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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****105th 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 amendments to Regulation No. 107 (M₂ and M₃ vehicles)****Submitted by the expert from Germany ***

The text reproduced below has been prepared by the expert from Germany to introduce requirements to prevent accidents if the flap covering the engine compartment is open. It supersedes informal document GRSG-104-02. 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 7.3., amend to read:

"7.3. ~~(Reserved)~~ **Prevention of accidents**"

Annex 3, insert new paragraph 7.3.1., to read:

"7.3.1. If a flap at the engine compartment of vehicles having the engine located to the rear of the driver's compartment provides access to parts that represent a hazard when the engine is running (e.g. pulleys of belt drives), it shall be equipped with a means ensuring that it is not possible to start the engine from the driver's position with the flap open.

This does not preclude starting devices for the engine inside of the engine compartment."

II. Justification

Due to the geometry of a bus or coach, it is not possible, when seated in the driver's seat, to verify that starting the engine does not represent a hazard if the flap is open. To avoid this situation, the proposal introduces requirements to ensure that the engine can only be started with the flap open when under direct view.
