

Proposal for draft amendment to Regulation No 107
(M₂ and M₃ vehicles)

Note: This document supersedes document ECE/TRANS/WP.29/GRSG/2008/22.

A. PROPOSAL

Paragraph 4.2., amend to read:

"4.2. An approval number shall be assigned to each vehicle type approved. Its first two digits (at present **03**, corresponding to the **03** series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendment made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another vehicle or bodywork type within the meaning of paragraph 2.2."

Insert new paragraphs 10.6. to 10.9., amend to read:

- "10.9. As from the official date of entry into force of the 03 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by the 03 series of amendments.**
- 10.10. No Contracting Party applying this Regulation shall refuse national type approval of a vehicle type approved to the 03 series of amendments to this Regulation.**
- 10.11. As from [31 December 2012], Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 03 series of amendments.**
- 10.12. As from [31 December 2013], Contracting Parties applying this Regulation may refuse first national registration (first entry into service) of a vehicle which does not meet the requirements of the 03 series of amendments to this Regulation. "**

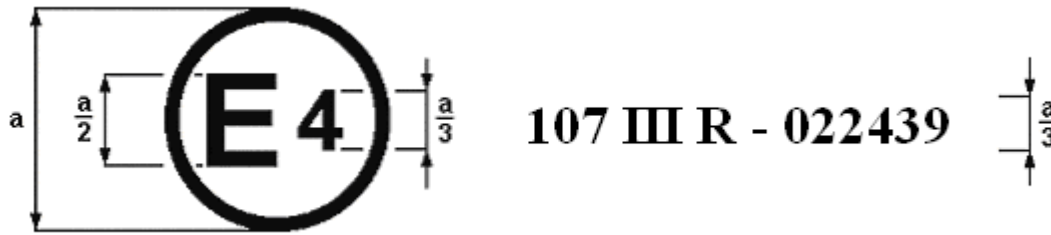
Annex 2, amend to read:

Annex 2

ARRANGEMENTS OF APPROVAL MARKS

Model A

(See paragraph 4.4. of this Regulation)



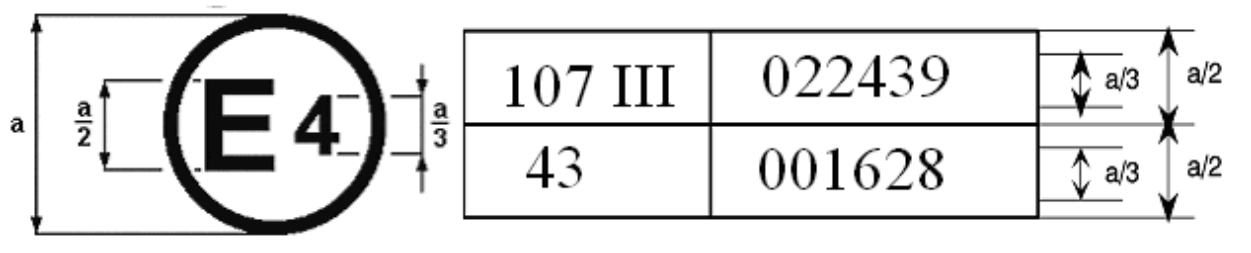
$a = 8 \text{ mm min}$

NOTE: Approval no in the above model to be modified by the Secretariat to read 032439

The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to its constructional features, been approved in the Netherlands (E 4) for Class III, pursuant to Regulation No. 107 under approval number **032439**. The approval number indicates that the approval was granted according to the requirements of Regulation No. 107 as amended by the **03** series of amendments.

Model B

(See paragraph 4.5. of this Regulation)



$a = 8 \text{ mm min}$

NOTE: R.107 approval no in the above model to be modified by the Secretariat to read 032439

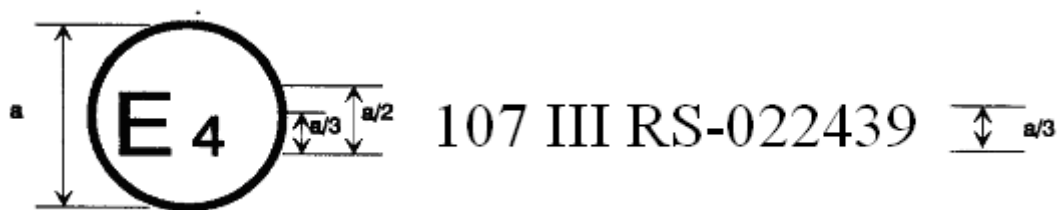
The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to Regulations Nos. 107 and 43.* / The first two digits

of the approval numbers indicate that, on the dates on which these approvals were granted Regulation No. 107 included the **03** series of amendments and Regulation No. 43 was in its original form.

*/ This number is given merely as an example.

Model C

(See paragraph 4.4.3. of this Regulation)



a = 8 mm min

NOTE: Approval no in the above model to be modified by the Secretariat to read 032439

The above approval mark affixed to a vehicle bodywork shows that the bodywork type concerned has, with regard to its constructional features, been approved separately in the Netherlands (E 4) for Class III as a separate bodywork (letter S), pursuant to Regulation No. 107 under approval number **032439**. The approval number indicates that the approval was granted according to the requirements of Regulation No. 107 as amended by the **03** series of amendments.

Annex 3.

Insert new paragraphs 7.5.1.5. to 7.5.1.5.3., to read:

- "7.5.1.5. In the case of vehicles having the engine located to the rear of the driver's compartment, the 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 and each compartment where a combustion heater is located.**
- 7.5.1.5.1. The alarm system shall be designed so as to detect a temperature in the engine compartment, and each compartment where a combustion heater is located in excess of the temperature occurring during normal operation.**
- 7.5.1.5.2. Paragraph 7.5.1.5.1. is considered to be satisfied if the following areas of the engine compartment, and each compartment where a combustion heater is located, are monitored regarding excess temperature:**
- 7.5.1.5.2.1. Areas in which, in case of leakage, flammable fluids (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 flammable fluids (liquid or gas); and**
- 7.5.1.5.2.2. Areas in which, in case of leakage, flammable fluids (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 flammable fluids (liquid or gas); and**
- 7.5.1.5.2.3. Areas in which, in case of leakage, flammable fluids (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 flammable fluids (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 working 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 the Working Party on General Safety Provisions (GRSG) led to the conclusion that detailed prescriptions for these systems needed to be specified. Informal documents Nos. 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. The transitional provisions were added, as requested by GRSG in its ninety-fourth session. The official dates of entry into force should be the same as those dates related to the entry into force of new legislation concerning exhaust emissions (Euro VI) to be able to adapt the engine compartments to the requirements of Euro VI together with the requirements of the new proposal.