

**Proposal for Supplement 7 to the 06 series of amendments,
Supplement 2 to the 07 series of amendments and Supplement X to
the 08 series of amendments to UN Regulation No. 107.**

(M₂ and M₃ vehicles)

The text reproduced below was prepared by the expert from OICA to correct in UN Regulation No. 107 the provisions on the number and position of emergency exits of vehicles of Classes A and B. The modifications to the current text of UN Regulation No. 107 are marked in bold characters for new and strikethrough for deleted characters.

I. Proposal

Annex 3, paragraph 7.6.2.8., amend to read:

“7.6.2.8. Required escape hatches shall be positioned as follows:

- (a) If there is only one hatch, it shall be situated in the middle third of the passenger compartment.~~;~~~~or~~

However for vehicles of classes A and B with a maximum number of [13] passengers where lateral roof reinforcement is necessary for structural stability preventing the roof hatch to be positioned in the middle third of the passenger compartment, it shall be positioned as close as possible to the middle third.

- (b) If there are two hatches, they shall be separated by a distance of at least 2 m measured between the nearest edges of the apertures in a line parallel to the longitudinal axis of the vehicle.”

II. Justification

Situation:

The transition from 05-series to 06-series of amendments of UN Regulation No. 107 is based on the final proposal of Informal Group for Service Doors, Windows, and Emergency Exits (IG-SDWEE), document ECE-TRANS-WP.29-GRSG-2012-15. The proposed amendments were adopted by GRSG-103 in Oct 2012 and will become mandated for registrations as of June 10, 2019.

Paragraph 7.6.2. of this Regulation defines the positioning of emergency exits. While 05-series allowed buses of Classes A and B to alternatively comply with provisions of Annex 7 para. 1.2. regarding positioning of emergency exits, 06- and subsequent series integrated the specific positioning provisions for Classes A and B into the main text of Annex 3, as new paragraph 7.6.2.2.

Consequences:

One of the consequences of the new wording is that, if one escape hatch is fitted, it must be positioned in the middle third of the passenger compartment. For Class A and B vehicles with sometimes short passenger compartments (< 3 m), it is assumed that the exact position is of lower relevance than for long compartments. Further, on such short compartments the middle third position can overlap with the position of the service door, close to which lateral roof reinforcements are necessary to provide structural stability and meet provisions of UN Regulation No. 66. It is assumed that this effect in the new series was unintended.
