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PROPOSAL FOR DRAFT AMENDMENTS TO THE DRAFT REVISION OF REGULATION No. 107
(M2 and M3 vehicles)

Transmitted by the expert from the International Organization
of Motor Vehicles Manufacturers (OICA)

Note: The text reproduced below was prepared by the expert from OICA in order to propose amendments to the proposal of document TRANS/WP.29/GRSG/2002/12, which go beyond the task to merge existing requirements of Regulations Nos. 36, 52 and 107, together with European Community Directive 2001/85/EC. It is based on part of a document distributed without an symbol (informal document No. 10) at its eighty-second session (TRANS/WP.29/GRSG/61, para. 6). The modifications to the consolidated Regulation are marked in **bold** text.

Note: This document is distributed to the Experts on General Safety Provisions only.

A. PROPOSAL

Paragraph 2.15.2., amend to read:

"2.15.2. the space above the surface of any step or staircase (**except where the surface of the step is contiguous with that of a gangway or access passageway**), or"

Paragraph 2.39., amend to read:

"2.39. "Separate compartment" means a space in the vehicle, **separate from the main passenger compartment**, which may be occupied by passengers or crew when the vehicle is in use and which is separated from any other passenger or crew space, except where any partition allows passengers to see into the next passenger space, and is connected by a gangway without doors. **Any compartment provided for sleeping or other accommodation of off-duty crew member(s) shall also be considered to be a separate compartment.**"

Annex 3,

Paragraph 5.2., this section should be revised to align with changes to European Union Directive 97/27/EC expected to be discussed in the Committee for Adaptation to Technical Progress in May 2002.

Paragraph 5.2.2.5., amend to read:

"5.2.2.5. When calculated **with the maximum passenger capacity declared by the manufacturer and the passenger** and luggage masses specified in paragraph 5.2.2.4., the mass on each axle of the vehicle shall not exceed **its technically permissible maximum value.**"

Paragraph 5.2.3.2., should be deleted

Paragraph 5.5., should be deleted. Where retention is justifiable, all remaining provisions dealing with all inherent fire risks for all categories of vehicle should be transferred to an expanded Regulation No. 34.

Paragraph 5.6.2.1., amend to read:

"5.6.2.1. half of the vehicle. **This does not preclude:**

5.6.2.1.1. **the provision of a specially designed door in the rear or side faces of a vehicle for use in place of a service door by wheelchair passengers, or;**

5.6.2.1.2. **the provision of a service door in the rear face of a vehicle principally for loading/unloading of goods or luggage, but which could be used by passengers where circumstances so require, or**

5.6.2.1.3. **the provision of one or more service doors on the opposite side of the vehicles in the case of vehicles designed for use in circumstances which require loading/unloading on both sides. Examples of such circumstances include vehicles for airside use at airports, vehicles for use on multi-mode transport systems using island platforms, or vehicles which cross borders to**

countries which do not drive in the same side of the road as the country in which the vehicle is to be licensed for operation. Vehicles so equipped shall be provided with control(s) which allow the driver to inhibit normal operation of the doors which are not currently in use, or

5.6.2.1.4. the provision of a service door in the rear face of a Class A or B vehicle."

Paragraph 5.6.2.3., amend to read:

"5.6.2.3. ... of the vehicle is substantially the same. (**This shall not imply the need to provide additional exits over and above the number specified in paragraph 5.6.1.**)"

Paragraph 5.6.2.4., amend to read:

"5.6.2.4. At least one ~~emergency~~ exit shall be situated either ..."

Paragraph 5.6.4.6., amend to read (and transfer all provisions dealing with internal and external visibility to Regulation No. 46)

"5.6.4.6. ... standing 1m behind the vehicle. **Driving mirrors may be used to meet this requirement provided the field of view required for driving is still met.**"

Paragraph 5.6.5.4., amend to read:

"5.6.5.4. ... in the normal driving position in any **normal** ambient lighting condition, to warn ...".

Paragraph 5.6.10.7., should be deleted

Paragraph 5.6.10.9., amend to read:

"5.6.10.9. deflection at any point on the step, **excluding any suspension movement**, shall not exceed 1 cm."

Paragraph 5.6.11.1., amend to read:

"5.6.11.1. Each emergency exit shall be marked, inside and outside the vehicle, ~~by an inscription reading "Emergency exit"~~ supplemented by an international representative symbol."

Paragraph 5.7.1.3., amend to read:

"5.7.1.3 ... dual panel is touching the **surface of the step or floor**, it shall be retained in that position."

Paragraph 5.7.1.6. has to be amended in order to clarify if the value of 22.5 cm only applies to sideways-facing seats. What about other sideways-facing seats?

Paragraphs 5.7.1.7. and 5.7.1.8. have to be amended in order to clarify if only one or more are permitted?

Paragraph 5.7.1.12., amend to read:

"5.7.1.12. Gangways and access passages shall be covered with an slip-resistant material"

Paragraph 5.7.2.1., amend to read:

"5.7.2.1. **Except as provided for in paragraph 5.7.2.4.,** the free space between the gangway and the emergency door ..."

Paragraph 5.7.5.8., amend to read:

"5.7.5.8. Folding seats allowing passengers to sit in the gangway shall not be permitted. **Folding seats shall, however, be permitted in other areas of the vehicle so long as they do not obstruct the passage down the gangway of the gangway test gauge when in the open (seating) position.**"

Paragraph 5.7.7.2., amend to read (delete the reference to Class I in order to resolve conflict with annex 7.):

"5.7.7.2. **The height of a step shall be measured at the centre of its width at the outer edge, the tyre equipment and pressure being as specified by the manufacturer for the technically permissible maximum mass (MT). [Furthermore, manufacturers should specifically take account of access by passengers with reduced mobility, particularly by keeping the step height to a minimum.]**"

Paragraph 5.7.8.3., amend to read:

"5.7.8.3. ... less 35 cm at the wheel arches (**taking into account the allowances permitted in paragraph 5.7.8.6.2.)** and at the engine/**transmission** compartment."

Paragraph 5.7.8.5.1., amend to read:

"5.7.8.5.1. A minimum clear space in front of each **required passenger seating space (as defined in paragraph 5.7.8.6.)** shall be provided as shown in annex 4, figure 13. The seat-back of another preceding seat, **a dash board/ instrument panel or any other** partition whose contour corresponds approximately to that of the inclined seat back may intrude into this space. The local presence in this space of seat legs shall also be permitted provided that adequate space remains for the passenger's feet. In the case of seats alongside the driver's seat in vehicles not exceeding 22 passengers, intrusion of the **gear change control**, windscreen, sun visor, seat belts and seat belt anchorages shall be allowed. **The allowances given in paragraphs 5.7.8.6.3. and 5.7.8.6.4. shall also apply to this space.**"

Paragraph 5.7.8.6.3.1., amend to read:

"5.7.8.6.3.1. in the case of the upper part of the outboard seats, **in its top part adjacent to the inner wall of the vehicle**, a zone with rectangular cross-section 15 cm in height and 10 cm in width (**see figure 14**)."

Paragraph 5.7.8.6.3.2., amend to read:

"5.7.8.6.3.2. in the case of the upper part of the outboard seating position, a zone with triangular cross-section whose apex is

situated 65 cm from the floor and whose base is 10 cm in width (see figure 15); **The space needed for safety belts and their anchorages and for the sun visor is also excluded.**"

Paragraph 5.7.8.6.3.3., amend to read:

"5.7.8.6.3.3. in the case of the foot well of an outboard seat, a zone of a cross-sectional area not exceeding, 0.02 m² (0.03 m² for ~~Class I~~ low floor vehicles) and having a maximum width not exceeding 10 cm (15 cm for ~~Class I~~ low floor vehicles) (see annex 4, figure 16)."

Paragraph 5.7.9.1., replace the value "120" by "150" and amend to read:

"5.7.9.1. On vehicles of Classes I, II and A, a means shall be provided to enable passengers to signal to the driver that she/he should stop the vehicle. The controls for all such communication devices shall have protruding **buttons and shall** be a contrasting colour or colours. Controls shall be distributed
...
...
Double-deck vehicles shall have them on each deck. **The provisions of paragraph 5.6.11.4. apply to any textual markings used.**"

Insert new paragraph 5.8.5., to read:

"5.8.5. **Control of the mandatory interior lighting may be by manual switches under the control of the driver or automatically controlled by the opening of the relevant service door(s).**"

Paragraph 5.10., this section on manoeuvrability should be moved to a new Masses and Dimensions Regulation.

Paragraph 5.12.1.4., amend to read:

"5.12.1.4. The clearance between a hand-rail or hand-hold, **along the majority of its length**, and the adjacent part of the vehicle body or walls shall **be at** least 4 cm. However, in the case of a handrail on a door or a seat, or in the access passage of a vehicle of Class II, III **or** B, a minimum clearance of 35 mm shall be permitted."

Paragraph 5.12.2., amend to read:

"5.12.2. **Additional requirements for handrails and handholds for vehicles approved to carry standing passengers**"

Paragraph 5.13.1., amend to read:

"5.13.1. Where any seated passenger is likely to be thrown forward into a stepwell as a result of heavy braking, **either a guard or, in the case of a vehicle of Class A or B, a seat belt** shall be fitted. Where the guard shall have a minimum height ..."

Annex 7,

Paragraph 3.11.2.3., amend to read:

"3.11.2.3. **The lowering process** shall be capable of being stopped and immediately reversed ..."

Annex 9,

Paragraph 1.2.2., amend to read:

"1.2.2. "low voltage circuits" means circuits supplied with accumulator battery and with a charger outlet of nominal 24 V or 42 V voltage."

* * *

B. JUSTIFICATION

Re. paragraph 2.15.2.:

Clarification. At the top of a flight of steps, it is impossible to define where the step ends and the floor begins

Re. paragraph 2.28.:

Clarification.

Annex 3,

Re. paragraph 5.2.:

Harmonization.

Re. paragraph 5.2.2.5.:

The present text is unclear as to how this paragraph is to be applied.

Re. paragraph 5.2.3.2.:

Such a requirement would be impracticable in the amount of space required to display the information. In a fully-flexible vehicle, the manufacturer has no way of knowing the configuration(s) which the operator will use.

Re. paragraph 5.5.:

It should only be necessary to approve the vehicle once with regard to fire risks.

Re. paragraph 5.6.2.1.:

Provision for special types of vehicle currently in use, so as to permit type-approval of such types.

Re. paragraph 5.6.2.3.:

Clarification to overcome interpretation problems encountered in practice.

Re. paragraph 5.6.2.4.:

Deletion of the word "emergency" in order to allow use of a service door where one exists.

Re. paragraph 5.6.5.4.:

It is impossible to cater for certain exceptional lighting effects.

Re. paragraph 5.6.10.7.:

This text is highly subjective and impossible to comply with as written. It is bound to give rise to a wide variety of interpretations in practice.

Re. paragraph 5.6.10.9.:

Suspension movement alone could exceed 1 cm. What should be tested is the bending of the vehicle structure.

Re. paragraph 5.6.11.1.:

Symbolic markings are of more value.

Re. paragraphs 5.7.1.3. to 5.7.5.8.:

Clarification.

Re. paragraph 5.7.7.2.:

Clarification. Consideration should be given to removing the text in square brackets as it adds no value and is covered by other parts of the text.

Re. paragraph 5.7.8.3.:

Clarification required following discussions with approval authority.

Re. paragraph 5.7.8.5.1.:

Clarification required to resolve conflicts within the text and practical interpretation problems, following discussions with approval authority.

Re. paragraph 5.7.8.6.3.1.:

Reinstatement of a clause omitted in error.

Re. paragraph 5.7.8.6.3.3.:

Some Class II vehicles are based on Class I shells. Also allows common structures for Class A and small Class I vehicles.

Re. paragraph 5.7.8.5.2.:

Correction.

Re. paragraph 5.7.8.6.3.2.:

Clarification.

Re. paragraph 5.7.9.1.:

The text must be approved for the country of destination. Alignment with annex 7.

Re. paragraph 5.8.5.:

Incorporate recent approval authority interpretation.

Re. paragraph 5.12.1.4.:

This would enable the handrail to curve towards the body at the end, reducing risks of catching clothing and of impact injuries. Minor corrections also made. **Additional** requirements for handrails and handholds **for vehicles approved to carry standing passengers**.

Re. paragraphs 5.12.2. and 5.13.1.:

Aligns with Regulation No. 52. Where seat belts are fitted, the presence of a guard could be counter-productive due to impact of limbs, etc. of restrained passenger on the rigid parts of the guard.

Annex 7,

Re. paragraph 3.11.2.3.:

Raising does not present a risk and may happen too quickly for driver intervention.

Annex 9,

Re. paragraph 1.2.2.:

Should be amended to allow 42V technology.
