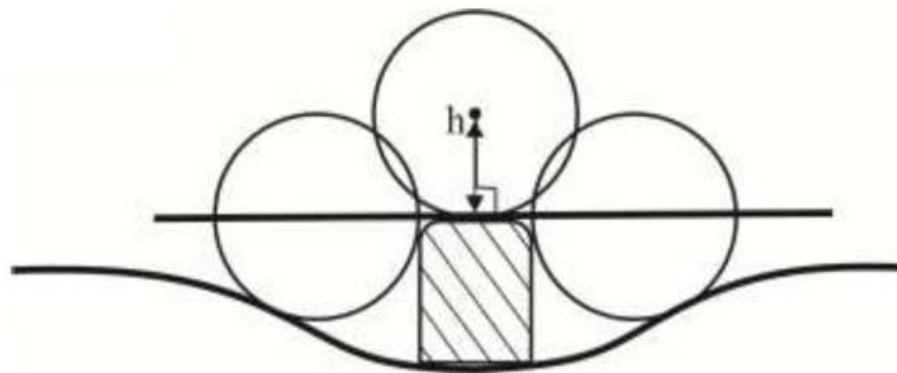
變化量從 10.8 公分到 42.4 公分



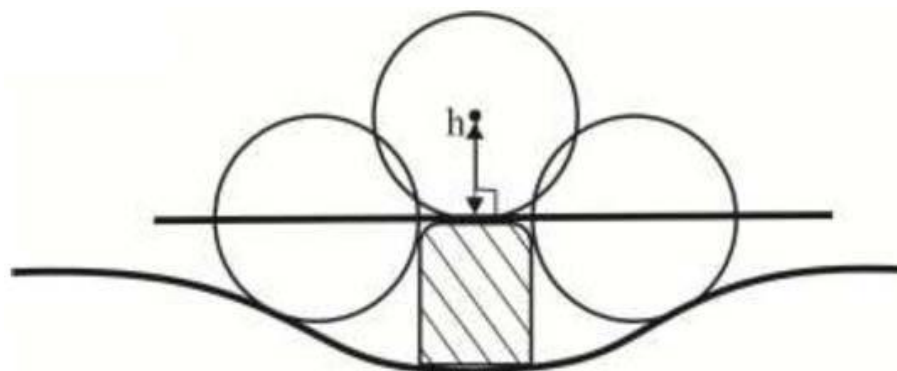
圖二：三次元座位人體模型尺寸與配重

Annex 4- 1.2 (UN-新)

Figure 3



Annex 4- 1.2 (VSTD-新)



圖三

Annex 4- 1.3 (UN-新)

Figure 4

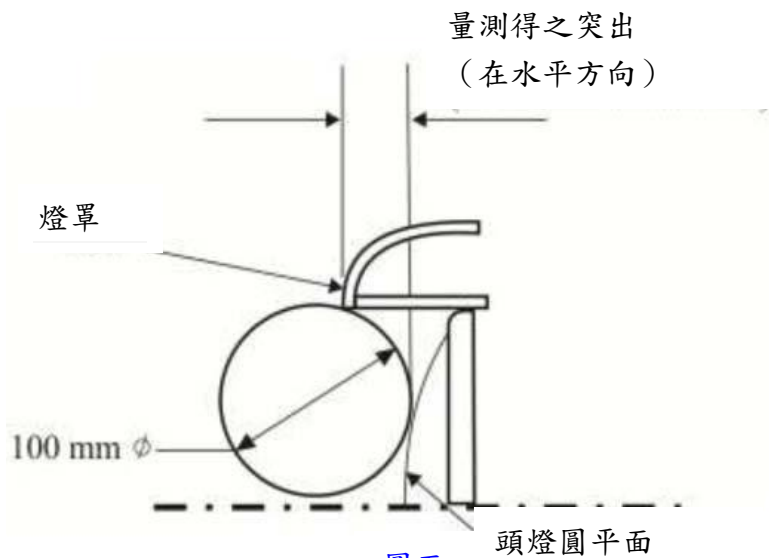
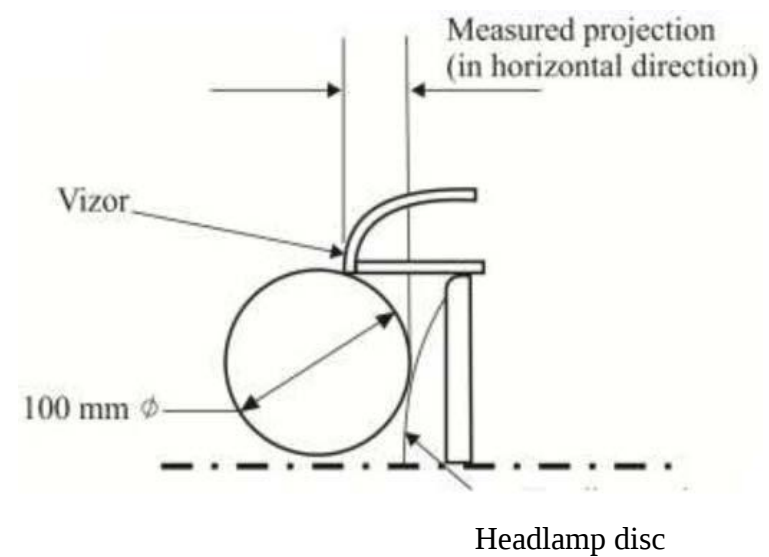


Annex 4- 1.3 (VSTD-新)



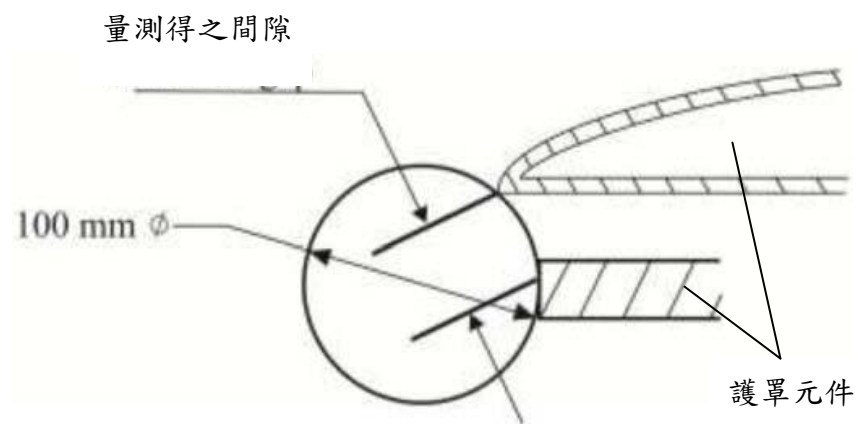
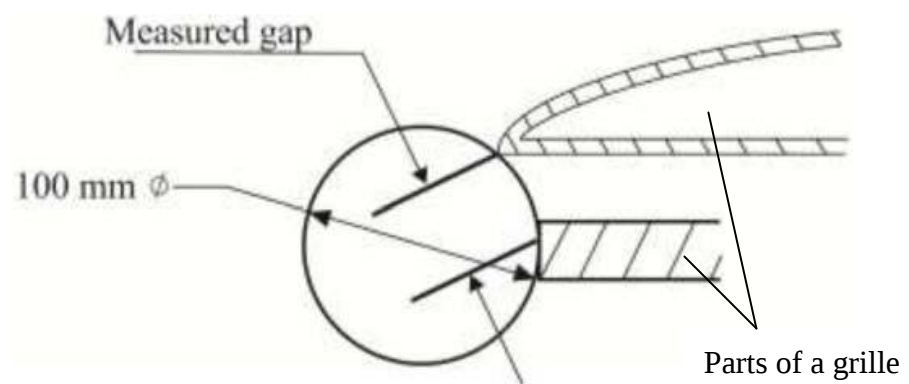
圖四

Figure 5



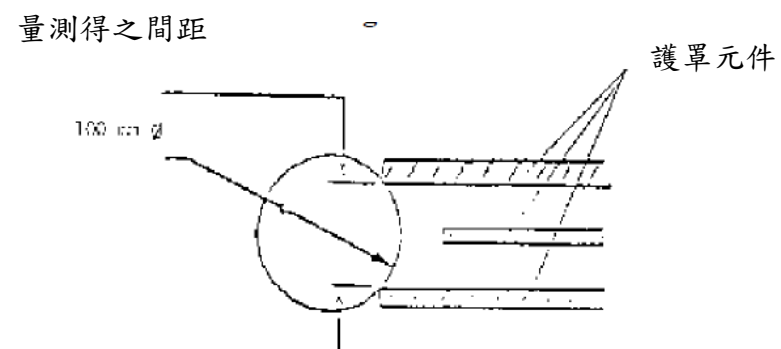
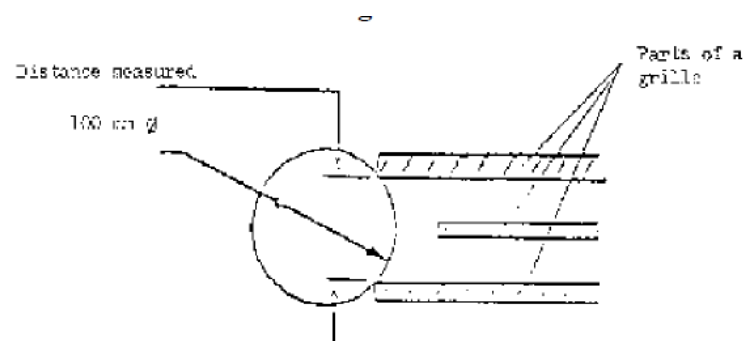
圖五

Figure 6



圖六

Figure 7



圖七