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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****107<sup>th</sup> session**

Geneva, 30 September–3 October 2014

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 the amendments to 05 and 06 series of amendments to Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles)****Submitted by the expert from the European Commission** \*

The text reproduced below was prepared by the expert from the European Commission (EC) to align the wording of UN Regulation No. 107 with the corresponding EU Regulation on masses and dimensions. It is based on informal document GRSG-106-25 (see report ECE/TRANS/WP.29/GRSG/85, para. 12). The modifications to the current text of UN Regulation No. 107 are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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 11,*

*Paragraph 3.2.3.2.1., amend to read:*

"3.2.3.2.1. The vehicle in running order is loaded with: a mass corresponding to the number P of seated passengers, of mass Q; a mass corresponding to the number SP of standing passengers, of mass Q uniformly distributed over the surface available for standing passengers  $S_1$ ; where appropriate, a mass WP uniformly distributed over each wheelchair space; a mass equal to B (kg) uniformly distributed in the baggage compartments; a mass equal to BX (kg) uniformly distributed over the surface area of the roof equipped for the carriage of baggage, where:

P is the number of seating places.

$S_1$  is the area for standing passengers. In the case of vehicles of classes III or B,  $S_1 = 0$ .

SP, declared by the manufacturer, shall not exceed the value  $S_1/S_{Sp}$ , where  $S_{Sp}$  is the conventional space provided for one standing passenger specified in the table below.

WP (kg), is the number of wheelchair spaces multiplied by 250 kg representing the mass of a wheelchair and user.

B (kg), declared by the manufacturer, shall have a numeric value not less than  $100 \times V$ . This shall include baggage compartments or racks that may be attached to the outside of the vehicle.

V is the total volume of baggage compartments in  $m^3$  **including baggage compartments, racks and ski-box**. ~~When approving a vehicle of Class I or A, the volume of baggage compartments accessible only from the outside of the vehicle shall be disregarded.~~

BX, declared by the manufacturer, shall have a numeric value not less than  $75 \text{ kg/m}^2$ .

Double deck vehicles shall not be equipped for the carriage of baggage on the roof and therefore BX for double-deck vehicles shall be zero."

## II. Justification

Annexe 11 is based on EU Directive 97/27 EC on the type-approval of vehicles with regard to their masses and dimensions. This Directive was replaced by Regulation (EU) 1230/2012. The purpose of this text is to align Annex 11 of UN Regulation No. 107 with Regulation (EU) 1230/2012.

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