

9 November 2015

Agreement

Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions*

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 106 – Regulation No. 107

Revision 6 - Amendment 2

Supplement 2 to the 06 series of amendments – Date of entry into force: 8 October 2015
Supplement 3 to the 06 series of amendments – Date of entry into force: 8 October 2015

Uniform provisions concerning the approval of category M₂ or M₃ vehicles with regard to their general construction

This document is meant purely as documentation tool. The authentic and legal binding texts are:

- ECE/TRANS/WP.29/2014/77
- ECE/TRANS/WP.29/2015/44.



UNITED NATIONS

* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

Annex 3,

Paragraph 7.5.1.5., amend to read:

"7.5.1.5. In the case of vehicles having the engine located to the rear of the driver's compartment, the compartment shall be equipped with an alarm system providing the driver with both an acoustic and a visual signal, and activating the hazard warning signal in the event of excess temperature in the engine compartment and in each compartment where a combustion heater is located."

Paragraph 7.5.6.2., amend to read:

"7.5.6.2. Upon detection, the system given in paragraph 7.5.6.1. shall provide the driver with both an acoustic and a visual signal in the driver's compartment and shall activate the hazard warning signal."

Annex 11,

Paragraph 3.2.3.2.1., amend to read:

"3.2.3.2.1. The vehicle in running order is loaded with: a mass corresponding to the number P of seated passengers, of mass Q; a mass corresponding to the number SP of standing passengers, of mass Q uniformly distributed over the surface available for standing passengers S_1 ; where appropriate, a mass WP uniformly distributed over each wheelchair space; a mass equal to B (kg) uniformly distributed in the baggage compartments; a mass equal to BX (kg) uniformly distributed over the surface area of the roof equipped for the carriage of baggage, where:

P is the number of seating places.

S_1 is the area for standing passengers. In the case of vehicles of classes III or B, $S_1 = 0$.

SP, declared by the manufacturer, shall not exceed the value S_1/S_{Sp} , where S_{Sp} is the conventional space provided for one standing passenger specified in the table below.

WP (kg), is the number of wheelchair spaces multiplied by 250 kg representing the mass of a wheelchair and user.

B (kg), declared by the manufacturer, shall have a numeric value not less than $100 \times V$.

V is the total volume of baggage compartments in m^3 including exterior racks, ski-boxes and baggage compartments, that are attached to the outside of the vehicle.

BX, declared by the manufacturer, shall have a numeric value not less than 75 kg/m^2 .

Double deck vehicles shall not be equipped for the carriage of baggage on the roof and therefore BX for double-deck vehicles shall be zero.

..."