Behaviour of M2 & M3 general construction in case of Fire Event

IWG - BMFE
2 meetings on 2018 2nd/3rd quarters
- Chair: France (UTAC)
- Secretary: OICA

3rd meeting
- June 15th
- Berlin location (VDA)
- 17 attendees: 4 contracting parties / 6 vehicle manufacturers / 3 automotive suppliers / 4 test centers

4th meeting
- September 10th / 11st
- Paris location (OICA)
- 23 attendees: 4 contracting parties / 8 vehicle manufacturers / 5 automotive suppliers / 6 test centers

IWG BMFE overview
3rd IWG BMFE meeting

UNECE n°118 Contents

- Toxicity
  - Comparison on rails, navals, aircrafts applications
  - Performance levels to be balanced with evacuation time inputs

- Opacity
  - Technical axis on available methods to evaluate opacity
  - Test result presentation on smoke invasion + smoke extraction on a full scale coach

- Exchange of views on automatic exit opening factors
3rd IWG BMFE meeting

UNECE n°107 Contents

- Smokes extraction systems: state of play on various applications
- Exchange of views on fire detection systems
  - Combination of fire detection and fire suppression warnings
  - Minimum performance level to be required
- Optimisation of luminous trajectories and functionalities
  - Indication of the exit location and the path to emergency exits
  - Updates based on existing system to inform passengers
- Safety instructions: how to consider predispositions at the Regulation level?
4th IWG BMFE meeting

UNECE n°118 Contents

- Toxicity and opacity
  - Further detailed discussions on test protocols in application for other transports
  - Evaluation of potential transposition for road application: tests to be performed on current UNECE n°118 approved materials + analysis on how to define the best performance level for road transport

- Adhesive consideration: discussions on how to consider it in the approval process
  - Tests to be conducted to confirm adhesive influence on inflammability results
  - Proposal for text clarification
UNECE n°107 Contents

- Automatic exit opening
  - No technical blocking points to a conditioned automation of the opening of emergency door using current sensors with early detection and associated lighting
  - Focus on classes II / III / B

- Minimum performance level for fire detection systems
  - Need for a pass/fail criteria based on temperature variation

- Safety instructions
  - Provisions have to be: technology neutral + related to the vehicle construction + pass/fail criteria
4th IWG BMFE meeting

- Full scale fire test
  - Proposal to perform physical evaluations with fire ignition at engine compartment including one reference test + evaluations with countermeasures
  - Vehicle definition to be defined with associated providing means
  - Test matrix to be consolidated with criteria to be evaluated and associated data measurement

- Next session: Madrid November 27th-28th
  - Intermediate call meeting planned for end of October
Thanks for your attention.