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Working Party on General Safety Provisions (GRSG)
(Ninetieth session, 24-28 April 2006,
agenda item 1.4.8.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 107

(M₂ and M₃ vehicles)

Transmitted by the expert from Germany

Note: The text reproduced below was prepared by the expert from Germany in order to improve requirements for protection against the fire risks, doors and emergency exits for M₂ and M₃ vehicles. The modifications to the current text of the Regulation (up to the draft 02 Series of amendments proposed in ECE/TRANS/WP.29/2006/26) are marked in **bold** or ~~striketrough~~ characters.

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

A. PROPOSAL

Annex 3,

Insert a new paragraph 7.5.1.4., to read:

"7.5.1.4. The engine compartment shall be equipped with a device providing the driver with an acoustic and/or visual alarm in the event of fire."

Paragraph 7.5.1.4. (former), renumber as paragraph 7.5.1.5.

Paragraph 7.6.5.1., amend to read:

"7.6.5.1. In the event of an emergency every power-operated service door shall be capable, when the vehicle is driving at a speed less than or equal to 5 km/h stationary (but not necessarily when the vehicle is moving), of being opened from inside and, when not locked, from outside by controls which, whether or not the power supply is operating:"

Insert a new paragraph 7.6.5.1.8., to read:

"7.6.5.1.8. The interior controls required by paragraph 7.6.5.1. shall be deactivated if the vehicle moves at a speed higher than 5 km/h."

Paragraph 7.6.8.2.2., amend to read:

"7.6.8.2.2. be made of readily-breakable safety glass. This latter provision precludes the possibility of using panes of laminated glass or of plastic material. A device shall be provided adjacent to each emergency window, readily available to persons inside the vehicle, to ensure that each window can be broken. The device for breaking the glass for the emergency windows at the rear of the vehicle shall be positioned centrally above or below the emergency window."

Paragraphs 7.6.11.1. and 7.6.11.2., amend to read:

"7.6.11.1. Each required emergency exit and any other exit, that meets the prescriptions for an emergency exit, shall be marked, inside and outside the vehicle, by the following symbol. An additional symbol (e.g. arrow), indicating where to find the emergency exit, may be added.

7.6.11.2. The emergency controls of service doors and of all emergency exits shall be marked as such inside and outside the vehicle either by a representative symbol pictogram or by a clearly-worded inscription."

B. JUSTIFICATION

The proposal is based on the results of a research study related to emergency exits. This study was conducted by the German "Bundesanstalt für Straßenwesen" (Federal Highway Research Institute) which is a subordinate to the German Ministry of Transport, Building and Urban Affairs.

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