



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.29/GRSG/2003/22
24 July 2003

Original: ENGLISH
ENGLISH AND FRENCH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on General Safety Provisions (GRSG)

(Eighty-fifth session, 21-24 October 2003,
agenda item 3.)

PROPOSAL FOR DRAFT AMENDMENTS TO THE DRAFT 02 SERIES OF AMENDMENTS
TO REGULATION No. 107

(M2 and M3 vehicles)

Transmitted by the expert from the International Organization
of Motor Vehicle Manufacturers (OICA)

Note: The text reproduced below was prepared by the expert from OICA in order to propose amendments to the proposal of document TRANS/WP.29/GRSG/2003/21, which go beyond the task to merge existing requirements of Regulations Nos. 36, 52 and 107, together with European Community Directive 2001/85/EC. It is based on and replaces document TRANS/WP.29/GRSG/2002/13 distributed at its eighty-third session. The modifications to the consolidated Regulation are marked in **bold** text.

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

A. PROPOSAL

Paragraph 2.15.2., amend to read:

"2.15.2. the space above the surface of any step or staircase (**except where the surface of the step is contiguous with that of a gangway or access passageway**), or"

Paragraph 2.38., amend to read:

"2.38. "Separate compartment" means a space in the vehicle, **separate from the main passenger compartment**, which may be occupied by passengers or crew when the vehicle is in use and which is separated from any other passenger or crew space, except where any partition allows passengers to see into the next passenger space, and is connected by a gangway without doors. **Any compartment provided for sleeping or other accommodation of off-duty crew member(s) shall also be considered to be a separate compartment.**"

Annex 3,

Paragraph 7.2.3.2., should be deleted.

Paragraph 7.5., should be deleted.

(If retention is justifiable, all remaining provisions dealing with all inherent fire risks for all categories of vehicle should be transferred to an expanded Regulation No [34])

Paragraph 7.6.2.1., amend to read:

"7.6.2.1. ... half of the vehicle. **This does not preclude:**

7.6.2.1.1. the provision of a specially designed door in the rear or side faces of a vehicle for use in place of a service door by wheelchair passengers, or;

7.6.2.1.2. the provision of a service door in the rear face of a vehicle principally for loading/unloading of goods or luggage, but which could be used by passengers where circumstances so require, or

7.6.2.1.3. the provision of one or more service doors on the opposite side of the vehicles in the case of vehicles designed for use in circumstances which require loading/unloading on both sides. Examples of such circumstances include vehicles for airside use at airports, vehicles for use on multimodal transport systems using island platforms, or vehicles which cross borders to countries which do not drive on the same side of the road as the country in which the vehicle is to be licensed for operation. Vehicles so equipped shall be provided with control(s) which allow the driver to inhibit normal operation of the doors which are not currently in use, or

7.6.2.1.4. the provision of a service door in the rear face of a Class A or B vehicle."

Paragraph 7.6.2.3., amend to read:

"... of the vehicle is substantially the same. (**This shall not imply the need to provide additional exits over and above the number specified in paragraph 5.6.1.**)"

Paragraph 7.6.2.4., amend to read:

"7.6.2.4. At least one **emergency** exit shall be situated either ..."

Paragraph 7.6.3.2., amend to read:

7.6.3.2. Vehicles of **Class A or B** may meet either the requirements shown in paragraph 7.6.3.1 (**Class A meeting Class I requirements and Class B meeting Class II and III requirements**) or those contained in annex 6, paragraph 1.1.

Paragraph 7.6.4.6., amend to read (and then transfer all provisions dealing with internal and external visibility to Regulation No. 46)

"... standing 1m behind the vehicle. **Driving mirrors may be used to meet this requirement provided that the field of view required for driving is still met.**"

Paragraph 7.6.5.4., amend to read:

"... in the normal driving position in any **normal** ambient lighting condition, to warn ..."

Paragraph 7.6.10.7., should be deleted

Paragraph 7.6.11.1., amend to read:

"7.6.11.1. Each emergency exit shall be marked, inside and outside the vehicle, ~~by an inscription reading "Emergency exit"~~ supplemented by an international representative symbol."

Paragraphs 7.7.1.1., 7.7.1.2., amend to read:

"7.7.1.1. The free space extending inwards into the vehicle from the side wall in which the door is mounted shall permit the free passage of **one test gauge having the dimensions of either test gauge 1 or test gauge 2 specified in annex 4 figure 1.** The **test gauge** shall be maintained parallel with the door aperture as it is moved from the starting position, where the plane of the face nearest to the interior of the vehicle is tangential to the outermost edge of the aperture, to the position where it touches the first step, after which it shall be kept at right angles to the probable direction of motion of a person using the entrance.

7.7.1.2. (Reserved)"

Paragraph 7.7.1.3., amend to read:

"... dual panel is touching the **surface of the step or floor**, it shall be retained in that position."

Paragraph 7.7.1.6., amend to read:

"7.7.1.6. The free passage clearance for this figure shall not include any space extending to 300 mm in front of any uncompressed seat cushion of a forward or rearward facing seat, or 225 mm in the case of **sideways-facing seats**, and to the height of the top of the seat cushion (see annex 4, figure 20)."

Paragraph 7.7.1.8., amend to read:

"7.7.1.8. However, **one or more** folding seat(s) for use by the crew may obstruct the access passage to a service door when in the position of use provided that:"

Paragraph 7.7.1.12., amend to read:

"7.7.1.12. Gangways and access passages shall be covered with a **slip-resistant** material"

Paragraph 7.7.2.1., amend to read:

"7.7.2.1. **Except as provided for in paragraph 7.7.2.4.**, the free space between the gangway and the emergency door ..."

Paragraph 7.7.5.6., amend to read:

"7.7.5.6. Folding seats allowing passengers to sit in the gangway shall not be permitted. **Folding seats shall, however, be permitted in other areas of the vehicle so long as they do not obstruct the passage down the gangway of the gangway test gauge when in the open (seating) position.**"

Paragraph 7.7.7.2., amend to read:

"7.7.7.2. **The height of a step shall be measured at the centre of its width at the outer edge, the tyre equipment and pressure being as specified by the manufacturer for the technically permissible maximum mass (MT). [Furthermore, manufacturers should specifically take account of access by passengers with reduced mobility, particularly by keeping the step height to a minimum.]**"

Paragraph 7.7.8.3., amend to read:

"... less 35 cm at the wheel arches (**taking into account the allowances permitted in paragraph 5.7.8.6.2.**) and at the engine/transmission compartment."

Paragraph 7.7.8.5.1., amend to read:

"7.7.8.5.1. A minimum clear space in front of each **required** passenger **seating space (as defined in paragraph 7.7.8.6.)** shall be provided as shown in annex 4, figure 13. The seat-back of another preceding seat, **a dash board/ instrument panel or any other** partition whose contour corresponds approximately to that of the inclined seat back may intrude into this space. The local presence in this space of seat legs shall also be permitted provided that adequate space remains for the passenger's feet. In the case of seats alongside the driver's seat in vehicles not exceeding 22 passengers, intrusion of the **gear change control**, windscreen, sun visor, seat belts and seat belt anchorages shall be allowed.

The allowances given in paragraphs 7.7.8.6.3. and 7.7.8.6.4. shall also apply to this space."

Paragraph 7.7.8.6.3.2., amend to read:

"7.7.8.6.3.2. in the case of the upper part of the outboard seating position, a zone with triangular cross-section whose apex is situated 700 mm from the top and whose base is 100 mm in width (see figure 15); **The space needed for safety belts and their anchorages and for the sun visor is also excluded."**

Paragraph 7.7.8.6.3.3., amend to read:

"7.7.8.6.3.3. in the case of the foot well of an outboard seat, a zone of a cross-sectional area not exceeding, 0.02 m² (0.03 m² for ~~Class I~~ low floor vehicles) and having a maximum width not exceeding 10 cm (15 cm for ~~Class I~~ low floor vehicles) (see annex 4, figure 16)."

Paragraph 7.7.9.1., replace the value "120" to read "150", and add at end:

"The provisions of paragraph 7.6.11.4. apply to any textual markings used."

Insert new paragraph 7.8.5., to read:

"7.8.5. **Control of the mandatory interior lighting may be by manual switches under the control of the driver or automatically controlled by the opening of the relevant service door(s)."**

Paragraph 7.11.1.4., amend to read:

"7.11.1.4. The clearance between a hand-rail or hand-hold, **along the majority of its length**, and the adjacent part of the vehicle body or walls shall **be at least 40 mm**. However, in the case of a handrail on a door or a seat, or in the access passage of a vehicle of Class II, III **or B**, a minimum clearance of 35 mm shall be permitted."

Paragraph 7.11.2., amend to read:

"7.11.2. **Additional requirements for handrails and handholds for vehicles designed to carry standing passengers**"

Paragraph 7.12.1., amend to read:

"7.12.1. Where any seated passenger is likely to be thrown forward into a stepwell as a result of heavy braking, **either a guard or, in the case of a vehicle of Class A or B, a seat belt** shall be fitted. Where the guard shall have a minimum height ..."

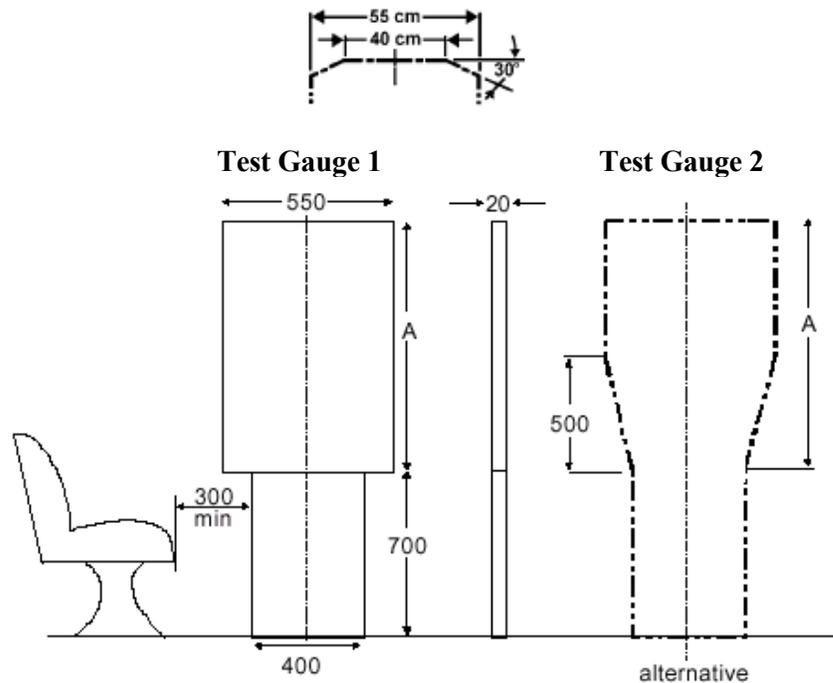
Annex 4, figure 1, amend to read:

"Figure 1

ACCESS TO SERVICE DOORS

(see annex 3, paragraph 7.7.1.)

Note: Both test gauge diagrams should be revised before publication to incorporate the revised top as shown below, amended to refer to "550mm" and "400mm" as appropriate. Replace "alternative" below gauge 2 with 400mm dimension as gauge 1.



Vehicle Class	Height of the upper panel (mm) (Dimension 'A' figure 1)		Total height
	Test gauge 1	Test gauge 2	
Class A	950 (*)	950	1650
Class B	700 (*)	950	1400
Class I	1100	1100	1800
Class II	950	1100	1650
Class III	850	1100	1550

(*) For vehicles having a capacity not exceeding 22 passengers, the lower panel may be displaced relative to the upper panel provided that it is in the same direction."

Annex 7, amend the title, to read:

"ALTERNATIVE REQUIREMENTS FOR VEHICLES HAVING A CAPACITY NOT EXCEEDING 22 PASSENGERS"

Annex 7, after the title, insert the following text to read:

"Vehicles having a capacity not exceeding 22 passengers shall comply with the requirements of annex 3 with the exception that:

- **in place of paragraph 7.6.3.1. of annex 3, a vehicle may comply with paragraph 1.1. of this annex;**
- **in place of paragraph 7.6.2. of annex 3, a vehicle may comply with paragraph 1.2. of this annex."**

Annex 8,

Paragraph 3.11.2.3., amend to read:

"3.11.2.3. **The lowering process** shall be capable of being stopped and immediately reversed ..."

Annex 9,

Paragraph 1.2.2., amend to read:

"1.2.2. **"low voltage circuits"** means circuits supplied with accumulator battery and with a charger outlet of nominal 24 V or 42 V voltage."

* * *

B. JUSTIFICATION

Re. paragraph 2.15.2.:

Clarification. At the top of a flight of steps, it is impossible to define where the step ends and the floor begins

Re. paragraph 2.38.:

Clarification.

Annex 3,

Re. paragraph 7.2.3.2.:

Such a requirement would be impracticable in the amount of space required to display the information. In a fully-flexible vehicle, the manufacturer has no way of knowing the configuration(s) which the operator will use.

Re. paragraph 7.5.:

It should only be necessary to approve the vehicle once with regard to fire risks.

Re. paragraph 7.6.2.1.:

Provision for special types of vehicle currently in use, so as to permit type-approval of such types.

Re. paragraph 7.6.2.3.:

Clarification to overcome interpretation problems encountered in practice.

Re. paragraph 7.6.2.4.:

Deletion of the word “emergency” in order to allow use of a service door where one exists.

Re. paragraph 7.6.3.2.:

Clarification of applicability of requirements of paragraph 7.6.3.1 when applied to Classes A and B.

Re. paragraph 7.6.5.4.:

It is impossible to cater for certain exceptional lighting effects.

Re. paragraph 7.6.10.7.:

This text is highly subjective and impossible to comply with as written. It is bound to give rise to a wide variety of interpretations in practice.

Re. paragraph 7.6.10.9.:

Suspension movement alone could exceed 1 cm. What should be tested is the bending of the vehicle structure.

Re. paragraph 7.6.11.1.:

Symbolic markings are of more value.

Re. paragraphs 7.7.1.1., 7.7.1.2. and annex 4, Figure 1:

Clarification and correction – No change of substance.

Re. paragraphs 7.7.1.3.:

Clarification.

Re. paragraphs 7.7.1.6.:

Amended to clarify that the value of 22.5 cm applies to all sideways-facing seats, not just those at wheel arches.

Re. Paragraph 7.7.1.8.:

This need to be amended in order to clarify if only one or more are permitted.

Re. paragraphs 7.7.1.12. to 7.7.5.8.:

Clarification.

Re. paragraph 7.7.7.2.:

Clarification. Consideration should be given to removing the text in square brackets as it adds no value and is covered by other parts of the text.

Re. paragraph 7.7.8.3.:

Clarification required following discussions with approval authority.

Re. paragraph 7.7.8.5.1.:

Clarification required to resolve conflicts within the text and practical interpretation problems, following discussions with approval authority.

Re. paragraph 7.7.8.6.3.2.:

Need for clarification following discussion with approval authority.

Re. paragraph 7.7.8.6.3.3.:

Some Class II vehicles are based on Class I shells. Also allows common structures for Class A and small Class I vehicles.

Re. paragraph 7.7.9.1.:

The text must be approved for the country of destination. Alignment with annex 7.

Re. paragraph 7.8.5.:

Incorporate recent approval authority interpretation.

Re. paragraph 7.11.1.4.:

This would enable the handrail to curve towards the body at the end, reducing risks of catching clothing and of impact injuries.

Re. paragraphs 7.11.2.:

Clarification.

Re. paragraphs 7.12.1.:

Aligns with Regulation No. 52. Where seat belts are fitted, the presence of a rigid guard in a small vehicle could be counter-productive due to impact of limbs, etc. of the restrained passenger on the rigid parts of the guard.

Re. Annex 7:

Clarification to align with existing text in annex 3.

Annex 8,

Re. paragraph 3.11.2.3.:

Raising does not present a risk and may happen too quickly for driver intervention.

Annex 9,

Re. paragraph 1.2.2.:

Should be amended to allow 42V technology.
