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INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

One-hundred-and-forty-fourth session
Geneva, 11 - 14 March 2008
Item 4.2.35. of the provisional agenda

1958 AGREEMENT

Consideration of draft amendments to existing Regulations

Proposal for Supplement 2 to the 02 series of amendments to Regulation No. 107
(M₂ and M₃ vehicles)

Submitted by the Working Party on General Safety Provisions */

The text reproduced below was adopted by the Working Party on General Safety Provisions (GRSG) at its ninety-third session (ECE/TRANS/WP.29/GRSG/72, para. 14). It is based on ECE/TRANS/WP.29/GRSG/2007/29, as modified and reproduced in Annex IV to the report. It is submitted to WP.29 and AC.1 for consideration.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

Annex 3, paragraph 7.6.7.2., amend to read:

"7.6.7.2. Emergency doors, during their use as such, shall not be of the power-operated type unless, once one of the controls prescribed in paragraph 7.6.5.1. has been actuated and returned to its normal position, the doors do not close again until the driver subsequently operates a closing control. Activation of one of the controls prescribed in paragraph 7.6.5.1. shall cause the door to open to a width that the gauge as defined in paragraph 7.7.2.1. can pass through within a maximum of 8 seconds after the operation of the control, or enable the door to be easily opened by hand to a width that the gauge can pass through within a maximum of 8 seconds after the operation of the control. In addition emergency doors shall not be of the sliding type except in the case of vehicles having a capacity not exceeding 22 passengers. For these vehicles a sliding door, which has been shown to be capable of being opened without the use of tools after a frontal barrier collision test in accordance with Regulation No. 33, can be accepted as an emergency door."

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