

Safety on board of sleeping coaches

The sleeping coach problem was raised during WP.29 at its March 2005 session (TRANS/WP.29/1039, para. 25), when the general question of bus frontal collision was discussed. Based on the WP.29 request GRSG started to discuss the issue of sleeping coaches, which are equipped with berths or seats convertible into berths or seats inclinable into laying position.

Accordingly, GRSG is considering the passenger safety on board of sleeping coaches when passengers are lying. The concern of GRSG is to provide the same protection to passengers when lying as well as in conventional seats in the case of frontal impact and roll over. The main issue could be how to restraint passengers in the lying situation. GRSG has considered the following comments:

Two kinds of features can be found regarding seats of sleeping coaches:

- (a) Normal seats that can be converted into berths.
- (b) Vehicles equipped with permanent berths.

At its ninety-second session (16-20 April 2007), some GRSG experts suggested the possibility of amending Regulations Nos. 14, 16 and 80 by GRSG to ensure passenger safety. Finally, it was recommended to request the GRSP advise on this kind of vehicles.

List of official and informal documents considered by GRSG on sleeping coaches:

GRSG-88-18

GRSG-89-2

GRSG-89-9

GRSG-90-2

GRSG-90-3

TRANS/WP.29/GRSG/2006/25

GRSG-91-6

ECE/TRANS/WP.29/GRSG/2007/3



Fig.1. Example of normal seats that can be converted into berths altogether an example of safety partitions attached to the safety belt anchorages of the bus seats.



Fig.2. Example of two gangways version with permanent berths.



Fig.3. Danish DD sleeping coach (SETRA S328 DT) having a frontal collision in Germany, January, 2004 (3 fatalities, 41 injuries, most of them serious)
