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INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

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Item 3(b) of the provisional agenda

**REGULATION No. 107
(M₂ and M₃ vehicles)**

Requirements for service doors, windows and emergency exits

Proposal for draft amendments to Regulation No. 107

Submitted by the expert from the International Association of the Body and Trailer Building
Industry */

The text reproduced below was prepared by the expert from the International Association of the Body and Trailer Building Industry (CLCCR) in order to amend Regulation No. 107 with regards to escape hatches in trolleybuses and to require an additional emergency exit on both sides of certain Class I vehicles when escape hatches can not be fitted. It is based on Informal document GRSG-96-03. The modifications to the current text of the Regulation are marked in bold characters.

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

A. PROPOSAL

Annex 3

Paragraph 7.6.1.11., amend to read:

"7.6.1.11. ...in the case of Class I and A vehicles. **There shall not be any escape hatches fitted in the roof of a trolleybus.** The minimum number of hatches shall be: "

Paragraph 7.6.2.4., amend to read:

"7.6.2.4. ...this provision is fulfilled if an escape hatch is fitted, **or if, in the case of those vehicles where it is impossible to fit an escape hatch, an exit, in addition to those specified in paragraph 7.6.1., is fitted on both sides of the vehicle.** For double-deck vehicles"

B. JUSTIFICATION

Paragraph 7.6.1.11.

The current text of Regulation No. 107, 02 series of amendments, does not prohibit escape hatches fitted in the roof of trolleybuses. However, there is such a provision in paragraph 5.6.1.9. of Regulation No. 36, 03 series of amendments.

Paragraph 7.6.2.4.

In some Class I vehicles (eg: trolleybuses, fuel cell vehicles, natural gas fuelled vehicles) there is no room, or it is dangerous for the passengers, to fit an escape hatch. If the construction of the vehicle does not permit an exit either in the rear or front face and it is impossible to fit an escape hatch, an additional exit on both sides of the vehicle is considered satisfactory for the evacuation of passengers from these Class I vehicles, which are not prone to roll-over due to their relatively low speed. This possibility already exists in Belgium.
