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PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 107  
(M2 and M3 category vehicles)

Transmitted by the expert from the United Kingdom

Note: The text reproduced below was prepared by the Ad hoc working group on the Safety of Wheelchair Passengers in Vehicles and submitted by the expert from the United Kingdom in order to improve and clarify the technical provisions of Regulation No. 107, annex 8. It refers to document TRANS/WP.29/2003/70, a proposal for the draft 01 series of amendments to Regulation No. 107.

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

Annex 8,

Paragraph 3.1., amend to read:

"3.1.            Steps

The height of the first step from the ground of at least one service door shall not exceed 250 mm for vehicles of Class I and A and 320 mm for vehicles of Class II, III and B. **In the case where only one service door meets this requirement there must be no barrier or sign which prevents that door from being used as both an entrance and an exit.**

As an alternative for vehicles of Class I and A, the first step from the ground shall not exceed 270 mm in two door openings, one entrance and one exit.

A kneeling system and/or retractable step may be engaged.

**The height of steps in an access passage** ~~The height of the steps other than the first step from the ground at the above-mentioned door(s), in access passage(s) and in the a gangway, shall be not more than 200 mm for vehicles of Class I and A and 250 mm for vehicles of Class II, III and B."~~

Paragraph 3.2.3., amend to read:

"3.2.3.            Armrests shall be fitted on seats between the seating position and the gangway and shall be capable of being moved easily out of the way to permit clear access to the seat. **In the case of seats facing each other one of the gangway seats may alternatively be fitted with a vertical stanchion. This stanchion shall be positioned such that the seat occupant is kept securely on the seat and easy access to the seat is possible.**

Handrails or handholds shall be fitted adjacent to priority seats in such a way as to allow the passenger to grasp them easily."

Paragraph 3.2.7., amend to read:

"3.2.7.            Each priority seating position shall have a free height of not less than 1 300 mm for vehicles of Class I and A and 900 mm for vehicles of Class II, measured from the highest point of the uncompressed seat cushion. This free height shall extend over the vertical projection of the whole of the seat and the associated foot space. Intrusion of a seat back or other object into this space shall be permitted provided that a minimum clear vertical space extending 230 mm in front of the seat cushion is maintained. Where the priority seat is positioned facing a bulkhead more than 1.2 m in height this space shall be 300 mm. **From the edges of the free space defined above, intrusions are permitted in accordance with paragraphs 7.7.8.6.3.1. to 7.7.8.6.3.4. of annex 1 as if reference to the clear space in paragraphs 7.7.8.6.1. and 7.7.8.6.2. of annex 1 is a reference to the clear space defined above. The provisions of paragraph 7.7.8.1.4. of annex 1 may apply. Intrusions of handholds or handrails as mentioned in the second sub-paragraph of paragraph 3.2.3. may protrude by a**

**maximum of 100 mm from the sidewall into the clear space over the vertical projection of the foot space."**

Paragraph 3.3.4., amend to read:

"3.3.4. If a vehicle is fitted with a ramp or lift, a means of communication with the driver shall be fitted outside, adjacent to the door, and **at a height between [850 mm] and not higher than 1 300 mm from the ground. This requirement shall not apply to a door situated in the direct field of vision of the driver.**"

Paragraph 3.8.1., amend to read:

"3.8.1. Wheelchair restraint system. **In vehicles required to have occupant restraint systems fitted, the wheelchair space shall be designed for the wheelchair user to travel facing forwards and shall be fitted with wheelchair and occupant restraint systems complying with paragraphs 3.8.1.2. or 3.8.2.**

**[In vehicles not required to have occupant restraint systems fitted, the wheelchair space shall be fitted with restraint systems complying with paragraph 3.8.1.1. or 3.8.3.]**

~~As an alternative to the requirements contained in paragraphs 3.8.1.1 to 3.8.1.2.3, restraint systems may comply with the requirements contained in paragraphs 3.8.2 to 3.8.2.11."~~

Paragraph 3.9.1., amend to read:

"3.9.1. **If a door referred to in paragraph 3.6. is fitted with opening controls for use under normal circumstances** ~~Any opening control adjacent to a door referred to in paragraph 3.6 whether being outside or inside of the vehicle, these controls shall be adjacent to that door at a height between [850 mm] and not higher than 1 300 mm from the ground or the floor.~~"

Paragraph 3.11.2.3., amend to read:

"3.11.2.3. The lowering ~~or raising~~ process shall be capable of being stopped and immediately reversed by a control both within the reach of the driver, whilst seated in the cab, and also adjacent to any other operating controls provided for the operation of the kneeling system."

Paragraph 3.11.2.4., amend to read:

"3.11.2.4. Any kneeling system which is fitted to a vehicle shall ~~not~~ **neither:**

allow the vehicle to be driven at a speed of more than 5 km/h when the vehicle is lower than the normal height of travel, ~~or~~ **nor**

allow the vehicle to be ~~raised or~~ lowered when the operation of the service door is prevented for any reason."

Paragraph 3.11.4.3.3., amend to read:

"3.11.4.3.3. ~~In the event of one of these safety devices coming into operation, the movement of the ramp shall immediately be stopped.~~ **These safety devices shall immediately stop the movement of the ramp when the ramp is subject to a reactive force not exceeding 150N.**"

Paragraph 3.11.4.4.1., amend to read:

"3.11.4.4.1. ~~Where the ramp is at a service door situated within the direct field of vision of the driver of the vehicle, the ramp may be operated by the driver when in the driver's seat.~~ **Where the driver has adequate view of the ramp sufficient to monitor its deployment and use, to ensure the safety of passengers, the ramp may be operated by the driver when in the driver's seat. This requirement may be met by using suitable optical devices.**"

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