

Proposal for draft amendments to Regulation No. 107

Note: The text reproduced below was prepared by the experts from OICA in order to propose modifications to document TRANS/WP.29/GRSG/2005/16.

A. PROPOSAL

Insert a new paragraph 2.40., to read:

"2.40. Service-door-lighting means a lighting device(s) of the vehicle designed to illuminate the exterior vicinity of service doors and wheels."

Annex 3,

Insert new paragraphs 7.6.12. to 7.6.12.2.5., to read:

"7.6.12. Service-door-lighting

7.6.12.1. Service-door lighting may be provided to illuminate the flat, horizontal portion of the ground defined in paragraph 7.6.12.2.3. so as to enable the presence of a passenger within this portion of the ground to be detected by the driver from his seat.

7.6.12.2. Service-door lighting, if fitted, shall:

7.6.12.2.1. be placed adjacent to at least any service door for which the driver's direct view is not adequate;

7.6.12.2.2. if the lower edge of the lighting device is less than 2 m from the ground, not project more than 50 mm beyond the overall width of the vehicle measured without this device;

7.6.12.2.3. illuminate a flat, horizontal portion of the ground having a width of 2 m measured from a plane parallel to the median longitudinal vertical plane of the vehicle which passes through the outermost point of the closed service door and over a length extending from a transverse plane which passes through the foremost edge of the closed service door to a transverse plane passing through the centre line of the foremost wheels situated to the rear of the service door, or, in the case where there are no such wheels, to a transverse plane passing through the rear of the vehicle;

7.6.12.2.4. have limited dazzle outside the portion of the ground defined above, and

7.6.12.2.5. be installed so that the device can only be switched on when a service door is operated and is switched off automatically before the vehicle reaches a speed exceeding 5 km/h."

B. JUSTIFICATION

During the 89th session of GRSG the expert from Sweden presented document TRANS/WP.29/GRSG/2005/16 which introduced the optional fitting of lighting devices that adequately illuminate the area outside the service doors of buses and coaches. OICA has reservations on some of the prescriptions contained in the Swedish proposal and submits a revised proposal to GRSG.

OICA's proposed modifications to document TRANS/WP.29/GRSG/2005/16 are:

Paragraph 2.40.:

OICA proposes to change the wording "area outside the vehicle around the service doors and the wheels" to read "exterior vicinity of service doors and wheels". This is to be consistent with paragraph 7.6.4.6. dealing with optical or other devices for surveying service doors.

Paragraph 7.6.12.1.:

OICA's proposed wording lays down the objectives of service-door-lighting.

Paragraph 7.6.12.2.1.:

OICA's proposal makes it clear that if service-door-lighting is fitted it isn't mandatory at service doors that are within the direct view of the driver.

Paragraph 7.6.12.2.2.:

OICA's proposal allows service-door-lighting to be fitted lower than 2 m from the ground provided that it does not project more than 50 mm beyond the overall width of the vehicle. The principle of limiting the projection of these devices when fitted lower than 2 m from the ground is synonym to that for the installation of devices for indirect vision in Regulation No. 46

Paragraph 7.6.12.2.3.:

OICA's proposal better defines the portion of the ground which must be illuminated. The Swedish proposal defines a width of 5 m, but no length. The objective is for the driver to observe from his seat a passenger who has fallen and then slipped under the vehicle when boarding or alighting it. OICA believes that a width of 2 m is more appropriate as it relates more to the height of passengers and, by having a narrower band, reduces the risk of dazzling other road users.

Paragraph 7.6.12.2.5.:

OICA proposes to introduce a max speed of 5 km/h after which the service-door-lighting must be switched off automatically. This will allow manufacturers to use the same speed sensors that are used for other service door safety requirements (see paragraphs 7.6.4.8. and 7.6.5.9.).
