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## Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

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Item 2(a) of the provisional agenda

**Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles) –  
Proposals for further amendments**

### **Proposal for Supplement 3 to the 04 series of amendments to Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles)**

**Submitted by the expert from Germany \***

The text reproduced below was prepared by the expert from Germany to clarify the technical provisions for gangway barriers in vehicles of Classes I and A. It is based on ECE/TRANS/WP.29/GRSG/2013/3. The modifications to the current text of the Regulation are marked in bold characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## I. Proposal

*Annex 3, paragraph 7.7.5.1., amend to read:*

"7.7.5.1. The gangway(s) of a vehicle shall be so designed and constructed as ...  
... the monitor or display device shall remain in the retracted position.

**If a vehicle of Class I or A is fitted with a barrier, the gauging device according to Annex 4, Figure 6, may come into contact with the barrier provided that the maximum force necessary to move such barrier out of the way does not exceed [100] Newton measured at the point of contact between the gauging device according to Annex 4, Figure 6 and the barrier and applied perpendicular to the barrier.**

**The maximum force shall apply to both directions of movement of the gauging device.**

**If the vehicle is equipped with a lift adjacent to the barrier, the barrier may be temporarily blocked during the operation of the lift."**

## II. Justification

1. The installation of barriers is often required by transport operators. They are used, for example, as systems to control the access of passengers during boarding or for other operational needs. Therefore, harmonized requirements should be established. For this reason, it is proposed that a barrier shall be easily movable, in both directions, under a force of 100 Newton.

2. As the gauging device shown in Annex 4, Figure 6 is made of cylinders and cone, there will be a single point of contact between gauging device and barrier. This point represents the most appropriate point to apply the measuring force. The force shall be applied perpendicular to the barrier as the barrier will move around its hinge, simulating the gauge moving the barrier out of the way.

3. The proposal also takes into account a different approach, in the case a lift is fitted in the entrance/exit.

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