

**UN ECE Regulation No. 107**  
**3<sup>rd</sup> meeting of the GRSG Informal Group on**  
**Service Doors, Windows and Emergency Exits of Buses and Coaches**  
**(SDWEE)**

During the 2<sup>nd</sup> session of the Informal Group, Germany agreed to communicate the relevant but not yet included aspects of the report of BAST (Federal Highway Research Institute) on emergency exits on buses and coaches.

The following list contains open issues

	<b>Subject</b>	<b>Reference</b>	<b>Proposal</b>
1.	Main evacuation directions: Emergency exit in the rear face	Annex 3, para. 7.6.2.4.	Define “rear part permanently closed off”
2.	Position of device to break emergency window	Annex 3, para 7.6.8.2.2.	Define maximum distance to the emergency window
3.	Use of emergency door control	Annex 3, para 7.6.5.1.	To be reviewed
4.	Dimensions of emergency exits	Annex 3, para 7.6.3.	To be reviewed
5.	Number of emergency exits	Annex 3, para 7.6.1.4.	Increase number
6.	Width of gangway	Annex 3, para 7.7.5.3.	Increase width for Class III
7.	Access to emergency exits	Annex 3, para 7.7.2-3-4	To be reviewed
8.	Marking of Emergency Exits	Annex 3, para 7.6.11.1	Harmonise marking

Several issues from the BAST-report have already been addressed in various documents submitted by Germany to GRSG and which are now part of the current revision of UN/ECE regulation 107, such as:

- locking of the interior emergency control
- introducing a maximum time until the service doors in cases of emergency provide a minimum width
- positioning of the emergency hammer in a readily accessible position for the rear emergency exit
- fire detection systems in the engine and heater compartment