



Behaviour of M2 & M3 general construction in case of Fire Event (BMFE)

France – Task Force meetings synthesis

●●● Task Force overview

✈ 2 meetings on 2018 first quarter

- ✈ Chair : France
- ✈ Secretary : OICA

✈ 1st meeting

- ✈ January 29th
- ✈ Paris location (French Ministry of Ecological and Solidarity Transition)
- ✈ 17 attendees : 7 contracting parties / 4 vehicle manufacturers / 3 automotive suppliers / 3 test centers

✈ 2nd meeting

- ✈ March 13rd
- ✈ Brussels location (EU Commission)
- ✈ 25 attendees : 8 contracting parties / 8 vehicle manufacturers / 4 automotive suppliers / 5 test centers

●●● 1st Task Force meeting

🚩 Contents

- 🚩 Final technical report on French accident investigations
 - Detailed version of the presentation in GRSG 113rd session
 - Opened discussion on key factors

- 🚩 Synthesis on concerned Regulations last evolutions (UN Reg. N°107 & N°118)
 - Remind of previous discussions on connected topics
 - Evaluation of impacts according to Regulation amendments since 2011

- 🚩 Presentation of research on fire safety of interior materials and fire detection/suppression
 - Focus on smokes toxicity

- 🚩 Preliminary discussions on targeted main updates for Regulations (UN Reg. N°107 & N°118)

●●● 2nd Task Force meeting

🚩 Contents

- 🚩 Input data analysis on the time required to escape the vehicle
 - Base of discussions
 - Additional factors can affect the timing (obstruction, smokes, lights, previous information ...)

- 🚩 Summary of conclusions coming from the SDWEE IWG
 - Exits definitions (number, dimensions, locations,...)
 - Opened discussion on safety signs and associated instructions

- 🚩 Data collection on accidents including fire event/escape need (last 2 years)

- 🚩 Definition of Terms of References

●●● 2nd Task Force meeting

⇒ Focus on estimated key factors to improve safety

- ⇒ UN Regulation N°118 (potentially based on a comparative study with rail/naval/aeronautical standards)
 - Smokes toxicity
 - Smokes opacity

- ⇒ UN Regulation N°107
 - Smokes extraction systems
 - Additional rear exit
 - Definition of minimum level for fire detection systems
 - Optimization of luminous trajectories and functionalities
 - Safety instructions
 - Baggage burning (extinguishing/wall insulation system need)
 - Location of the fuel tank

UTAC CERAM



Thanks for your attention.