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Item 2.2.8. of the provisional agenda

BUSES AND COACHES

Regulation No. 107 (M₂ and M₃ vehicles)

Requirements for service doors, windows and emergency exits

Proposal for draft amendments to Regulation No. 107

Submitted by the expert from Germany

The text reproduced below was prepared by the expert from Germany in order to improve the requirements for service doors, windows and emergency exits. The text is based on informal document No. GRSG-91-30, distributed during the ninety-first session of the Working Party on General Safety Provisions (GRSG) (ECE/TRANS/WP.29/GRSG/70, para. 22), and takes into account the comments addressed at that session. The modifications to the existing text of the Regulation (up to the draft Supplement 1 to the 02 series of amendments) are marked in **bold** or ~~striketrough~~ characters.

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

A. PROPOSAL

Annex 3,

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 ~~stationary (but not necessarily when the vehicle is moving)~~ **driving at a speed less than or equal to 5 km/h**, 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 either centrally above or below the emergency window or, alternatively, a device shall be positioned adjacent to each end of the window.**"

Paragraph 7.6.11.1., 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 symbol reproduced in Annex 4, figure 29. An additional symbol (e.g. arrow), indicating where to find the emergency exit, may be added."

B. JUSTIFICATION

This 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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