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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****106th session**

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Item 2(a) of the provisional agenda

Regulation No. 107 (M₂ and M₃ vehicles) –**Proposals for further amendments****Proposal for Supplements to the 05 and 06 series of amendments to Regulation No. 107 (M₂ and M₃ vehicles)****Submitted by the expert from Germany** *

The text reproduced below was prepared by the expert from Germany to introduce the automatic activation of the hazard warning lights upon detection of excess temperatures in engine and/or heater compartment. It is based on informal document GRSG-105-33 (see report ECE/TRANS/WP.29/GRSG/84, para. 10). The modifications to the current text of UN Regulation No. 107 are marked in bold for new characters.

* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate

I. Proposal

Annex 3, paragraph 7.5.1.5., amend 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, **and activating the hazard warning lights** in the event of excess temperature in the engine compartment and in each compartment where a combustion heater is located."

Annex 3, paragraph 7.5.6.2., amend to read:

"7.5.6.2. Upon detection, the system given in paragraph 7.5.6.1. shall provide the driver with both an acoustic and a visual signal in the driver's compartment **and shall activate the hazard warning lights.**"

II. Justification

1. The newly introduced systems to detect excessive temperatures and/or smoke shall enable the driver to act immediately to ensure the safety of the passengers. It is considered necessary to provide other traffic participants surrounding the vehicle with the same possibility for immediate action, such as braking or in other way increasing the distance to the bus or coach in a potentially hazardous situation. Therefore the hazard warning lights shall be activated.

2. This document proposes to introduce the necessary requirements. As UN Regulation No. 48 currently does not allow for automatic activation of the hazard warning lights due to the fire detection system, this subject needs to be discussed in the Working Party on Lighting and Light-Signalling (GRE).
