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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on General Safety Provisions****118th session**

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Item 2 (a) of the provisional agenda

Amendments to regulations on buses and coaches:**UN Regulation No. 107 (M₂ and M₃ vehicles)****Proposal for a new Supplement to the 04 series of
amendments to UN Regulation No. 107 (M₂ and M₃ vehicles)****Submitted by the expert from Spain***

The text reproduced below is prepared by the expert from Spain to amend the provisions concerning the approval of category M₂ or M₃ vehicles with regard to their general construction. It is based on informal document GRSG-117-03. The modifications to the current text of UN Regulation No. 107 are marked in bold characters.

* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Annex 8

Paragraph 3.11.3.1.1., amend to read:

"3.11.3.1.1. Lifts shall only be capable of operation when the vehicle is at standstill. **The vehicle should have a starting prevention device active until the elevator is in its stowed position. In case the elevator gives access to the vehicle through a door that is not a service or emergency door, the starting prevention device should be active until the door is fully closed.** Any movement of the platform shall be prevented unless a device preventing the wheelchair from rolling off has been activated or has automatically come into operation."

Annex 8

Paragraph 3.11.4.1.1., amend to read:

"3.11.4.1.1. The ramp shall only be capable of operation when the vehicle is at standstill. **The vehicle should have a starting prevention device active until the ramp is in its stowed position.** "

II. Justification

1. The objective of the proposal is to improve both Regulation 107 paragraphs with the aim of guaranteeing that the vehicle remains stopped whilst the lifts or the ramps are being used. Currently it can be found vehicles that can be moved with the elevator, or the ramp, at other positions than the stowed one.

2. Additionally, it is proposed that any door specifically dedicated to give access to the vehicle by using the lifts, and not covered by the requirements established for service doors or for emergency doors, must be closed before starting the movement of the vehicle. Service and emergency doors are regulated by Annex 3 in the paragraphs 7.6.5.9 and 7.6.7.6. that require an alarm system if the vehicle is not fitted with a starting prevention device. A similar requirement for doors specifically dedicated to give access using the lifts could entail risks of falls and, consequently, the alarm requirement could not be enough and the complete close of the door is proposed.
