



Transport
Canada
Motor Vehicle
Safety

Transports
Canada
Sécurité des
véhicules
automobiles

TECHNICAL STANDARDS DOCUMENT No. 401, Revision 2R

Interior Trunk Release

The text of this document is based on Federal Motor Vehicle Safety Standard No. 401, *Interior Trunk Release*, as published in the U.S. *Code of Federal Regulations*, Title 49, Part 571, revised as of October 1, 2007.

Publication Date:

May 3, 2008

Effective Date:

May 3, 2008

Mandatory Compliance Date:

September 1, 2010

(Ce document est aussi disponible en français)

Introduction

As defined by section 12 of the *Motor Vehicle Safety Act*, a Technical Standards Document (TSD) is a document that reproduces an enactment of a foreign government (e.g., a Federal Motor Vehicle Safety Standard issued by the U.S. National Highway Traffic Safety Administration). According to the Act, the [Motor Vehicle Safety Regulations](#) may alter or override some provisions contained in a TSD or specify additional requirements; consequently, it is advisable to read a TSD in conjunction with the Act and its counterpart Regulation. As a guide, where the corresponding Regulation contains additional requirements, footnotes indicate the amending subsection number.

TSDs are revised from time to time in order to incorporate amendments made to the reference document, at which time a Notice of Revision is published in the *Canada Gazette*, Part I. All TSDs are assigned a revision number, with “Revision 0” designating the original version.

Identification of Changes

In order to facilitate the incorporation of a TSD, certain non-technical changes may be made to the foreign enactment. These may include the deletion of words, phrases, figures, or sections that do not apply under the Act or Regulations, the conversion of imperial to metric units, the deletion of superseded dates, and minor changes of an editorial nature. Additions are underlined, and provisions that do not apply are ~~stroked through~~. Where an entire section has been deleted, it is replaced by: “[CONTENT DELETED]”. Changes are also made where there is a reporting requirement or reference in the foreign enactment that does not apply in Canada. For example, the name and address of the U.S. Department of Transportation are replaced by those of the Department of Transport.

Effective Date and Mandatory Compliance Date

The effective date of a TSD is the date of publication of its incorporating regulation or of the notice of revision in the *Canada Gazette*, and the date as of which voluntary compliance is permitted. The mandatory compliance date is the date upon which compliance with the requirements of the TSD is obligatory. If the effective date and mandatory compliance date are different, manufacturers may follow the requirements that were in force before the effective date, or those of this TSD, until the mandatory compliance date.

In the case of an initial TSD, or when a TSD is revised and incorporated by reference by an amendment to the Regulations, the mandatory compliance date is as specified in the Regulations, and it may be the same as the effective date. When a TSD is revised with no corresponding changes to the incorporating Regulations, the mandatory compliance date is six months after the effective date.

Official Version of Technical Standards Documents

The PDF version is a replica of the TSD as published by the Department and is to be used for the purposes of legal interpretation and application.

Table of contents

Introduction.....	i
S1. Purpose and Scope.....	1
S2. Application	1
S3. Definitions.....	1
S4. Requirements	2

S1. Purpose and Scope

This Technical Standards Document (TSD) standard establishes the requirement for providing a trunk release mechanism that makes it possible for a person trapped inside the trunk compartment of a passenger car to escape from the compartment.

S2. Application

[CONTENT DELETED] For applicability, see Schedule III and subsections 401(1) and (2) of Schedule IV to the [Motor Vehicle Safety Regulations](#).

S3. Definitions

Back door means a door or door system on the back end of a passenger car through which cargo can be loaded or unloaded. The term includes the hinged back door on a hatchback or a station wagon. (*Porte arrière*)

Trunk compartment

(a) Means a space that:

- (1) Is intended to be used for carrying luggage or cargo,
- (2) Is wholly separated from the occupant compartment of a passenger car by a permanently attached partition or by a fixed or fold-down seat back and/or partition,
- (3) Has a trunk lid, and
- (4) Is large enough so that the three-year-old child dummy described in Subpart C of Part 572 of the U.S. Code of Federal Regulations can be placed inside the trunk compartment, and the trunk lid can be closed and latched with all removable equipment furnished by the passenger car manufacturer stowed in accordance with label(s) on the passenger car or information in the passenger car owner's manual, or, if no information is provided, as located when the passenger car is delivered. (Note: For purposes of this TSD standard, the Part 572 Subpart C test dummy need not be equipped with the accelerometers specified in Part 572.21 of the Code of Federal Regulations.)

(b) Does not include a sub-compartment within the trunk compartment.

(*Coffre*)

Trunk lid means a moveable body panel that is not designed or intended as a passenger car entry point for passengers and that provides access from outside a passenger car to a trunk compartment. The term does not include a back door or the lid of a storage compartment located inside the passenger compartment of a passenger car. (*Couvercle de coffre*)

S4. Requirements

S4.1 Each passenger car with a trunk compartment must have an automatic or manual release mechanism inside the trunk compartment that unlatches the trunk lid. Each trunk release shall conform, at the manufacturer's option, to either S4.2 (a) and S4.3, or S4.2 (b) and S4.3. The manufacturer shall select the option by the time it certifies the vehicle and may not thereafter select a different option for the vehicle.

S4.2

- (a) Each manual release mechanism installed pursuant to S4.1 of this ~~TSD standard~~ must include a feature, like lighting or phosphorescence, that allows the release mechanism to be easily seen inside the closed trunk compartment.
- (b) Each automatic release mechanism installed pursuant to S4.1 of this ~~TSD section~~ must unlatch the trunk lid within 5 minutes of when the trunk lid is closed with a person inside the trunk compartment.

S4.3

- (a) Except as provided in paragraph S4.3(b), actuation of the release mechanism required by S4.1 of this ~~TSD standard~~ must completely release the trunk lid from all latching positions of the trunk lid latch.
- (b) (1) For passenger cars with a front trunk compartment that has a front opening trunk lid required to have a secondary latching position or latch system, actuation of the release mechanism required by paragraph S4.1 of this ~~TSD standard~~ must result in the following:
 - (i) When the passenger car is stationary, the release mechanism must release the trunk lid from all latching positions or latch systems;
 - (ii) When the passenger car is moving forward at a speed less than 5 km/h, the release mechanism must release the trunk lid from the primary latching position or latch system, and may release the trunk lid from all latching positions or latch systems;
 - (iii) When the passenger car is moving forward at a speed of 5 km/h or greater, the release mechanism must release the trunk lid from the primary latching position or latch system, but must not release the trunk lid from the secondary latching position or latch system.
- (2) ~~The passenger cars described in paragraph S4.3(b)(1) are excluded from the requirements of this standard until September 1, 2002.~~