
Proposal for Supplement 2 to the 03 series of amendments to UN Regulation No. 118 (Burning behaviour of materials)

Submitted by the experts of OICA

The text reproduced below was prepared by the expert from OICA to evaluate and develop the opportunity to increase the safety of M2 and M3 vehicles in case of fire, by allowing the manufacturer to use the existing requirements of UN R118 to other vehicle classes, therefore improving the requirements related to the behaviour of the materials used in those vehicles. This proposal amends the 03 series of amendments to UN Regulation No. 118. The modifications to the modifications to the current text of the regulation are marked in red bold characters.

I. Proposal

Insert new paragraph 1.1.1, to read:

“1. SCOPE

1.1. This Regulation applies to the burning behaviour (ignitibility, burning rate and melting behaviour) and to the capability to repel fuel or lubricants of materials used in vehicles of Categories M3, Classes II and III(1).

1.1.1. At the request of the manufacturer, this Regulation may also apply to vehicles of Categories M3, Class I.”

II. Justification

According to ECE/TRANS/WP.29/1044/Rev.3 - General Guidelines for United Nations regulatory procedures and transitional provisions in UN Regulations- **the scope of a Regulation indicates to which categories of vehicles UN type approvals according to that UN Regulation can be issued;**

In order to clarify the opportunity of being able to grant type-approvals for M3 class I vehicles (which are currently not listed in the scope of UN R118), the proposal is meant to introduce to the current scope M3 class I vehicles, on a voluntary basis.

This proposal will measurably improve fire safety for class I busses (used in suburban traffic) – such trend is visible in terms of other M3 regulations like the 7th series of amendments to Regulation No. 107 introducing Fire Suppression System for class I (same as class II and III). The process of Conformity of production will significantly improve fire safety at both vehicle and component level.

This principle of allowing a manufacturer to get an approval, on his request, is already existing in other bus regulations – UN R66 can be an example.

It is observed that the UN R118 type approval certificate for class I is frequently being considered as a criterion in city bus tender process, which may prove that there are already approvals issued for this vehicle class. This proposal will therefore secure that there is no different interpretations among approval authorities, and therefore no unequal treatment of the request of vehicle manufacturers, especially in case of tenders.

The proposed modification will not imply any technical change for the manufacturers not interested in the certification of class I busses.