

4 October 2010

Agreement

Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions*

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 106: Regulation No. 107

Revision 2 – Amendment 4

03 series of amendments to the Regulation: Date of entry into force: 19 August 2010

Uniform provisions concerning the approval of category M₂ or M₃ vehicles with regard to their general construction



UNITED NATIONS

* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, don't at Geneva on 20 March 1958.

Paragraph 4.2., amend to read:

- “4.2. An approval number shall be assigned to each vehicle type approved. Its first two digits (at present 03, corresponding to the 03 series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendment made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another vehicle or bodywork type within the meaning of paragraph 2.2.”

Insert new paragraphs 10.9. to 10.12., to read:

- “10.9. As from the official date of entry into force of the 03 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by the 03 series of amendments.
- 10.10. No Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the 03 series of amendments to this Regulation.
- 10.11. As from 31 December 2012, Contracting Parties applying this Regulation shall grant ECE approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 03 series of amendments.
- 10.12. As from 31 December 2013, Contracting Parties applying this Regulation may refuse to grant national or regional approvals and may refuse first national or regional registration (first entry into service) of a vehicle which does not meet the requirements of the 03 series of amendments to this Regulation.”

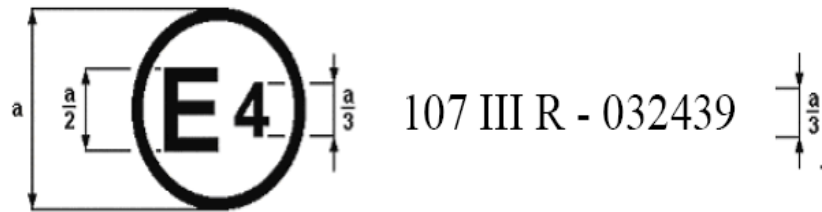
Annex 2, amend to read:

“Annex 2

Arrangements of approval marks

Model A

(See paragraph 4.4. of this Regulation)



$a = 8 \text{ mm min}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to its constructional features, been approved in the Netherlands (E4) for Class III, pursuant to Regulation No. 107 under approval number 032439. The approval number indicates that the approval was granted according to the requirements of Regulation No. 107 as amended by the 03 series of amendments.

Model B

(See paragraph 4.5. of this Regulation)



$a = 8 \text{ mm min}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E4) pursuant to Regulations Nos. 107 and 43*. The first two digits of the approval numbers indicate that, on the dates on which these approvals were granted Regulation No. 107 included the 03 series of amendments and Regulation No. 43 was in its original form.

* This number is given merely as an example.

Model C

(See paragraph 4.4.3. of this Regulation)



$a = 8 \text{ mm min}$

The above approval mark affixed to a vehicle bodywork shows that the bodywork type concerned has, with regard to its constructional features, been approved separately in the Netherlands (E4) for Class III as a separate bodywork (letter S), pursuant to Regulation No. 107 under approval number 032439. The approval number indicates that the approval was granted according to the requirements of Regulation No. 107 as amended by the 03 series of amendments.”

Annex 3,

Insert new paragraphs 7.5.1.5. to 7.5.1.5.3., to read:

- “7.5.1.5. In the case of vehicles having the engine located to the rear of the driver's compartment, the compartment shall be equipped with an alarm system providing the driver with both an acoustic and a visual signal in the event of excess temperature in the engine compartment and in each compartment where a combustion heater is located.
- 7.5.1.5.1. The alarm system shall be designed so as to detect a temperature in the engine compartment, and in each compartment where a combustion heater is located in excess of the temperature occurring during normal operation.
- 7.5.1.5.2. Paragraph 7.5.1.5.1. is considered to be satisfied if the following areas of the engine compartment, and each compartment where a combustion heater is located, are monitored regarding excess temperature:
- 7.5.1.5.2.1. Areas in which, in case of leakage, flammable fluids (liquid or gas) may come into contact with exposed components, e.g. the supercharger or the exhaust-system, including engine mounted components, whose working temperature is equal to or greater than the ignition temperature of the flammable fluids (liquid or gas);
- 7.5.1.5.2.2. Areas in which, in case of leakage, flammable fluids (liquid or gas) may come into contact with shielded components, e.g. an independent heating device, whose working temperature is equal to or greater than the ignition temperature of the flammable fluids (liquid or gas); and
- 7.5.1.5.2.3. Areas in which, in case of leakage, flammable fluids (liquid or gas) may come into contact with components, e.g. the alternator, whose temperature, in case of failure, may be equal to or greater than the ignition temperature of the flammable fluids (liquid or gas).
- 7.5.1.5.3. The alarm system shall be operational whenever the engine start device is operated, until such time as the engine stop device is operated, regardless of the vehicle's attitude.”