

Service-door lighting

Note: The text below was produced in order to propose modifications to document TRANS/WP.29/GRSG/2005/16. The documents from OICA and Russian Federation has been taken into account.

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 7.6.12.2.3., to read:

"7.6.12. Service-door-lighting

7.6.12.1 Service-door-lighting may be provided for illuminating the exterior vicinity of service doors and wheels.

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

7.6.12.2.1 be placed at least 2 m from the ground (a kneeling system shall be engaged) and not project more than 50 mm beyond the overall width of the vehicle measured without this device;

7.6.12.2.2 be installed and adjusted so that the light cannot dazzle other road-users outside a zone on the ground having a maximum width of **[5 m, 10 m]** measured from the side of the vehicle and a maximum length limited by a transverse plane passing through the front of the vehicle and a transverse plane passing through the rear of the vehicle;

7.6.12.2.3. 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."

Annex 11, paragraph 2.4.2., amend to read:

" bus systems, if not retracted,

- for vehicles of categories M2 and M3, lighting devices (including their fittings) for the illumination of the exterior vicinity of service doors and wheels provided that the lighting devices are placed not less than 2 m from the ground (when the kneeling system is turned) and do not protrude more than 50 mm outside the side of the vehicle."

B. JUSTIFICATION

This document aims to introduce the optional fitting of lighting devices that adequately illuminate the area outside the service doors of a bus or coach. This is an important safety feature with two main functions:

- 1) to assist people to board and alight in safety
- 2) to assist the driver to see if a passenger has fallen whilst boarding or alighting.

In Sweden, several accidents have happened where a passenger fell whilst alighting, slid under the vehicle and was run over by the rear wheels of the vehicle when it drove away from the bus stop.

The purpose of service-door lighting is to illuminate the area outside service-doors. However, the beam of the lighting device is normally directed somewhat transverse and rearwards of the vehicle and, thus, there is a risk that the light might trouble other road users. Therefore, it is important that the illumination will have limited dazzle outside a defined area.

It is important that the Service-door lighting is turned on long enough in order to illuminate the area outside the vehicle around the service doors and the wheels, even after the door is closed and until the bus starts to move, enabling the driver to see whether a passenger has fallen and, if so, to avoid an accident.
