Draft proposal for amendments to UNECE R107

The informal group members are kindly expected to provide input and comments about the text proposed by the editorial task force before the 31st of January 2011.

General remark:
The proposed working document is divided in 2 parts:

- The 1st part is already in the format of an official document as the items contained in it were discussed in depth by the informal group;
- The 2nd part is in the format of a table with 2 columns, because the experts are expected to produce inputs and comments for discussion at the 5th meeting (Paris, 2-3 March 2011).

In the proposal below, the proposed new text is in **bold** characters, and the text proposed for deletion is in ~~strike-through~~ characters.

A. PROPOSAL

2. Definitions

…

2.41. "Overnight locking system" means a system designed to provide the possibility to secure the service and emergency doors of the vehicle against opening.

2.42. "Emergency lighting system" means a lighting system helping the occupants to reach the emergency exits in case of emergency.

…

7.6. Exits

7.6.1. Number of exits

7.6.1.1 The minimum number of doors in a vehicle shall be two, either two service doors or one service door and one emergency door. Every double-deck vehicle shall have two doors on the lower deck (see also paragraph 7.6.2.2.). The minimum number of service doors required is as follows:

Number of passengers	Number of service doors		
	CLASS I & A	CLASS II	CLASS III & B
9 - 45	1	1	1
46 - 70	2	1	1
71 - 100	3 (2 in the case of a double-deck vehicle)	2	1
> 100	4	3	1

7.6.1.2. The minimum number of service doors in each rigid section of an articulated vehicle shall be one except that this minimum number shall be two in the case of front section of an articulated vehicle of Class I.

7.6.1.3. For the purpose of this requirement, service doors equipped with a power-operated control system shall not be deemed to be emergency doors unless they can be readily opened by hand, once the control prescribed in paragraph 7.6.5.1. has been actuated, if necessary.

7.6.1.4. The minimum number of emergency exits shall be such that the total number of exits in a separate compartment is as follows:

The number of exits for each separate deck (in the case of a double-deck vehicle) and each separate compartment must be determined separately. Toilet compartments or galleys are not considered to be separate compartments for the purposes of defining the number of emergency exits. Escape hatches can only count as one of the above-mentioned number of emergency exits.

7.6.1.5. Each rigid section of an articulated vehicle shall be treated as a separate vehicle for the purpose of determining the minimum number and the position of exits **and the number of passengers shall be determined for each rigid section.** The connecting passage between them shall not be considered as an exit. Toilet compartments or galleys are not considered to be separate compartments for the purposes of defining the number of emergency exits. ~~The number of passengers shall be determined for each rigid section.~~ The plane, which contains the horizontal axis of the hinge between conjoined rigid sections of the vehicle, and perpendicular to the longitudinal axis of a vehicle, when it moves straight, shall be considered as the border between sections.

7.6.2.2. If the passenger's compartment has an area S_0 equal or greater than 10 m^2, two of the doors referred to in paragraph 7.6.1.1 shall be separated such that the distance between transverse vertical planes through their centres of area is not less than:

7.6.1.7. If the driver's compartment does not provide access to the passenger compartment by means of a passageway **that permits the front edge of the cylindrical gauge defined in paragraph 7.7.5.1. to reach at least the vertical plane tangential to the foremost point of the driver's seat back (this seat being situated in its rearmost longitudinal position) and, [if], from this plane, it** ~~must be~~ **[is] possible to move the panel shown in Annex 4, figure 7, in such a way that starting from the contact position with the cylindrical gauge, the panel side facing the exterior of the vehicle [opposite to the driver's position] is displaced forward[**~~s~~**] until it reaches at least the vertical plane tangential to the foremost point of the driver's seat cushion,** ~~complying with one of the conditions described in paragraph 7.7.5.1.1.~~, the following **requirements** ~~conditions~~ shall be met:

7.6.1.7.1. The driver's compartment shall have two exits, which shall not both be in the same lateral wall. When one of the exits is a window, **this window** ~~it~~ shall ~~comply with the requirements set out in paragraphs 7.6.3.1. and 7.6.8.~~ **have a minimum area of 400,000 mm^2, it shall be possible to inscribe in this area a rectangle measuring 500 mm x 700 mm and it shall comply with the requirements set out in paragraph 7.6.8.** for emergency windows.

7.6.1.7.2. One or two seats are permitted alongside the driver for additional people, in which case both of the exits referred to in paragraph 7.6.1.7.1. shall be doors.

The driver's door shall be accepted as the emergency door for the occupants of those seats, provided that it is possible to move a test gauge from the occupants' seats to the exterior of the vehicle through the driver's door (see Annex 4, figure 27).

Verification of the access to the driver's door shall be subject to the requirements of paragraph 7.7.3.2., by using the test gauge having a dimension of 600 x 400 mm, as described in paragraph 7.7.3.3.

The **service** door provided for the passengers shall be in the side of the vehicle opposite to that containing the driver's door and shall be accepted as the emergency door for the driver.

~~Up to five additional seats may be fitted in a compartment incorporating the driver's compartment, provided that the additional seats and the space for these seats comply with all requirements of this Regulation and at least one door giving access to the passenger compartment complies with the requirements of paragraph 7.6.3. for emergency doors.~~

7.6.1.7.3. ~~In the circumstances described in paragraphs 7.6.1.7.1. and 7.6.1.7.2., the exits provided for the driver's compartment shall not count as one of the doors required by paragraphs 7.6.1.1. to 7.6.1.2., nor as one of the exits required by paragraph 7.6.1.4., except in the case mentioned in paragraphs 7.6.1.7.1. and 7.6.1.7.2. Paragraphs from 7.6.3. to 7.6.7., 7.7.1., 7.7.2. and 7.7.7. shall not apply to such exits.~~ **Paragraphs 7.6.3. to 7.6.7., 7.7.1., 7.7.2. and 7.7.7. shall not apply to the exits provided for the driver's compartment as referred to in paragraphs 7.6.1.7.1. and 7.6.1.7.2.**

7.6.1.7.4. In the circumstances described in paragraphs 7.6.1.7.1. and 7.6.1.7.2., the exits provided for the driver's compartment and any seats alongside the driver shall not count as one of the doors required by paragraphs 7.6.1.1. to 7.6.1.2., nor as one of the **emergency** exits required by paragraph 7.6.1.4. **for any other passenger compartment**, ~~except in the case mentioned in paragraphs 7.6.1.7.1. and 7.6.1.7.2. Paragraphs from 7.6.3. to 7.6.7., 7.7.1., 7.7.2. and 7.7.7. shall not apply to such exits~~.

7.6.1.7.5. Up to five **additional** seats may be fitted in a compartment incorporating the driver's compartment **and any seats alongside the driver**, provided that the additional seats and the space for these seats comply with all requirements of this Regulation and at least one **of the emergency exits required by paragraph 7.6.1.4. is a** door giving access to the passenger compartment **complying** ~~complies~~ with the requirements of paragraph **7.6.3.1.2.** ~~7.6.3.~~ for emergency doors.

7.6.1.8. If the driver's compartment **is accessible from a passenger compartment by means of a passageway complying with the requirements of paragraph 7.6.1.7.** and any seats adjacent to it are accessible from that same passenger compartment by means of a passageway complying with one of the conditions described in paragraph 7.7.5.1.1., no external exit is required from the driver's compartment.

7.6.1.9. If a driver's door or other exit from the **driver's** compartment is provided in the circumstances described in paragraph 7.6.1.8. it may ~~only~~ count as **one of the required exits** ~~an exit~~ for passengers **in vehicles of Class A or B** provided:

7.6.1.9.1. it satisfies the requirements relating to the dimensions of emergency door indicated in paragraph **7.6.3.1.2.** ~~7.6.3.1.~~;

7.6.1.9.2. it fulfils the requirements ~~indicated in~~ **of** paragraph 7.6.1.7.2.;

7.6.1.9.3. the space reserved for the driver's seat shall communicate with the main passengers' compartment through an appropriate passage; such requirement shall be deemed to be fulfilled if the test gauge described in paragraph 7.7.5.1. can move unobstructed from the gangway, until the front end of the gauge reaches the vertical plane tangential to the foremost point of the driver's seat back (this seat being situated in its rearmost longitudinal position) and, from this plane, the **test gauge** ~~panel~~ described in paragraph 7.6.1.7.2. **can** ~~could~~ be moved to the emergency door in the direction established by such paragraph (see Annex 4, figure 28) with seat and steering wheel adjustment in their mid position.

[7.6.1.9.4. If there is a door opposite the driver's door, the provisions of paragraph 7.6.1.9. shall apply to it, provided that there is not more than one passenger's seat beside the driver.]

7.6.1.10. Paragraphs 7.6.1.8. and 7.6.1.9. do not preclude there being a door or other barrier between the driver's seat and the passenger compartment provided that this barrier can be released quickly by the driver in an emergency. A driver's door in a compartment protected by such a barrier shall not be counted as an exit for passengers.

7.6.1.11 Escape hatches, additional to the emergency doors and windows, shall be fitted in vehicles of Class II, III and B (in the upper deck roof in the case of double-deck vehicles). They may also be fitted 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:

Number of passengers (in the upper deck in the case of double-deck vehicles)	Number of hatches
not exceeding 50	l
exceeding 50	2

Proposal from the editorial task force	Remarks
7.6.1.12. Each intercommunication staircase shall be considered to be an exit from the upper deck of a double-deck vehicle.	
7.6.1.13. All persons accommodated in the lower deck of a double-deck vehicle must in an emergency situation, have access to the exterior of the vehicle without having to enter the upper deck.	
7.6.1.14. The upper deck gangway of a double-deck vehicle shall be connected by one or more intercommunication staircases to the access passageway of a service door or to the lower deck gangway within 3 m of a service door:	English native speakers kindly requested to improve the grammar.
7.6.1.14.1. two, or at least one and-one-half staircase, shall be provided in Class I and Class II	English native speakers kindly requested to evaluate relevancy of

Proposal from the editorial task force	Remarks
vehicles if more than 50 passengers are carried on the upper deck;	the language. (two, or at least …)
7.6.1.14.2. Two, or at least one and-one-half, staircases are to be provided in Class III vehicles if more than 30 passengers are carried on the upper deck.	English native speakers kindly requested to evaluate relevancy of the language. (two, or at least …)
7.6.1.15. In the case of a vehicle without a roof, the exits on the deck without a roof shall be such as to fulfil those prescriptions that are not incompatible with the absence of the roof.	
7.6.2. ~~Siting~~ **Positioning** of exits	Request for comments from the IG on: – Annex 7, para.1.b): need to address the question of whether one door is enough for vehicles of 22 passengers, or even more (Class I). – Possible harmonization of the provisions of para. 7.6.2.1.(former) among all classes of vehicles
7.6.2.1. Vehicles **of Classes I, II and III** ~~having a capacity exceeding 22 passenger seats~~ shall meet the requirements shown below.	Editorial work performed by editorial task force as requested per document SDWEE-02-07-Rev.1
7.6.2.1.1. The service door(s) shall be situated on the side of the vehicle that is nearer to the side of the road corresponding to the direction of traffic in the country in which the vehicle is to be licensed for operation and at least one of them shall be in the forward half of the vehicle. This does not preclude:	Experts are kindly requested to provide clarification about the difference between "the vehicle is to be licensed for operation" and "the country in which the vehicle is to be registered" (para. 7.6.2.2.1.)
7.6.2.1.1.1. the provision of a specially designed door in the rear or side faces of a vehicle for use in place of a service door by wheelchair passengers, or	
7.6.2.1.1.2. the provision of an additional service door in the rear face of a vehicle principally for loading/unloading of goods or luggage, but which could be used by passengers where circumstances so require, or	See note under para. 7.6.2.6.
7.6.2.1.1.3. the provision of one or more additional service door**(s)** on the opposite side of the ~~vehicles~~ **vehicle** in the case of vehicles designed for use in circumstances which require ~~loading/unloading~~ **boarding / alighting of passengers** on both sides **of the vehicle**. Examples of such circumstances include vehicles for airside use at airports, vehicles for use on multimodal transport systems using island platforms, or vehicles which cross borders to countries which do not	Justification in document GRSG/2002/13: "*Re. paragraph 5.6.2.1.: Provision for special types of vehicle currently in use, so as to permit type approval of such types.*" This provision cannot be found in R36, R52 nor Directive 2001/85/EC. It is hence reasonable

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drive on the same side of the road as the country in which the vehicle is to be licensed for operation. Vehicles so equipped shall be provided with control(s) which allow the driver to inhibit normal operation of the doors which are not currently in use**.**~~, or~~	to believe that the provision was added seeking to "go beyond the task of merging" the above regulatory texts (see note of document GRSG/2002/13).
~~7.6.2.1.1.4. the provisions of a service door in the rear face of a Class A or B vehicle~~	Transferred to para. 7.6.2.2.5. as applying to classes A & B
7.6.2.2. Vehicles **of Classes A and B** ~~having a capacity not exceeding 22 passengers~~ may meet either the requirements shown below or those contained in Annex 7, paragraph 1.2.	Editorial work performed by editorial task force as requested per document SDWEE-02-07-Rev.1
7.6.2.2.1. The service door(s) shall be situated on the side of the vehicle that is nearer to the side of the road corresponding to the direction of the traffic in the country in which the vehicle is to be registered, or in the rear face of the vehicle.	
7.6.2.2.2. The exits shall be placed in such a way that there is at least one exit on each side of the vehicle.	
7.6.2.2.3. The forward half and the rearward half of the passenger space shall each contain at least one exit.	
7.6.2.2.4. At least one exit shall be situated either in the rear face or in the front face of the vehicle unless an escape hatch is fitted.	
7.6.2.2.5. The provisions of a service door **shall apply also** in the rear face of ~~a Class A or B~~ **the** vehicle.	– Comes from former para. 7.6.2.1.4. – Request for comments from the IG: discuss the possibility to extend to all vehicle classes.
7.6.2.3. If the passenger's compartment has an area S_0 equal or greater than 10 m^2, two of the doors referred to in paragraph 7.6.1.1 shall be separated such that the distance between transverse vertical planes through their centres of area is not less than:	Per document GRSG/2010/6, adopted as a Supplement, at GRSG-98.
7.6.2.3.1. In the case of a single deck vehicle, 40 per cent of the overall length of the passenger compartment measured parallel to the longitudinal axis of the vehicle. In the case of an articulated vehicle, this requirement shall be fulfilled if two doors of the different sections are separated such that the distance between the doors is not less than 40 per cent of the overall length of the combined passenger compartment (all sections). If one of these two doors forms part of a double door this distance shall be measured between the two doors which are furthest apart.	

Proposal from the editorial task force	Remarks
7.6.2.3.2. In the case of a double-deck vehicle, two of the doors referred to in paragraph 7.6.1.1. shall be separated such that the distance between transverse vertical planes through their centres of area is not less than either 25 per cent of the overall length of the vehicle or 40 per cent of the overall length of the passenger compartment on the lower deck; this shall not apply if the two doors are on different sides of the vehicle. If one of these two doors forms part of a double door, this distance shall be measured between the two doors which are furthest apart.	
7.6.2.4. The exits (on each deck in the case of a double-deck vehicle) shall be placed in such a way that their number on each of the two sides of the vehicle is substantially the same. (This shall not imply the need to provide additional exits over and above the number specified in paragraph 7.6.1.). Any exits in excess of the required minimum number need not be substantially balanced on each of the two sides.	
7.6.2.5. At least one exit shall be situated either in the rear face or in the front face of the vehicle respectively. For Class I vehicles and for vehicles with a rear part permanently closed off from the passenger compartment, this provision is fulfilled if an escape hatch is fitted. For double-deck vehicles, this requirement shall apply only to the upper deck.	– Origin: UNECE R36, para. 5.6.2.4. – "rear part permanently closed off from the passenger compartment" means that in current Class I vehicle constructions, one can expect the power train unit, CNG/LPG installation, A/C system, add-blue installation, etc. to be located in the rear of the vehicle, hence preventing the exit through the rear wall.
7.6.2.6. The exits on the same side of the vehicle shall be suitably spaced out along the length of the vehicle.	No better wording could be offered by the editorial task force.
7.6.2.7. A door shall, provided that it is not a service door, be permitted in the rear face of the vehicle.	The editorial task force couldn't find out why it was deemed contradictory to para. 7.6.2.1.2. by SDWEE-02.
7.6.2.8. If escape hatches are fitted, they shall be positioned as follows: if there is only one hatch, it shall be situated in the middle third of the passenger compartment the vehicle; if there are two hatches, they shall be separated by a distance of at least 2 m measured between the nearest edges of the apertures in a line parallel to the longitudinal axis of the vehicle.	
7.6.3. Dimensions of exits	
7.6.3.1. Vehicles of Class I, II or III shall meet the following requirements:	

Proposal from the editorial task force	Remarks
7.6.3.1.1. A service door shall have an aperture creating an access in accordance with the requirements shown in paragraph 7.7.1. of this annex.	
7.6.3.1.2. An emergency door shall have a door aperture with a minimum height of 1,250 mm and a minimum width of 550 mm.	Classes A & B: real scale tests at 300 mm: unfeasible for some experts (Warsaw meeting). Need to revise the dimensions and the whole table of Annex 7. Harmonization with Classes I, II & III to be reviewed as well.
7.6.3.1.3. An emergency window shall have a minimum area of 400,000 mm^2. It shall be possible to inscribe in this area a rectangle measuring 500 mm x 700 mm.	SDWEE-02 (Warsaw): – Group keen to get information about the use of Emergency Exits in case of accident. – Sure they are used, but no research. No data seem currently available to the informal group. – CEESAR to be approached by Alan Davis. – Rear face reduced dimensions to be reviewed.
7.6.3.1.4. In the case of an emergency window situated in the rear face of the vehicle, either it shall meet the requirements shown in paragraph 7.6.3.1.3., or it shall be possible to inscribe in the aperture of this emergency window a rectangle 350 mm high and 1,550 mm wide, the corners of which may be rounded to a radius of curvature not exceeding 250 mm.	EURO VI Class I vehicle rear end space demand makes it technically challenging to go beyond the current 350 x 1550 mm requirement, hence it is suggested by the editorial task force not to amend the provisions of paras. 7.6.3.1.3. & 4.
7.6.3.1.5. An escape hatch shall have a hatch aperture with a minimum area of 400,000 mm^2. It shall be possible to inscribe in this area a rectangle measuring 500 mm x 700 mm.	Proposal for new dimensions, per document SDWEE-04-10, to be tabled directly at GRSG.
7.6.3.2. Vehicles of Class A or B may meet either the requirements shown in paragraph 7.6.3.1. (Class A meeting Class I requirements and Class B meeting Class II and III requirements) or those contained in Annex 7, paragraph 1.1.	
7.6.4. <u>Technical requirements for all service doors</u>	Outside of the scope of the SDWEE informal group, except for the additional provisions for overnight locking systems, per document SDWEE-04-10
7.6.4.11. If an overnight locking system is provided, the following shall apply:	Per document SDWEE-04-10
7.6.4.11.1. the locking system shall have been automatically deactivated when the ignition is in the "ON" position, or	Per document SDWEE-04-10

Proposal from the editorial task force	Remarks
7.6.4.11.2. A warning shall be provided to the driver indicating that the overnight locking system remains in operation at one or more door(s) when the ignition is in the "ON" position. One signal may be used for more than one door.	Per document SDWEE-04-10
7.6.5. Additional technical requirements for power-operated service doors	No provisions influencing emergency situations.
7.6.6. Additional technical requirements for automatically-operated service doors	No provisions influencing emergency situations.
7.6.7. Technical requirements for emergency doors	Additional provisions for overnight locking systems, per document SDWEE-04-10
7.6.7.7. If an overnight locking system is provided, the following shall apply:	Per document SDWEE-04-10
7.6.7.7.1. the locking system shall have been automatically deactivated when the ignition is in the "ON" position, or	Per document SDWEE-04-10
7.6.7.7.2. A warning shall be provided to the driver indicating that the overnight locking system remains in operation at one or more door(s) when the ignition is in the "ON" position. One signal may be used for more than one door.	Per document SDWEE-04-10
7.6.8. Technical requirements for emergency windows.	
7.6.8.7. Any film (e.g. for advertising, anti-vandalism, etc.) laminated to the inside and/or outside of an emergency window shall not prevent or inhibit the function as emergency exit. Proof of the correct function shall be demonstrated to the satisfaction of the Technical Service."	Per document SDWEE-04-10.
7.6.11. Markings	
7.6.11.1. Each emergency exit and any other exit that meets the prescriptions for an emergency exit shall be marked, inside and outside the vehicle, by an inscription reading "Emergency Exit" and supplemented, where appropriate, by one of the relevant pictograms described in ISO standard 7010:2003. **This inscription shall be positioned so as to be easily read and the information easily understood in relation to the operation of the emergency exit.**	The editorial task force suggests not to add mandatory symbols into the text of the regulation as they are already specified in the relevant ISO standard and the relevant reference is already existing. However, the editorial task force suggests to introduce some general provisions sourced from document SDWEE-04-04 (UK Draft Guidelines for the Communication of Safety Information).
7.6.11.2. The emergency controls of service doors and of all emergency exits shall be marked as such inside and outside the vehicle either by a representative symbol or by a clearly-worded inscription. **This inscription shall be positioned so as to be easily read**	See document SDWEE-04-04

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and the information easily understood in relation to the operation of the control.	
7.6.11.3. All signs that are relevant during an emergency shall be visible in the absence of light, whether daylight or artificial. Safety signs shall be of photo-luminescent material. For minimum performance parameters and classification, see ISO standard 17398.	See document SDWEE-04-04
7.6.11.4. Photo-luminescent signs shall not be located in positions where they may be obscured during operation of the vehicle, for example by luggage, or in the shadow of fixtures and fittings and other features that form the interior of a vehicle.	See document SDWEE-04-04
7.6.11.5. Safe condition signs shall comprise a white pictogram on a green colour background.	See document SDWEE-04-04
7.6.11.6. Fire safety signs shall comprise a white pictogram on a red colour background.	See document SDWEE-04-04
7.7. Interior arrangements	
7.7.1. Access to service doors (see Annex 4, figure l)	
7.7.2. Access to emergency doors (see Annex 4, figure 5) The following requirements shall not apply to driver's doors used as emergency exits in vehicles having a capacity not exceeding 22 passengers.	SDWEE-02 (Warsaw): "Gauges seem smaller than the Emergency Exits. Dimensions of gauges will be considered at next meeting". Issue was however subsequently not covered. The IG members are kindly requested to provide input.
7.7.2.1. Except as provided for in paragraph 7.7.2.4., the free space between the gangway and the emergency door aperture shall permit the free passage of a vertical cylinder 300 mm in diameter and 700 mm high from the floor and supporting a second vertical cylinder 550 mm in diameter, the aggregate height of the assembly being 1400 mm. The diameter of the upper cylinder may be reduced at the top to 400 mm when a chamfer not exceeding 30 degrees from the horizontal is included.	
7.7.2.2. The base of the first cylinder shall be within the projection of the second cylinder.	
7.7.2.3. Where folding seats are installed alongside this passage, the free space for the cylinder shall be required to be determined when the seat is in the position for use.	
7.7.2.4. As an alternative to the dual cylinder, the gauging device described in paragraph 7.7.5.1. may be used (see Annex 4, figure 6).	
7.7.3. Access to emergency windows	
7.7.3.1. It shall be possible to move a test gauge	

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from the gangway to the exterior of the vehicle through every emergency window.	
7.7.3.2. The direction of motion of the test gauge shall be in the direction in which a passenger evacuating the vehicle would be expected to move. The test gauge shall be kept perpendicular to that direction of motion.	
7.7.3.3. The test gauge shall be in the form of a thin plate having a size of 600 mm x 400 mm with corners radiused by 200 mm. However, in the case of an emergency window in the rear face of the vehicle, the test gauge may alternatively have a size of 1400 mm x 350 mm with corners radiused by 175 mm **and the intrusion of headrests of seats or other parts of seats shall be allowed provided they can be easily moved out of the way.**	– Per document SDWEE-04-10 – SDWEE-04 decided to review the additional wording for decision at its March 2011 meeting. The IG members are kindly requested to provide input. – Access to emergency exits should be harmonized (doors, windows, hatches, etc.)
~~7.7.4.1. Escape hatches in the roof~~	Deleted per document SDWEE-04-10
~~7.7.4.1.1. Except in the case of Class I and A vehicles, at least one escape hatch shall be located such that a four-sided truncated pyramid having a side angle of 20 degrees and a height of 1,600 mm touches part of a seat or equivalent support. The axis of the pyramid shall be vertical and its smaller section shall contact the aperture area of the escape hatch. Supports may be foldable or movable provided they can be locked in their position of use. This position shall be taken for verification.~~	Reports on bus accidents have shown that the emergency hatches in the roof are only used when the bus or coach has tilted. While the bus or coach is in the driving position the emergency hatches are not used by the passengers in the case of emergency. Therefore it seems justifiable that no exit support is required.
~~7.7.4.1.2. When the structural thickness of the roof is more than 150 mm, the smaller section of the pyramid shall contact the aperture area of the escape hatch at the level of the outside surface of the roof.~~	
7.8.3. ~~(Reserved)~~ **Emergency lighting**	Proposal from the editorial task force, per SDWEE-04, to introduce provisions for emergency lighting system, as a medium term requirement, i.e. with addition of relevant transitional provisions.
7.8.3.1. It shall be possible for the driver to activate the emergency lighting system from the driver's seating position.	
7.8.3.2. The opening of any emergency door shall activate the emergency lighting system.	
7.8.3.3. When a vehicle is fitted with an emergency switch [complying with the requirements of paragraph XXX of this Regulation], engagement of this emergency switch shall activate the emergency lighting system of the vehicle.	The editorial task force is well aware that the Regulation N°36 does not apply anymore. The informal group experts are requested to provide input on whether introducing the relevant

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	provisions into Regulation N°107.
7.8.3.4. When a vehicle is equipped with a deceleration sensor, engagement of a switch related to the deceleration sensor signal shall activate the emergency lighting system of the vehicle. The manufacturer shall demonstrate by documentation to the Technical Service the relationship between the deceleration threshold and the activation of the emergency lighting system.	
7.8.3.5. When a vehicle is equipped with a tilt angle sensor, engagement of a switch related to the tilt angle sensor signal shall activate the emergency lighting system of the vehicle. The manufacturer shall demonstrate by documentation to the Technical Service the relationship between the tilt angle threshold and the activation of the emergency lighting system.	
Annex 4, Figure 8, footnote 1/: current text remains unchanged, to read: 1/ 700 mm in the case of an emergency door. 1,500 mm in the case of an emergency door in the upper deck of a double-deck vehicle. 850 mm maximum in the case of an emergency door in the lower deck of a double-deck vehicle.	The informal group decided in its 4th meeting to keep the current text of the regulation unchanged because a maximum value of 850 mm permits the manufacturer to design vehicles with lower steps when necessary.
Annex 4, Figure 20: replace "siting" with "positioning"	
Annex 4, Figure 26: amend to read "**Reserved**"	Amended per document SDWEE-04-10
Annex 7, paragraph 1.2.: replace "siting" with "positioning"	

B. JUSTIFICATION

Paragraph 2.41.

Addition of a definition of "overnight locking system" as a proposal from the SDWEE informal group to include the item in the Regulation, per paragraphs 7.6.4.11. (service doors) and 7.6.7.7. (emergency doors). According to IRU, centralized overnight unlocking would be appreciated by most European operators in order to facilitate some basic security features. The informal group agreed to address this issue as centralized overnight locking system might interfere with the functioning of the emergency exits.

Paragraph 7.6.1.7.

None of the conditions described in paragraph 7.7.5.1. are applicable to the driver's compartment. Paragraph 7.7.5.1.1.1. is the most suited but in most vehicles it is impossible to move the panel forward by 660 mm as the dashboard in front of the driver is usually curved so that the controls are within the driver's reach. The proposal that the gangway test gauge is moved to coincide with the driver's seat back (as for the forward facing passenger seat and for

paragraph 7.6.1.9.3. describing how a driver's door can be used as an exit for passengers) and then the panel is moved forward to the foremost point of the driver's seat cushion. This is to ensure that the driver has sufficient free height and width when accessing or leaving his seat.

Paragraph 7.6.1.7.1.

The requirements for emergency windows are specified in paragraph 7.6.3.1.3. so it is more precise copy the current text of 7.6.3.1.3. into paragraph 7.6.1.7.1.

Paragraph 7.6.1.7.2.

The minimum dimensions are applicable to service doors only.

It is clearer if this paragraph only deals with the driver's seat and seats alongside (without a passageway to the passenger's compartment) and the requirements for the five additional seats being transferred into a new paragraph (7.6.1.7.5.).

Paragraph 7.6.1.7.3.

Moving of the last sentence of paragraph 7.6.1.7.4., which helps to define the technical requirements for the exits defined in paragraphs 7.6.1.7.1. and 7.61.7.2., from that paragraph and putting it alone in a revised paragraph 7.6.1.7.3. Having prescribed when and where exits are required it is better to fix their technical requirements immediately, rather than to "hide" them as the last sentence of a following paragraph.

Paragraph 7.6.1.7.3. renumbered as 7.6.1.7.4.

The text of existing paragraph 7.6.1.7.3. is difficult to comprehend. The intention is that when the driver's compartment and any passenger seats alongside the driver do not have an acceptable passageway to a passenger compartment, then the driver's door and the passenger's door on the opposite side of the vehicle are not accessible to any other passengers and shall not be counted as exits for the passenger compartment. The passenger compartment requires the exits as defined in paragraph 7.6.1. without using the driver's and front passenger's doors.

New Paragraph 7.6.1.7.5.

Moved from paragraph 7.6.1.7.2. and modified to make it clear that:
a) the five additional seats are in addition to any passenger seats alongside the driver;
b) as there is no passageway between the front seats (driver's and adjacent passenger's) and the five additional seats, these additional seats must be considered as being in a separate compartment with the required number of exits (two), one of which must be an emergency door giving access to the main passenger compartment.

Note: Paragraphs 7.6.1.8. & 7.6.1.9 are specific to vehicles in which there is an acceptable passageway from the driver's and adjacent passenger's seats to the passenger compartment. Paragraph 7.6.1.8. says that in such vehicles an external exit is not required from the driver's compartment, but paragraph 7.6.1.9. says that if an exit is provided it can be counted as an exit for the passengers with no limit on the number of passengers.

Paragraph 7.6.1.9.

Clarification that when there is an acceptable passageway between the passenger's compartment and the driver's compartment, the driver's door and/or the front passenger's door can only be used for passengers in vehicles of Class A or B. This possibility came from Regulation N° 52 and did not exist in Regulation N° 36.

Paragraph 7.6.1.9.1.

The requirements for emergency doors are specified in paragraph 7.6.3.1.2. so it is more precise to specify this paragraph rather than paragraph 7.6.3.1., which applies to all exits.

Paragraph 7.6.1.9.3.

Paragraph 7.6.1.7.2. refers to a test gauge and not to a panel. The word "can" is more appropriate than "could".

Paragraph 7.6.1.9.4.

Paragraph 7.6.1.9.4. is introduced to allow a door for 1 passenger seated alongside the driver to be used as an emergency door for the main passenger compartment. This is taken from paragraph 5.7.2.5. of Regulation N° 52. The SDWEE informal group requests guidance from GRSG for the text in the [ ].