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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for the Harmonization of Vehicle Regulations (WP.29)

Working Party on General Safety Provisions (GRSG)  
(Eighty-ninth session, 11-14 October 2005,  
agenda item 1.4.6.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 107  
(M2 and M3 vehicles)

Transmitted by the expert from Sweden

Note: The text reproduced below has been transmitted by the expert from Sweden and replaces document TRANS/WP.29/GRSG/2005/2. It is based on documents TRANS/WP.29/GRSG/2005/2, GRSG-87-15 and GRSG-88-2 (TRANS/WP.29/GRSG/67, para. 22). It also takes into account the comments and discussions at the fifty-fourth session of GRE.

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

## A. PROPOSAL

### Annex 3,

Insert a new paragraph 2.40., to read:

"2.40. Service-door-lighting means a lighting device of the vehicle designed to illuminate the area outside the vehicle around the service doors and the wheels."

Insert new paragraphs 7.6.12 to 7.6.12.5., to read:

"7.6.12. Service-door-lighting

7.6.12.1. Service-door-lighting may be provided for the illumination of the area outside the vehicle around the service doors and the wheels.

7.6.12.2. If fitted, Service-door-lighting shall:

7.6.12.2.1. be placed adjacent to a service door and not less than 2000 mm above the ground,

7.6.12.2.2. not protrude more than 50 mm outside the side of the vehicle,

7.6.12.2.3. be fitted with a device enabling the beam to be adjusted as to provide illumination within an area defined by the side of the vehicle and with a width of 5 m,

7.6.12.2.4. have limited dazzle outside the defined area, and

7.6.12.2.5. be installed so that the light can only be turned on when a service door is operated and is turned off when the vehicle comes in motion."

## B. JUSTIFICATION

Adequate lighting that illuminates the area outside the service doors of a bus is an important safety feature that assists the driver to see whether a passenger has fallen whilst boarding or alighting. In Sweden, several accidents have happened where a passenger has fallen whilst alighting. When falling, he or she has glided in under the bus and been run over by the rear wheel of the bus when the bus drove away from the bus stop.

It is important that the Service-door-lighting is turned on long enough in order to light up the area outside the vehicle around the service doors and the wheels, even after the door is closed and until the bus starts to move. Then, the bus driver will have good control of the passenger's boarding and alighting. It will be possible for the driver to see whether a passenger has fallen and, if so, to avoid an accident.

The Swedish bus manufacturers deliver new buses with Service-door-lighting installed near the middle service door and many bus operators have installed such lighting on older buses. The lighting gives a good illumination of the area at the service door and the rear wheel and is appreciated by the bus drivers.

To the fifty-fifth session of GRE, the expert from Sweden will present a proposal for draft amendments to Regulation No. 48, proposing that the Service-door-lighting on buses and coaches according to the provisions of Regulation No. 107 are not considered as a lamp.

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