

Proposals for draft amendments to Regulation No. 107
(M₂ and M₃ vehicles)

A1. PROPOSAL.

Annex 3, paragraph 7.5.2.3., amend to read:

"7.5.2.3. Every electrical circuit They may, however, be protected by a common fuse or a common circuit-breaker, provided that **their sum rated capacity does not exceed the capacity of a fuse or of a circuit-breaker.**"

B1. JUSTIFICATION.

In the past there were only two types of vehicle fuses with capacities 8A and 16A. Contemporary buses use wide ranges of fuses for capacities 3A; 5A; 7,5A; 10A; 15A; 20A; 25A; 30A (SAE J 1284). It is necessary for safety to provide the accordance between rated capacity of electrical circuits and fuses or circuit-breakers. That's why a limitation of capacity **16A** is not correct.

A2. PROPOSAL.

Annex 3, paragraph 7.6.2.3., amend to read;

"7.6.2.3. The exits shall be placed in such a way that their number, **from the ordered minimum number**, on each of the two sides of the vehicle is substantially the same."

B2. JUSTIFICATION.

This version of paragraph 7.6.2.3. allows to place the additional number of exits in accordance with needs and real technical possibilities. For example, if there are 2 exits on the right side of a vehicle (two service doors), a designer may place 4 emergency windows on the left side of a vehicle. A door is a better type of exit, that's why the Russian Federation prefers to increase the quantity of emergency windows on the left side of a vehicle, and total number of exits in this case become more than minimum ordered number.
