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agenda item 3.)

PROPOSAL FOR AMENDMENTS TO THE PROPOSAL FOR SUPPLEMENT 1 TO THE  
DRAFT 02 SERIES OF AMENDMENTS TO REGULATION No. 107  
(M2 and M3 category vehicles)

Transmitted by the expert from the Comité de Liaison des Constructeurs de Carrosseries et  
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Note: The text reproduced below was prepared by the expert from CLCCR (see  
TRANS/WP.29/GRSG/65, Annex 2). It refers to document TRANS/WP.29/GRSG/2003/22/Rev.1, a  
proposal for Supplement 1 to the draft 02 series of amendments to Regulation No. 107.

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Note: This document is distributed to the Experts on General Safety Provisions only.

**A. PROPOSAL**

Annex 3,

Paragraph 7.6.1.5., amend to read:

"7.6.1.5. Each rigid section of an articulated vehicle shall be treated as a separate vehicle for the purpose of determining the minimum number and the position of exits. The connecting passage between them shall not be considered as an exit. Toilet compartments or galleys are not considered to be separate compartments for the purposes of defining the number of emergency exits. The number of passengers shall be determined for each rigid section. The plane, which ~~lies through the geometric centre of the turning section floor~~ **contains the horizontal axis of the hinge between both rigid sections of the vehicle**, and perpendicular to the longitudinal axis of a vehicle, when it moves straight, shall be considered as the border between sections."

\* \* \*

**B. JUSTIFICATION**

Vertical and horizontal hinge joints do not always coincide. In this case, the existing text is unclear as to where the geometric centre is to be. For the purposes of weight distribution and weight calculation, the horizontal hinge is used. In analogy, it is proposed to use the plane going through the axis of the horizontal hinge to determine the border between the sections of the vehicle.

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