

Proposal for Supplement 1 to the 02 series of amendments to Regulation No. 118 (Burning behaviour material)

The text reproduced below was prepared by the expert from Germany to clarify, in the Regulation, the provisions on interior materials which shall be tested. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters. The document supersedes ECE/TRANS/WP.29/GRSG/2012/22. It takes into account all comments made in the 102nd session of UNECE GRSG.

I. Proposal

Paragraph 2.2., amend to read:

"2.2. *"Interior compartment"* means any compartment intended for passengers, drivers and/or crew bounded by **the interior facing surface(s) of:**

- (a) The ~~roof~~ **ceiling;**
- (b) The floor;
- (c) The **front, rear and** side walls,
- (d) The doors;
- (e) The outside glazing.
- ~~(f) The rear compartment bulkhead, or the plane of the rear seat;~~
- ~~(g) Back support."~~

Paragraphs 5.2.1. to 5.2.3., amend to read:

- "5.2.1. The materials ~~within no more than [13] mm beyond~~ **of** the interior compartment, **materials of** the engine compartment and **materials** of any separate heating compartment used in the vehicle to be type approved shall meet the requirements of Part II of this Regulation.
- 5.2.2. The materials and/or equipment used in the interior compartment, the engine compartment and any separate heating compartment and/or in devices approved as components shall be so installed as to minimize the risk of flame development and flame propagation.
- 5.2.3. Such materials and/or equipment shall only be installed in accordance with their intended purposes and the test(s) which they have undergone (see paragraphs 6.2.1., 6.2.2., 6.2.3., 6.2.4., 6.2.5., 6.2.6. and 6.2.7.), especially in relation to their burning and melting behaviour (horizontal/vertical direction) and/or their capability to repel fuel or lubricant."

II. Justification

1. When applying the text of the 02 series of amendments to Regulation No. 118, it is obvious that the current wording of the interior materials, which need to be tested, is open to misinterpretations. Consultations with several technical services also concluded in the need for an adaptation of the technical provisions.
 2. Research showed that the definition used in the Federal Motor Vehicle Safety Standard (FMVSS) 302 of the United States of America (any material or component which is within 13 mm of the interior compartment air space shall meet the requirements) offers a more appropriate wording and, therefore, is introduced by the above proposal.
 3. The document takes into account all comments made during the 102nd session of UNECE GRSG, especially those of OICA to better clarify the proposed amendment.
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