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agenda item 1.4.)

PROPOSAL FOR DRAFT AMENDMENT TO REGULATION No. 107
(General construction of M2 and M3 category vehicles)

Transmitted by the expert from Germany

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

A. PROPOSAL

Definitions, insert the following new definitions:

- "2.20. "Registration/in-service maximum permissible laden mass"
means the maximum mass of the laden vehicle at which the vehicle itself can be registered or put into service in a Contracting Party at the request of the vehicle manufacturer.
- 2.21. "Registration/in-service maximum permissible mass on the axle in a Contracting Party"
means the maximum laden mass on the axle stated by that Contracting Party's authorities and at which the vehicle itself is to be registered or put into service in that Contracting Party at the request of the vehicle manufacturer.
- 2.22. "Registration/in-service maximum permissible mass on the group of axles in a Contracting Party"
means the maximum laden mass on the group of axles stated by that Contracting Party's State's authorities and at which the vehicle itself is to be registered or put into service in that Contracting Party at the request of the vehicle manufacturer."

Definitions 2.20.–2.39., renumber accordingly.

Annex 3

Paragraph 7.2.3.3.1., amend to read:

"7.2.3.3.1. the mass of baggage which may be carried when the vehicle is loaded with the maximum numbers of passengers and crew according to 7.2.3.1.1, 7.2.3.1.2 and 7.2.3.1.3 and the vehicle is not exceeding the registration/in-service maximum permissible laden mass in the territory of a Contracting Party, or the registration/in-service maximum permissible mass on ~~of~~ any axle, or group of axles, in the territory of a Contracting Party. The mass of the baggage may vary depending on national requirements defined by each Contracting Party."

Paragraphs 7.2.3.3.1.1 and 7.2.3.3.1.2., delete.

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B. JUSTIFICATION

Paragraph 7.2.3. is meant to provide reliable information about the amount of passengers and baggage permitted in a bus/coach registered in a specific Contracting Party. But as there is no harmonized regulation concerning domestic axle loads and gross vehicle weights, the limits for axle load and gross vehicle weight differ throughout the Contracting Parties.

Under the wording of the present text, it is unclear how these differences are reflected in the figures shown on the required markings.

Therefore, it is necessary to clarify the relation between domestic regulations and the respective marking. To do so, several new terms are being introduced which were taken from the European Community directive 97/27/EC last amended by 2003/9/EC. This directive deals with the question of domestic weight requirements aiming at an approval which can be used in all member States of the European Community.
