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Item 3 (f) of the provisional agenda

Regulation No. 107

(M₂M₃ vehicles)

Requirements for service doors, windows and emergency exits

Proposal for amendments to Regulation No. 107

Submitted by the expert from France

The text reproduced below was prepared by the expert from France in order to introduce requirements for the response time for opening of service doors and emergency doors in case of emergency. The proposal supersedes informal documents No. GRSG 91-32 and No. GRSG 92-02. The modifications to the text of Regulation No. 107 are marked in **bold** characters.

A. PROPOSAL

Annex 3, paragraph 7.6.5.1.5., amend to read:

"7.6.5.1.5. ...cause the door to open **to a width that the gauge as defined in paragraph 7.7.1.1. can pass through within 8 seconds after the operation of the control**, or enable the door to be easily opened by hand **to a width that the gauge as defined in paragraph 7.7.1.1. can pass within 8 seconds after the operation of the control;**"

Annex 3, paragraph 7.6.7.2., amend to read:

"7.6.7.2. Emergency doors, during their use as such, shall not be of the power-operated type unless, once **one of the controls** prescribed in paragraph 7.6.5.1. has been actuated and returned to its normal position, the doors do not close again until the driver subsequently operates a closing control. **Activation of one of the controls prescribed in paragraph 7.6.5.1. shall cause the door to open to a width that the gauge as defined in paragraph 7.7.2.1. or 7.7.1.1. can pass through within 8 seconds after the operation of the control, or enable the door to be easily opened by hand to a width that the gauge can pass within 8 seconds after the operation of the control.** They shall also not be of the sliding type except in the case of vehicles having a capacity not exceeding 22 passengers. For these vehicles a sliding door, which has been shown to be capable of being opened without the use of tools after a frontal barrier collision test in accordance with Regulation No. 33, can be accepted as an emergency door. "

B. JUSTIFICATION

In case of an emergency it is important that the evacuation through the available exits is done as fast as possible. As every second can be important for preventing injuries or fatalities the maximum time between the actuation of the emergency device of power operated doors and the moment when it is possible to pass through the door should be limited. For reasons of clear and indisputable instructions concerning when it is possible to pass the door the text refers to the generally accepted test gauge for access to service and emergency doors.
