

UN Regulation No. 107
4th meeting of the GRSG Informal Group on
Service Doors, Windows and Emergency Exits of buses and coaches
18-19 October 2010
UNECE Palais de Nations
Geneva

ROUGH OUTCOME

1. Targets for progress

a. Short application term targets

- Visibility of the signage and controls, signage harmonization within B&C Industry

Document: SDWEE-04-04

Background:

- Provided by Mr. McKenzie (SMMT)
- Draft Guidelines for the Communication of Safety Information on vehicles of categories M3/N3
- Provides description of the purpose of the signage, definitions, requirements, and provisions for the graphics

Conclusion: text to include understandable symbols, with supplementary text where necessary

- Assessing benefits of railway experience for B&C situation

Document: SDWEE-04-07

Background:

- Provided by Mr. Macdonald (UK-DfT)
- Refers to SDWEE-03-03, which describes UK research into rail passenger safety
- An assessment of the outcomes of this research indicates that the principles could be applied to buses and coaches
- Contains a list comprising the described research projects and some follow on work

Conclusion: document kept as a reference

b. Medium application term targets

- Separation of doors on small vehicles.

Document: ECE/TRANS/WP.29/GRSG/2010/6 (E)

Conclusion: problem is solved as the document GRSG/2010/6 was adopted by GRSG

- Accessibility of the emergency exits, including assessment of current gauges relevance.

Document: SDWEE-04-05

Background:

- Provided by Mr. Rickaby (Plaxton) and Mr. Becker (Evobus)
- Assesses possible harmonization of Emergency Exit Door (ED) Step Heights among the vehicle categories
- harmonization to the lower value of 700 mm or to the higher value of 850 mm

Conclusion: no conclusion

o Emergency lighting

Document: SDWEE-04-03

Background:

- Provided by Mr. Wood (Plaxton)
- Outlines a preliminary investigation into the use of emergency lighting in M3 category vehicles
- Proposes two possible options for improving the current requirements: Functional enhancement emergency lighting and self maintained emergency lighting

Conclusion: no conclusion

o Functionality of the controls

Document: SDWEE-04-06

Background:

- Provided by Mr. McKenzie (SMMT)
- Addresses internal and external door release devices used on vehicles of categories M2 and M3.
- Aims device location, handle hardware, signage

Conclusion:

- 1 harmonized movement
- Flexibility in hidden mechanism, location.
- Germany to propose to the informal group a control/movement for harmonization [in time for inclusion in an official proposal to GRSG of April 2011]

c. Long application term targets

o Step height to emergency doors

Document: SDWEE-04-05
SDWEE-04-10

Background: see above

Conclusion: outcome of discussions on SDWEE-04-10 to appear in document SDWEE-02-07-Rev.2

o Laminated glazing vs. breakable glass: elaboration of an appropriate test, not design restrictive

Document: SDWEE-04-02

Background:

- Provided by Mr. Wood (Plaxton)
- outlines the initial finding into the use of laminated glazing in vehicles of category M3 & M2

Conclusion: no conclusion

2. Revision of the brainstorming about improvable items

Document: SDWEE-03-09
SDWEE-04-08 (FIN)
SDWEE-04-09 (HUN)

Background:

- At the 3rd meeting of the informal group, after having inspected some vehicles kindly made available by the host Plaxton, the experts summarized their observations about items which could be improved
- A list of those items can be found in the document SDWEE-03-09.

Conclusion: Abandon the idea of “windscreen breaker” as mandatory equipment.

3. Corner stone questions

a. Laminated vs. toughened glasses

Conclusion:

- No evidence that windows are used as emergency exits in case of emergency
- Tendency to give a preference to doors and hatches as emergency exits

b. Emergency exit requirements to be re-written from scratch or simply amended

Not discussed

4. Revision of Paragraph 7.6.1.7

Documents: SDWEE-03-04-Rev.1 (Mr. Davis – Irisbus)
SDWEE-03-04-Rev.2 (Mr. Jongenelen – NL)

Background:

- Both inputs address the case when the driver’s compartment does not provide access to the passenger compartment
- Both proposals are provided with relevant justifications

Conclusion: See document 03-04-Rev3

5. Next step

Creation of an editorial task force for preparing the meeting of 2-3 March 2011
