



Economic and Social Council

Distr.: General
21 January 2022

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

186th session

Geneva, 8-11 March 2022

Item 4.8.14 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRSG

Proposal for the 10 series of amendment to UN Regulation No. 107 (M₂ and M₃ vehicles)

Submitted by the Working Party on General Safety Provisions *

The text reproduced below was adopted by the Working Party on General Safety Provisions (GRSG) at its 122nd session (ECE/TRANS/WP.29/GRSG/101, para. 7). It is based on ECE/TRANS/WP.29/GRSG/2021/17 as amended by GRSG-122-05. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2022 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (part V sect. 20) para 20.76), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



Insert new paragraphs 10.30. to 10.34., to read:

- "10.30. As from the official date of entry into force of the 10 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type-approvals under this Regulation as amended by the 10 series of amendments.
- 10.31. As from 1 September 2024, Contracting Parties applying this Regulation shall not be obliged to accept type-approvals to the preceding series of amendments, first issued after 1 September 2024.
- 10.32. Until 1 September 2026, Contracting Parties applying this Regulation shall accept type-approvals to the preceding series of amendments, first issued before 1 September 2024.
- 10.33. As from 1 September 2026, Contracting Parties applying this Regulation shall not be obliged to accept type-approvals issued to the preceding series of amendments to this Regulation.
- 10.34. Notwithstanding paragraphs 10.31. and 10.33., Contracting Parties applying this Regulation shall continue to accept type approvals granted to the 06, 07, 08 and 09 series of amendments to vehicles which are not affected by the 10 series of amendments."

Annex 3, paragraph 7.6.8.2., amend to read:

- "7.6.8.2. Every emergency window shall either:
- 7.6.8.2.1. Be capable of being easily and instantaneously operated from inside and from outside the vehicle by means of a device recognized as satisfactory. This provision includes the possibility of using e.g. panes of laminated glass or plastic material, or
- 7.6.8.2.2. Be made of toughened glass pane(s). This latter provision precludes the possibility of using panes of laminated glass or of plastic material. An easy-to-operate device shall ensure that each glass pane can be broken and removed within 20 seconds by a single person from inside the passenger compartment. The technical service shall verify by testing the operation of the device. and by measuring the time from the first action to operate the device until a free opening of the emergency window corresponding to the required dimensions specified in paragraph 7.6.3.1.3 is achieved.

The device shall meet the following requirements."

Annex 3, paragraph 7.6.8.2.2., insert new paragraphs 7.6.8.2.2.1. to 7.6.8.2.2.4. to read:

- "7.6.8.2.2.1. The device shall be fixed adjacent to or on the emergency window and positioned in the upper third of the height of the window surface. In case of an emergency window at the rear of the vehicle the device shall be fixed centrally adjacent to or on the window or, alternatively, positioned adjacent to or on both sides of the window.

In case the implementation of the device is not technically compatible with the positional requirements above, the device shall be located adjacent to or affixed on each emergency window. However, the manufacturer shall demonstrate to the satisfaction of the Technical Service the following points:

1. analysis conducted to determine the location of the device;
2. definition of the measures put in place to prevent unintended use.

These evidences shall be verified by the Technical Service.

- 7.6.8.2.2.2. The device shall be clearly visible for any passenger in its direct vicinity. It shall be marked in red and supplemented by a safety sign.
- 7.6.8.2.2.3. The device shall be readily available at all times. In case of electronic devices such device shall be operational in the event of a failure of the vehicle's power supply, and its operational status shall be easily verifiable at the driver's seat position. The device shall be designed to prevent misuse. At least one of the following mitigating measures at the manufacturer's choice shall be available. The device shall
 - (a) be permanently fixed adjacent to or on each emergency window; or
 - (b) engage a warning signal being audible or visible at the driver's seating position when the device is temporarily removed from its designated location.
- 7.6.8.2.2.4. The device shall be equipped with a protective cover or designed to prevent unintended operation and shall require one additional action to unlock by any person operating the device. If a protective cover is used, the device shall remain visible by passengers.
- 7.6.8.2.2.5. The surfaces of each emergency window may be fitted with a plastic film to enable the person to remove the window pane or panes. The plastic film shall be cut at the outer edge of the emergency window and following a pattern e.g., shown in Annex 4, Figure 32. In case of fitting a plastic film to the emergency exit, it shall be compatible with the device and shall not reduce its efficiency. In addition, the characteristics of the approved glazing shall remain unchanged."

Renumber paragraph 7.6.8.2.2.4. as 7.6.8.2.2.5.

Annex 3, paragraph 7.6.9.5., amend to read:

- "7.6.9.5. Escape hatches shall be capable of being easily opened or removed from the inside and from the outside. However, this requirement shall not be construed as precluding the possibility of locking the escape hatch for the purpose of securing the vehicle when unattended, provided that the escape hatch can always be opened or removed from the inside by the use of the normal opening or removal mechanism. In the case of a hatch made of or with toughened glass pane(s), an easy-to-operate device shall ensure that each glass pane(s) can be broken and removed within 20 sec by a single person from inside the passenger compartment. The technical service shall verify by testing the operation of the device and by measuring the time from the first action to operate the device until a free opening of the escape hatch corresponding to the required dimensions specified in paragraph 7.6.3.1.5 is achieved.

The device shall meet the following requirements.

- 7.6.9.5.1. The device shall be clearly visible for any passenger in its direct vicinity. It shall be marked in red and supplemented by a safety sign.
- 7.6.9.5.2. The device shall be readily available at all times. In case of electronic devices such device shall be operational in the event of a failure of the vehicle's power supply, and its operational status shall be easily verifiable at the driver's seat position. The device shall be designed to prevent misuse. At least one of the following mitigating measures at the manufacturer's choice shall be available. The device shall
 - (a) be permanently fixed adjacent to or on each escape hatch; or

- (b) engage a warning signal being audible or visible at the driver's seating position, when the device is temporarily removed from its designated location.
- 7.6.9.5.2.3. The device shall be equipped with a protective cover or designed to prevent unintended operation and shall require one additional action to unlock by any person operating the device. If a protective cover is used, the device shall remain visible by passengers.
- 7.6.9.5.3.4. The surfaces of each escape hatch may be fitted with a plastic film to enable the person to remove the window pane or panes. The plastic film shall be cut at the outer edge of the emergency window and following a pattern as e.g. shown in Annex 4, Figure 32. In case of fitting a plastic film to the emergency exit, it shall be compatible with the device and shall not reduce its efficiency. In addition, the characteristics of the approved glazing shall remain unchanged."

Annex 4, after Figure 31 insert:

"Figure 32

Patterns for cutting plastic film on emergency window or escape hatch

(See Annex 3, paragraphs 7.6.8.2.2.4. and 7.6.9.5.3.)

