

Proposal for draft amendments to Regulation No. 107

Note: The text reproduced below was prepared by the expert from Germany.

A. PROPOSAL

Annex 3,

Insert a new paragraph 7.5.1.5., to read:

- 7.5.1.5. The driver's compartment shall be equipped with an alarm system providing the driver with both an acoustic and a visual signal in the event of excess temperature in the engine compartment.**
- 7.5.1.5.1. The alarm system shall be designed so as to detect a temperature in the engine compartment in excess of the temperature occurring during normal operation.**
- 7.5.1.5.2 Paragraph 7.5.1.5.2 is considered to be satisfied if the following areas of the engine compartment are monitored regarding excess temperature:**
- 7.5.1.5.2.1 areas in which, in case of leakage, combustible liquid or gas may come into contact with exposed components, e.g. the supercharger or the exhaust-system, including engine mounted components, whose working temperature is equal to or greater than the ignition temperature of the combustible liquid or gas; and**
- 7.5.1.5.2.2 areas in which, in case of leakage, combustible liquid or gas may come into contact with shielded components, e.g. an independent heating device, whose working temperature is equal to or greater than the ignition temperature of the combustible liquid or gas; and**
- 7.5.1.5.2.3 areas in which, in case of leakage, combustible liquid or gas may come into contact with components, e.g. the alternator, whose temperature, in case of failure, may be equal to or greater than the ignition temperature of the combustible liquid or gas.**
- 7.5.1.5.3 The alarm system shall be operational whenever the engine start device is operated, until such time as the engine stop device is operated, regardless of the vehicle's attitude.**

B. JUSTIFICATION

With document ECE/TRANS/WP.29/GRSG/2007/6 Germany proposed the introduction of fire detection systems into the engine compartment of buses and coaches. The discussion in UN ECE-GRSG led to the conclusion that detailed prescriptions for these systems need to be specified. The informal documents No.GRSG-90-32 and GRSG-93-15 pointed out the hazard of fires which start in the engine compartment. Previous attempts to define requirements for detection systems were seen as not appropriate. This proposal describes a fire detection system, which identifies fires and alarms the driver accordingly.