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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****116th session**

Geneva, 1–5 April 2019

Item 2(a) of the provisional agenda

**Amendments to regulations on buses and coaches:****UN Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles)****Proposal for Supplement 8 to the 06 series of amendments  
and Supplement 3 to the 07 series of amendments and  
Supplement 2 to the 08 series of amendments to UN  
Regulation No. 107 (M<sub>2</sub> and M<sub>3</sub> vehicles)****Submitted by the expert from Belgium\***

The text reproduced below was prepared by the expert from Belgium to lower the minimum mass for the front axle of an articulated vehicle of Class I. The modifications to the current text of UN Regulation No. 107 are marked in bold characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, Cluster 3.1), the World Forum will develop, harmonize and update UN regulations to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

GE.19-00240(E)



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## I. Proposal

Annex 11, paragraph 3.2.3.3., the table, amend to read (inserting a new note <sup>2</sup> and in the second column of the table a reference to new note <sup>2</sup>):

"

Classes I and A		Class II		Classes III and B	
Rigid	Articulated	Rigid	Articulated	Rigid	Articulated
20	20 <sup>2</sup>	25 <sup>1</sup>	20	25 <sup>1</sup>	20

<sup>1</sup> This figure is reduced to 20 per cent for 3 axle vehicles of Classes II and III having two steered axles

<sup>2</sup> **This figure is reduced to 15 per cent for 4 (or more) axle vehicles of Class I having two steered axles.**"

## II. Justification

1. Manufacturers of double articulated vehicles with four or more axles are facing serious problems in fulfilling the technical requirement 3.2.3.3. for the front steering axle as "the mass corresponding to the load on the front axle or group of axles shall not be less than the percentage of the mass of the vehicle in running order or of the technically permissible maximum laden mass 'M' laid down in the following table". Some type approval authorities accept a test report in case of approving such a vehicle.

2. With reference to the 5 percent difference for articulated vehicles of class II and III in the table, it is proposed to lower the requirement for an articulated, 4 (or more) axle vehicle of Class I having two steered axles, to a technical sensible limit for this type of vehicle; e.g. a normal loading of the front axle of a city bus is 6.3 tons.

Type of vehicle	M	front axle (min. 20% M)	front axle (min. 15% M)
single - 2 axles	19.5t	3.9t	-
single - 3 axles	26t	5.2t	-
single articulated - 3 axles	32t	6.4t	-
double articulated - 4 axles	36.5t	7.3t	5.475t
double articulated - 5 axles	40t	8t	6t

3. When preparing this proposal, a similar amendment is introduced in the proposal for extension of European Union Regulation No. 1230/2012 on Masses and Dimensions to align both Regulations with respect to this requirement.