

**Economic and Social Council**

Distr.: General
31 January 2011

Original: English
English and French only

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on General Safety Provisions****100th session**

Geneva, 11–15 April 2011

Item 3(b) of the provisional agenda

Regulation No. 107 (M₂ and M₃ vehicles) – Requirements for service doors, windows and emergency exits**Proposal for amendments to Regulation No. 107 (M₂ and M₃ vehicles)****Submitted by the expert from the International Organization of Motor Vehicle Manufacturers ***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to overcome an internal contradiction in the provisions regarding the number of exits in articulated vehicles. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

*In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, 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 7.6.1.5., amend to read:

"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, **except for paragraph 7.6.2.4.** The connecting passageborder between sections. "

Paragraph 7.7.8.6.1., amend to read:

"7.7.8.6.1. In the case of single deck vehicles, over each seating position of the uncompressed seat cushion.

In the case of double-deck vehicles, each seating position shall have a free height of not less than 900 mm measured from the highest point of the uncompressed seat cushion. ~~This free height shall extend over the vertical projection of the whole area of the seat and the associated foot space.~~ In the case of the upper deck, this free height may be reduced to 850 mm."

Annex 8, paragraph 3.2.7., amend to read:

"3.2.7. Each priority seating position shall have a free height of not less than 1,300 mm for vehicles of Class I and A and 900 mm for vehicles of Class II, measured from the highest point of the uncompressed seat cushion. This free height shall extend over the vertical projection of the ~~whole of the seat~~ **minimum required seat width of 440 mm** and the associated foot space.

Intrusion of a seat back paragraph 3.4.2. may protrude by a maximum of 100 mm from the sidewall into the clear space over the vertical projection of the foot space."

II. Justification

Annex 3, paragraph 7.6.1.5

1. The requirement that each section of an articulated vehicle is treated as a separate vehicle for the purposes of determining the minimum number and the position of exits cannot apply to paragraph 7.6.2.4. which requires an emergency exit either in the rear face or the front face or, on the roof for exceptional vehicles. The amended wording aligns paragraph 7.6.1.5. with the requirements of Directive 2001/85/EC of the European Union, which have already overcome the problem.

Annex 3, paragraph 7.7.8.6.1.

The zone for the free space above seating positions is defined in paragraph 7.6.8.6.2. It is proposed to delete from paragraph 7.7.8.6.1. the contradictory requirements for double-deck vehicles.

Annex 8, Paragraph 3.2.7.

In certain areas of vehicles, notably vehicles of Class I, it is impossible to install 2 seats side by side and manufacturers fit an extra wide, single seat having a width of more than 500 mm for aesthetic reasons. To measure the free space above these seats over the full width of the seat penalises this type of installation so it is proposed to limit the width of this free space to the minimum required width of the seat.
