乘客(passenger)＝僅乘客；乘員(occupants)＝乘客＋駕駛(及/或服務員)

<table>
<tr><th>基準名稱</th><th>基準條文</th><th>對應英文版基準條文 (內容與 UN 條文相同)</th><th>修正意見</th></tr>
<tr><td>020.車輛規格規定</td><td>4.1.2.1　車門係指供乘客於正常情況下使用之門，不含鄰近駕駛座左側供駕駛人出入之門。車門應設於右側且數量至少一個（申請核定座立位總數逾四十七人之市區公車至少二個）。</td><td>R36:
5.6.1.1. The minimum number of service doors required is as follows:
<table><tr><th rowspan="2">Number of passengers</th><th colspan="3">Number of service doors</th></tr><tr><th>Class I</th><th>Class II</th><th>Class III</th></tr><tr><td>23 - 45</td><td>1</td><td>1</td><td>1</td></tr><tr><td>46 - 70</td><td>2</td><td>1</td><td>1</td></tr><tr><td>71 - 100</td><td>3</td><td>2</td><td>1</td></tr><tr><td>> 100</td><td>4</td><td>3</td><td>1</td></tr></table></td><td>僅規範乘客，基準條文不需修正</td></tr>
<tr><td rowspan="2">020.車輛規格規定</td><td>4.1.2.4.2 車輛同側二門（車門或安全門）間之距離應不小於乘客室全長之百分之四十，其距離應於車門（安全門）中心量測，若其中之一為雙扇車門時，應於二門間最遠處量測。乘客室全長係指最前排乘客座椅椅墊前緣與最後排乘客座椅椅背後緣相切於車輛縱向中心面之水平距離。</td><td>R36:
5.6.2.2. Two of the doors shall be separated such that the distance between transverse vertical planes through their centres of area is not less than 40 per cent of the overall length of the passenger compartment measured parallel to the longitudinal axis of the vehicle.In the case of an articulated vehicle, this requirement shall be fulfilled if two doors of the different sections are separated such, that the distance between the doors is not less than 40 per cent of the overall length of the combined passenger compartment (all sections). In either case, if one of these doors forms part of a double door this distance shall be measured between the doors which are furthest apart.</td><td>4.1.2.4.2 車輛同側二門（車門或安全門）間之距離應不小於乘客室全長之百分之四十，其距離應於車門（安全門）中心量測，若其中之一為雙扇車門時，應於二門間最遠處量測。乘客室全長係指最前排乘客座椅椅墊前緣與最後排乘客座椅椅背後緣相切於車輛縱向中心面之水平距離。</td></tr>
<tr><td>4.1.3.2　緊急出口標識應以中文「緊急出口」及英文「Emergency exit」標識於乘客輕易可視之車內及車外緊急出口或其鄰近位置。中文標識字體於安全門者，每字至少十公分見方，於安全窗及車頂逃生口者，每字至少四公分見方。</td><td>R36:
5.6.11.1. Each emergency exit shall be marked by an inscription reading "Emergency exit" inside and outside the vehicle.</td><td>僅規範乘客，基準條文不需修正</td></tr>
</table>

	4.1.3.3　應於乘客輕易可視之緊急出口控制裝置或其鄰近位置標示操作方法。	R36: 5.6.11.3. Clear instructions concerning the method of operation shall be placed on or close to every emergency control of an exit.	僅規範乘客，基準條文不需修正
	4.1.5.1　甲類大客車：應允許寬度五十五公分，高度一百八十五公分且厚度為二公分之矩形鑲板，其平面應以乘客離開車輛之方向，自走道側垂直穿越車門至車輛外側。	R36: 5.7.1.1. The free space extending inwards into the vehicle from the side wall in which the door is mounted shall permit the free passage of a vertical rectangular panel 10 cm thick, 40 cm wide and 70 cm in height above the floor, having a second panel 55 cm wide superimposed symmetrically above it; the height of the second panel being as prescribed for the relevant class of vehicle. The dual panel shall be maintained parallel with the door aperture as it is moved from the starting position, where the plane of the face nearest to the interior of the vehicle is tangential to the outermost edge of the aperture, to the position where it touches the first step, after which it shall be kept at right angles to the probable direction of motion of a person using the entrance. 5.7.1.2. For vehicles of Class I, the height of the upper rectangular panel shall be 110 cm. For Class II vehicles, the height shall be 95 cm and for Class III vehicles, it shall be 85 cm.	僅規範乘客，基準條文不需修正
	4.1.5.2　乙類大客車：應允許寬度五十五公分，高度一百五十公分且厚度為二公分之矩形鑲板，其平面應以乘客離開車輛之方向，自走道側垂直穿越車門至車輛外側。		僅規範乘客，基準條文不需修正
	4.1.7.2　甲類大客車：應允許寬度五十五公分，高度為一百六十公分且厚度為二公分之矩形鑲板，其平面應以乘客離開車輛之方向，自走道側垂直穿越安全門至車輛外側。	R36: 5.7.1.1. The free space extending inwards into the vehicle from the side wall in which the door is mounted shall permit the free passage of a vertical rectangular panel 10 cm thick, 40 cm wide and 70 cm in height above the floor, having a second panel 55 cm wide superimposed symmetrically above it; the height of the second panel	僅規範乘客，基準條文不需修正

		being as prescribed for the relevant class of vehicle. The dual panel shall be maintained parallel with the door aperture as it is moved from the starting position, where the plane of the face nearest to the interior of the vehicle is tangential to the outermost edge of the aperture, to the position where it touches the first step, after which it shall be kept at right angles to the probable direction of motion of a person using the entrance. 5.7.1.2. For vehicles of Class I, the height of the upper rectangular panel shall be 110 cm. For Class II vehicles, the height shall be 95 cm and for Class III vehicles, it shall be 85 cm.	
	4.1.8.3　車輛側方安全窗下緣距車內地板之高度應不大於一百公分，且若為鉸鍊式安全窗不得小於六十五公分，若為玻璃式安全窗不得小於五十公分。若鉸鍊式安全窗之窗框裝設距車內地板高六十五公分之防護裝置，以防範乘客掉出車外，其下緣距車內地板高可減少至五十公分，且防護裝置上方之窗框尺度應不得小於前款安全窗尺度之規定。	R36: 5.6.8.5. The height of the lower edge of an emergency window fitted in the side of the vehicle from the level of the floor immediately below it shall be not more than 100 cm nor less than 65 cm in the case of a hinged emergency window, or 50 cm in the case of a window made of breakable glass. However, in the case of a hinged emergency window the height of the lower edge may be reduced to a minimum of 50 cm provided that the window aperture is equipped with a guard up to a height of 65 cm to prevent the possibility of passengers falling out of the vehicle. Where the window aperture is equipped with a guard, the size of the window aperture above the guard shall not be less than the minimum size prescribed for an emergency window.	僅規範乘客，基準條文不需修正
020.車輛規格規定	4.1.9　安全窗通道係指走道至安全窗間之通道，應允許尺度四十公分 × 六十公分，厚度二公分且邊角曲率半徑為二十公分之薄板，其平面應以乘客離開車輛之方向，自走道側垂直穿越安全窗至車輛外側。無法符合上述規定之車輛	R36: 5.7.3. Access to emergency windows 5.7.3.1. It shall be possible to move a test gauge from the gangway to the exterior of the vehicles through every emergency window. 5.7.3.2. The direction of motion of the test gauge shall be in the direction in which a passenger evacuating the vehicle would be expected to move. The test gauge shall be kept perpendicular to that	僅規範乘客，基準條文不需修正

	後方安全窗通道得以尺度三十五公分×一百四十公分，厚度二公分且邊角曲率半徑為十七・五公分之薄板代替。安全窗前設有活動物品者，其所有可能位置均應符合本項規定。	direction of motion. 5.7.3.3. The test gauge shall be in the form of a thin plate having a size of 60 x 40 cm with corners radiused by 20 cm. However, in the case of an emergency window in the rear face of the vehicle, the test gauge may alternatively have a size of 140 cm x 35 cm with corners radiused by 17.5 cm.	
	4.1.10.2 置放位置應使乘客易於取用且滿足下列條件：		僅規範乘客，基準條文不需修正
	4.1.10.3 應於該裝置附近且於乘客輕易可視之處標示「車窗擊破裝置」之標識字體和操作方法，標識字體每字至少四公分見方。		僅規範乘客，基準條文不需修正
	4.1.13 走道係指平行車輛縱向中心線，自最前排乘客座椅椅背後緣至最後排乘客座椅椅墊前方三十公分之通道空間，並得延伸至車門通道及安全門通道，但不包括前置式引擎隆起區域旁之乘客座椅椅背後緣以前之通道空間和後置式引擎之大客車其最後第二排乘客座椅椅墊前方三十公分以後之通道空間。大客車走道應符合下列規定：		僅規範乘客，基準條文不需修正
020.車輛規格規定	4.1.13.4 市區雙層公車：走道有效寬至少三十二公分，上層走道內高至少一百七十公分，並應能允許直徑三十二公分，高度一百七十公分之圓柱體垂直順利通過，下層走道內高至少一百八十五公		僅規範乘客，基準條文不需修正

	分，並應能允許直徑三十二公分，高度一百八十五公分之圓柱體垂直順利通過。若圓柱體可能會與供立位乘客使用之活動式扶手或拉桿或拉環接觸時可將其移開。		
	4.1.13.5 甲類大客車及自中華民國九十五年一月一日起申請核定立位之乙類大客車：走道有效寬至少三十二公分，走道內高至少一百八十五公分，並應能允許直徑三十二公分，高度一百八十五公分之圓柱體垂直順利通過。若圓柱體可能會與供立位乘客使用之活動式扶手或拉桿或拉環接觸時可將其移開。		僅規範乘客，基準條文不需修正
	4.1.14 乘客座椅(駕駛座右側服務員座椅除外)		僅規範乘客，基準條文不需修正
	4.1.14.1 乘客座椅前方為安全門通道或車門通道者，其座椅空間地板與其前方地板高度差逾十二公分時應設置欄杆或保護板，欄杆或保護板上緣距座椅空間地板高度至少八十公分，欄杆或保護板寬度應能涵蓋該座椅之椅背對應寬度。		僅規範乘客，基準條文不需修正
	4.1.14.5 設於駕駛室上方之最前方乘客座椅應設欄杆或保護板與擋風玻璃區隔，欄杆或保護板上緣之後緣與擋風玻璃間之距離至少七十公分，欄杆或保護		僅規範乘客，基準條文不需修正

	板上緣距地板高度至少八十公分，其寬度應能涵蓋該座椅之椅背對應寬度。		
020.車輛規格規定	4.1.15 行李廂係指除乘客室和盥洗設備外可供乘客置放行李之空間。自中華民國九十五年一月一日起，除市區汽車客運、一般公路客運路線班車、校車及特種車外之甲類大客車應裝設符合下列規定之行李廂，其他大客車若裝設者亦應符合下列規定：		4.1.15 行李廂係指除乘客室和盥洗設備外可供乘客置放行李之空間。自中華民國九十五年一月一日起，除市區汽車客運、一般公路客運路線班車、校車及特種車外之甲類大客車應裝設符合下列規定之行李廂，其他大客車若裝設者亦應符合下列規定：
	4.1.16.3 除乘客室、行李廂、盥洗設備、工具箱、車身結構及其他必要構件外，甲類大客車前後軸組間不得有夾層空間。		4.1.16.3 除乘客室、行李廂、盥洗設備、工具箱、車身結構及其他必要構件外，甲類大客車前後軸組間不得有夾層空間。
	4.4.1 雙節式大客車（Articulated buses）：一種係由兩節剛性車廂相互鉸接而組成之大客車，在此種車輛上各節車廂之間是相通並可使乘客在車廂之間自由走動；其車廂係永久性鉸接，僅能在工廠使用專用的設備時才能將其拆開。	R107: 2.1.3. "*Articulated vehicle*" means a vehicle which consists of two or more rigid sections which articulate relative to one another; the passenger compartments of each section intercommunicate so that passengers can move freely between them; the rigid sections are permanently connected so that they can only be separated by an operation involving facilities which are normally only found in a workshop;	僅規範乘客，基準條文不需修正
	4.4.2.1 車門係指供乘客於正常情況下使用之門，不含鄰近駕駛座左側供駕駛人出入之門。車門應設於右側且每一節剛性車廂應至少一個（申請核定座立位總數逾七十人之雙節式大客車，其第一	R107 : 2.5. "*Service door*" means a door intended for use by passengers in normal circumstances with the driver seated:	僅規範乘客，基準條文不需修正

	節剛性車廂應至少二個車門）。		
	4.4.2.3　出口的最少數量應使每個分隔艙內的出口總數符合下表中的規定： 【請參考頁末表格】	【請參考頁末表格】	僅規範乘客，基準條文不需修正
	4.4.2.4　雙節式大客車的每節剛性車廂應被視為是單獨的車輛，以方便確定出口的最少數量及其位置，其鉸接部分不得視為一個出口。為方便確定安全出口的數量，廁所或廚房不可被視為是分隔艙，並應單獨確定各節車廂中的乘員數量。由鉸接車輛的剛性部份之鉸鍊的水平軸線及其與車輛縱軸垂直之線段所構成的平面，應被視為是各節車廂間的邊界。	R107: 7.6.1.5. Each rigid section of an articulated vehicle shall be treated as a separate vehicle for the purpose of determining the minimum number and the position of exits, except for paragraph 7.6.2.4. The connecting passage between them shall not be considered as an exit. Toilet compartments or galleys are not considered to be separate compartments for the purposes of defining the number of emergency exits. The number of passengers shall be determined for each rigid section. The plane, which contains the horizontal axis of the hinge between conjoined rigid sections of the vehicle, and perpendicular to the longitudinal axis of a vehicle, when it moves straight, shall be considered as the border between sections.	4.4.2.4　雙節式大客車的每節剛性車廂應被視為是單獨的車輛，以方便確定出口的最少數量及其位置，其鉸接部分不得視為一個出口。為方便確定安全出口的數量，廁所或廚房不可被視為是分隔艙，並應單獨確定各節車廂中的乘客數量。由鉸接車輛的剛性部份之鉸鍊的水平軸線及其與車輛縱軸垂直之線段所構成的平面，應被視為是各節車廂間的邊界。
	4.4.2.6 若駕駛區沒有符合 4.4.14.5.1.1 中所述條件之一的通道進入乘客區，則應滿足：	R107: 7.6.1.7. If the driver's compartment does not provide access to the passenger compartment by means of a passageway complying with one of the conditions described in paragraph 7.7.5.1.1., the following conditions shall be met:	4.4.2.6 若駕駛室沒有符合 4.4.14.5.1.1 中所述條件之一的通道進入乘客室，則應滿足：
	4.4.2.6.2 若 4.4.2.6.1 中描述的兩個出口均為車門，則允許駕駛人旁邊有一至二個附加的乘客座椅。 若允許通過駕駛人車門將試驗量具從乘員座椅移到車輛外部，則駕駛人車門應	R107: 7.6.1.7.2. One or two seats are permitted alongside the driver for additional people, in which case both of the exits referred to in paragraph 7.6.1.7.1. shall be doors. The driver's door shall be accepted as the emergency door for the occupants of those seats, provided that it is possible to move a test gauge from the occupants' seats to the exterior of the vehicle through	4.4.2.6.2 若 4.4.2.6.1 中描述的兩個出口均為車門，則允許駕駛人旁邊有一至二個附加的乘客座椅。 若允許通過駕駛人車門將試驗

	被視為是上述座椅上乘員的安全門。 在驗證聯接駕駛人車門的通道時，應適用 4.4.14.3.2 的要求，並使用如 4.4.14.3.3 所述尺寸為六００乘四００公釐之試驗量具。 提供給乘員使用的車門應位於與駕駛人車門所在車側相對之一側，且應被視為是駕駛人之安全門。 若駕駛區與乘客區之間至少設有一個符合 4.4.4 中要求的車門，則允許在與駕駛人鄰近的區域內最多安裝五個附加座椅。上述附加座椅及其座椅空間應符合本法規中的所有要求。	the driver's door (see Annex 4, Figure 27). Verification of the access to the driver's door shall be subject to the requirements of paragraph 7.7.3.2., by using the test gauge having a dimension of 600 x 400 mm, as described in paragraph 7.7.3.3. The door provided for the passengers shall be in the side of the vehicle opposite to that containing the driver's door and shall be accepted as the emergency door for the driver. Up to five additional seats may be fitted in a compartment incorporating the driver's compartment, provided that the additional seats and the space for these seats comply with all requirements of this Regulation and at least one door giving access to the passenger compartment complies with the requirements of paragraph 7.6.3. for emergency doors.	量具從乘客座椅移到車輛外部，則駕駛人車門應被視為是上述座椅上乘客的安全門。 在驗證聯接駕駛人車門的通道時，應適用 4.4.14.3.2 的要求，並使用如 4.4.14.3.3 所述尺寸為六００乘四００公釐之試驗量具。 提供給乘客使用的車門應位於與駕駛人車門所在車側相對之一側，且應被視為是駕駛人之安全門。 若駕駛室與乘客室之間至少設有一個符合 4.4.4 中要求的車門，則允許在與駕駛人鄰近的區域內最多安裝五個附加座椅。上述附加座椅及其座椅空間應符合本法規中的所有要求。
020.車輛規格規定	4.4.2.7 若駕駛人座椅及其鄰近的任何座椅可以通過符合 4.4.14.5.1.1 所述條件之一的通道與主要乘客區相通時，則不要求駕駛區須有外部出口。	R107: 7.6.1.8. If the driver's compartment and any seats adjacent to it are accessible from the main passenger compartment by means of a passageway complying with one of the conditions described in paragraph 7.7.5.1.1., no external exit is required from the driver's compartment.	4.4.2.7 若駕駛人座椅及其鄰近的任何座椅可以通過符合 4.4.14.5.1.1 所述條件之一的通道與主要乘客室相通時，則不要求駕駛區須有外部出口。
	4.4.2.8 若在 4.4.2.7 描述的情況下，駕駛	R107: 7.6.1.9. If a driver's door or other exit from the compartment is	4.4.2.8 若在 4.4.2.7 描述的情況

	區沒有駕駛人車門或其他出口，則可以計為主要乘客區的一個出口，但須滿足：	provided in the circumstances described in paragraph 7.6.1.8. it may only count as an exit for passengers provided:	下，駕駛區沒有駕駛人車門或其他出口，則可以計為主要乘客室的一個出口，但須滿足：
	4.4.2.8.3 為駕駛人座椅預留之空間應通過一個合適的通道與主要乘客區連通；若 4.4.14.5.1 所描述的試驗量具可在通道內自由移動直至量具的前端到達與駕駛人座椅椅背（此座椅向後移動至其最後側之縱向位置上）最前側點相切之垂直平面處，且從這一平面起，4.4.2.6.2 所描述之平板試驗量具沿該節中確立之方向移動至安全門處，同時座椅和方向盤位於其中間位置，則視為滿足本項要求。	R107: 7.6.1.9.3. The space reserved for the driver's seat shall communicate with the main passengers' compartment through an appropriate passage; such requirement shall be deemed to be fulfilled if the test gauge described in paragraph 7.7.5.1. can move unobstructed from the gangway, until the front end of the gauge reaches the vertical plane tangential to the foremost point of the driver's seat back (this seat being situated in its rearmost longitudinal position) and, from this plane, the panel described in paragraph 7.6.1.7.2. could be moved to the emergency door in the direction established by such paragraph (see Annex 4, Figure 28) with seat and steering wheel adjustment in their mid position.	4.4.2.8.3 為駕駛人座椅預留之空間應通過一個合適的通道與主要乘客室連通；若 4.4.14.5.1 所描述的試驗量具可在通道內自由移動直至量具的前端到達與駕駛人座椅椅背（此座椅向後移動至其最後側之縱向位置上）最前側點相切之垂直平面處，且從這一平面起，4.4.2.6.2 所描述之平板試驗量具沿該節中確立之方向移動至安全門處，同時座椅和方向盤位於其中間位置，則視為滿足本項要求。
020.車輛規格規定	4.4.2.9　在 4.4.2.7 和 4.4.2.8 之情況下，允許在駕駛人座椅和乘客區間有一道門或隔離設施（該設施在緊急情況下應能被駕駛人迅速移除），但此駕駛人車門不應計為乘客之出口。	R107: 7.6.1.10. Paragraphs 7.6.1.8. and 7.6.1.9. do not preclude there being a door or other barrier between the driver's seat and the passenger compartment provided that this barrier can be released quickly by the driver in an emergency. A driver's door in a compartment protected by such a barrier shall not be counted as an exit for passengers.	4.4.2.9　在 4.4.2.7 和 4.4.2.8 之情況下，允許在駕駛人座椅和乘客室間有一道門或隔離設施（該設施在緊急情況下應能被駕駛人迅速移除），但此駕駛人車門不應計為乘客之出口。
	4.4.2.10.除安全門和安全窗之外，亦得安裝車頂逃生口。除 4.4.2.11 規定外，其最少數量如下所示： 【請參考頁末表格】	【請參考頁末表格】	僅規範乘客，基準條文不需修正

	4.4.2.11 雙節式大客車之逃生口不得裝設於當乘客使用該逃生口時可能因所裝設之技術零件而發生危險處(例如：高電壓系統、包含危險液體及/或氣體之系統等)	R107: 7.6.1.12. Vehicles of Class I and A shall not have escape hatches fitted where technical components are installed which present possible dangers to passengers using the escape hatches (e.g. high voltage systems, systems containing dangerous liquids and/or gas, etc.).	僅規範乘客，基準條文不需修正
	4.4.3 出口的位置：乘客座位數量超過二二人之車輛應滿足以下要求。	R107: 7.6.2. Siting of exits Vehicles having a capacity exceeding 22 passenger seats shall meet the requirements shown below. Vehicles having a capacity not exceeding 22 passengers may meet either the requirements shown below or those contained in Annex 7, paragraph 1.2.	僅規範乘客，基準條文不需修正
	4.4.3.1.2 在車輛後方安裝一個額外車門以裝卸貨物或行李，但此車門可在必要時供乘客使用。	R107: 7.6.2.1.2. The provision of an additional service door in the rear face of a vehicle principally for loading/unloading of goods or luggage, but which could be used by passengers where circumstances so require, or	僅規範乘客，基準條文不需修正
	4.4.3.2 若乘客車廂有一座立位區域，其面積等於或超過一０平方公尺，則於4.4.2.1 所述之兩個車門應分開設置，對於不同車廂之兩扇車門，通過其面積中心點之橫向垂直面之間的距離應不小於車廂總長的百分之四０。若兩車門之一為雙扇車門，則此距離應在相距最遠之兩個車門間測量。	R107: 7.6.2.2.2. In the case of a double-deck vehicle, two of the doors referred to in paragraph 7.6.1.1. shall be separated such that the distance between transverse vertical planes through their centres of area is not less than either 25 per cent of the overall length of the vehicle or 40 per cent of the overall length of the passenger compartment on the lower deck; this shall not apply if the two doors are on different sides of the vehicle. If one of these two doors forms part of a double door, this distance shall be measured between the two doors which are furthest apart.	僅規範乘客，基準條文不需修正
	4.4.5.5 在車門內側不應有任何裝置會在車門關閉時遮蔽車內階梯，但允許車門控制裝置和安裝在車門內側之其他裝	R107: 7.6.4.5. On the inside of a service door there shall not be any device intended to cover the inside steps when the door is closed. This does	僅規範乘客，基準條文不需修正

	置在車門關閉時侵入車內階梯凹入之部分，但所侵入部分不應形成可供乘客站立之額外地板，且此機構和設備不應對乘客產生危險。	not exclude the presence in the step well, when the door is closed, of the door operating mechanism and other equipment attached to the inside of the door which does not form an extension of the floor on which passengers may stand. This mechanism and equipment should not be dangerous for the passengers.	
020.車輛規格規定	4.4.5.6 駕駛人在座位上應能觀察到每扇非自動操縱車門內外附近之乘客情況，若不能直接觀察，則應配備光學或其他裝置。 可藉由車輛之照後鏡滿足本項規定，但該間接視野裝置需提供符合規定之視野範圍。 對於位於雙節式大客車鉸接段之後之車門，不得使用照後鏡做為可提供充分視野之光學裝置。	R107: 7.6.4.6. If the direct view is not adequate, optical or other devices shall be installed to enable the driver to detect from his seat the presence of a passenger in the immediate interior and exterior vicinity of every side service door which is not an automatically-operated service door. Driving mirrors may be used to meet the requirements of this paragraph provided that the field of view required for driving is still met. In the case of doors situated behind the articulated section of an articulated vehicle, mirrors shall not be deemed to be a sufficient optical device.	僅規範乘客，基準條文不需修正
	4.4.5.7 於正常使用狀況下，當車門向車內開啟時，其結構應保證開啟過程不致傷害乘客；必要時應有適當之保護裝置。	R107: 7.6.4.7. Every door which opens towards the interior of the vehicle and its mechanism shall be so constructed that its movement is not likely to cause injury to passengers in normal conditions of use. Where necessary, appropriate protection devices shall be fitted.	僅規範乘客，基準條文不需修正
	4.4.6.1.3 鄰近車門之乘客容易看見與識別，若控制裝置附加於正常之車門開啟裝置上，則應清楚標示僅供緊急情況下使用；	R107: 7.6.5.1.3. Can be easily seen and clearly identified when approaching the door and when standing in front of the door and, if additional to the normal opening controls, be clearly marked for emergency use;	僅規範乘客，基準條文不需修正
	4.4.6.6 每扇動力控制車門之結構和控制系統，當車門於關閉過程時不得傷害或夾傷乘客。	R107: 7.6.5.6. The construction and control system of every power-operated service door shall be such that a passenger is unlikely to be injured by the door or trapped in the door as it closes.	僅規範乘客，基準條文不需修正

	4.4.6.6.1.2 當車門夾住乘客之手腕或手指時：	R107: 7.6.5.6.1.2. The second requirement is that whenever the doors are closed onto the wrist or fingers of a passenger:	僅規範乘客，基準條文不需修正
	4.4.6.6.1.2.2 乘客手腕和手指能容易抽出門縫而無受到傷害。此要求可用手或試驗棒（參考 4.4.6.6.1.1）進行檢查，將試驗棒的厚度在三００公釐長度上由三０公釐逐漸減小到五公釐，且不應做拋光處理或加潤滑油，若門夾住試驗棒時應能輕易抽出，或	R107: 7.6.5.6.1.2.2. The wrist or fingers can be readily extracted from the doors without risk of injury to the passenger. This requirement may be checked by hand, or by means of the test bar mentioned in paragraph 7.6.5.6.1.1., tapered at one end over a length of 300 mm from a thickness of 30 mm to a thickness of 5 mm. It shall not be treated with polish nor lubricated. If the door traps the bar it shall be capable of being easily removed, or	僅規範乘客，基準條文不需修正
	4.4.7.2.1 駕駛人啟動開門控制裝置後，乘客可用以下方式打開車門：	R107: 7.6.6.1.2. Activation and deactivation may be either direct, by means of a switch, or indirect, for example by opening and closing the front service door.	僅規範乘客，基準條文不需修正
	4.4.7.3.1 自動控制車門開啟後，經過一定之時間間隔後應自動關閉，若乘客在此期間進出車門，則安全裝置（階梯接觸器、光感應柵欄或單向閥等）應確保有足夠之關門順延時間。	R107: 7.6.6.1.3. Activation of the opening controls by the driver shall be indicated inside and, where a door is to be opened from outside, also on the outside of the vehicle; The indicator (e.g. illuminated push-button, illuminated sign) shall be on or adjacent to the door to which it relates.	僅規範乘客，基準條文不需修正
020.車輛規格規定	4.4.7.3.2 車門正在關閉時若有乘客進出，則關閉過程應自動中止，車門應返回至開啟位置，返回動作是由 4.4.7.3.1 所述安全裝置之一或其他裝置啟動。	R107: 7.6.6.3.2. If the passenger enters or leaves the vehicle while the door is closing, the closing process shall be interrupted automatically and the door shall return to the open position. The reversal may be actuated by one of the safety devices referred to in paragraph 7.6.6.3.1. or by any other device.	僅規範乘客，基準條文不需修正
	4.4.7.3.3 已依照 4.4.7.3.1 自動關閉之車門，除非駕駛人解除開門控制裝置之啟用，否則應能再次被乘客依照 4.4.7.2 所	R107: 7.6.6.3.3. A door that has closed automatically in accordance with paragraph 7.6.6.3.1. shall be capable of being opened again by a	僅規範乘客，基準條文不需修正

	述之方式打開。	passenger in accordance with paragraph 7.6.6.2.; this shall not apply if the driver has deactivated the opening controls.	
	4.4.7.4.1 駕駛人應能操作一特定控制裝置以延遲自動關門之過程，乘客也能直接按一特定按鈕來延遲自動關門之過程。	R107: 7.6.6.4.1. The driver shall be able to inhibit the automatic closing process by actuation of a special control. A passenger shall also be able to inhibit the automatic closing process directly by pressing a special push-button.	僅規範乘客，基準條文不需修正
	4.4.9.2.2 採用易擊碎之安全玻璃(不得為膠合或塑材玻璃)，並在每扇安全窗鄰近處提供一擊破裝置，以便車內人員方便使用於擊破安全窗，另應於駕駛人附近提供一擊破裝置，並應於該裝置附近且於乘客輕易可視之處標示「車窗擊破裝置」之標識字體和操作方法，標識字體每字至少四公分見方。使用於擊破車輛後方安全窗之擊破裝置，應位於安全窗中心上方或下方，或者亦可位於車窗附近。	R107: 7.6.8.2.2. Be made of readily-breakable safety glass. This latter provision precludes the possibility of using panes of laminated glass or of plastic material. A device shall be provided adjacent to each emergency window, readily available to persons inside the vehicle, to ensure that each window can be broken. The device for breaking the glass for the emergency windows at the rear of the vehicle shall be positioned either centrally above or below the emergency window or, alternatively, a device shall be positioned adjacent to each end of the window.	僅規範乘客，基準條文不需修正
	4.4.9.5 車輛側面安全窗之下緣距其下方車內地板平面（不考慮任何局部改變，例如輪拱等所造成之局部變形）之高度應不大於一二００公釐，對鉸鏈式安全窗應不小於六五０公釐，而對玻璃式安全窗則應不小於五００公釐。 若鉸鏈式安全窗之出口於距地板六五０公釐高度處裝有防護乘客墜落車外之裝置，則允許其下緣距地板之最小高度為五	R107: 7.6.8.5. The height of the lower edge of an emergency window fitted in the side of the vehicle from the general level of the floor immediately below it (excluding any local variations such as the presence of a wheel or transmission housing) shall be not more than 1,200 mm nor less than 650 mm in the case of a hinged emergency window, or 500 mm in the case of a window made of breakable glass. However, in the case of a hinged emergency window, the height of the lower edge may be reduced to a minimum of 500 mm provided that	僅規範乘客，基準條文不需修正

	００公釐，但防護裝置上方之出口面積應不小於安全窗規定之最小尺寸。	the window aperture is equipped with a guard up to a height of 650 mm to prevent the possibility of passengers falling out of the vehicle. Where the window aperture is equipped with a guard, the size of the window aperture above the guard shall not be less than the minimum size prescribed for an emergency window.	
020.車輛規格規定	4.4.10.3 彈射式逃生口不應於操作時整個自車輛上分離，並不應對其他道路使用者構成危險。彈射式逃生口應具備防止誤操作之設計。彈射式地板逃生口僅能彈向乘客室。	R107: 7.6.9.3. Ejectable types shall not become totally detached from the vehicle when operated such that the hatch is not a danger to other road users. The operation of ejectable escape hatches shall be such that inadvertent operation is effectively prevented. Floor ejectable hatches shall eject only into the passenger compartment.	4.4.10.3 彈射式逃生口不應於操作時整個自車輛上分離，並不應對其他道路使用者構成危險。彈射式逃生口應具備防止誤操作之設計。彈射式地板逃生口僅能彈向乘客室。
	4.4.10.4 鉸鏈式逃生口應鉸接於朝向車輛前或後之一端，並應至少可開啟一００度。鉸鏈式地板逃生口應朝乘客室方向開啟。	R107: 7.6.9.4. Hinged escape hatches shall hinge along the edge towards the front or rear of the vehicle and shall hinge through an angle of at least 100 degrees. Hinged floor escape hatches shall hinge into the passenger compartment.	4.4.10.4 鉸鏈式逃生口應鉸接於朝向車輛前或後之一端，並應至少可開啟一００度。鉸鏈式地板逃生口應朝乘客室方向開啟。
	4.4.11.6 當一名乘客站在動力操作之可伸縮式階梯上時，相對應之車門應不能關閉，可使用重量為一五公斤（代表兒童重量）之重塊放於階梯中心進行確認。此要求不適用位在駕駛人直接視野範圍之車門。	R107: 7.6.10.6. When a passenger is standing on a power-operated retractable step, the corresponding door shall be incapable of being closed. Compliance with this requirement shall be checked by placing a mass of 15 kg, representing a small child, at the centre of the step. This requirement shall not apply to any door within the driver's direct field of view.	僅規範乘客，基準條文不需修正
	4.4.13.1 車門處可提供照明以照亮4.4.13.2.2 所述地面平坦水平部分，以協助乘客上下車，並方便駕駛人在就座狀態下發現位於該地面之乘客。	R107: 7.6.12.1. Service-door lighting may be provided to illuminate the flat, horizontal portion of the ground defined in paragraph 7.6.12.2.2. so as to aid passengers boarding and alighting the vehicle and to enable the presence of a passenger within this portion of the ground to be detected by the driver from his seat.	僅規範乘客，基準條文不需修正

	4.4.14.1.1 從車門安裝側之車身向車內延伸的自由空間應允許具有圖一中的試驗量具 1 或試驗量具 2 尺寸之量具自由通過。 試驗量具從起始位置（最靠近車輛內部的平面與車門入口最外側邊緣相切）移至其與第一階階梯接觸的位置時與車門入口保持平行，隨後量具應保持與乘客的出入方向垂直。	R107: 7.7.1.1. The free space extending inwards into the vehicle from the side wall in which the door is mounted shall permit the free passage of one test gauge having the dimensions of either test gauge 1 or test gauge 2 specified in Annex 4, Figure 1. The test gauge shall be maintained parallel with the door aperture as it is moved from the starting position, where the plane of the face nearest to the interior of the vehicle is tangential to the outermost edge of the aperture, to the position where it touches the first step, after which it shall be kept at right angles to the probable direction of motion of a person using the entrance.	僅規範乘客，基準條文不需修正
020.車輛規格規定	4.4.14.1.3 用來檢查通道空間的圓柱體（參見圖二）從通道開始沿乘客離開車輛的運動方向移動，直到其中心線達到最上一級階梯外邊緣所在的垂直平面或與上圓柱相切的平面接觸雙層板（以先出現者為準），並保持在此位置上。	R107: 7.7.1.4. The cylindrical figure (see Annex 4, Figure 6) used for testing the gangway clearance shall then be moved starting from the gangway, in the probable direction of motion of a person leaving the vehicle, until its centre line has reached the vertical plane which contains the top edge of the uppermost step, or until a plane tangential to the upper cylinder touches the dual panel, whichever occurs first, and retained in that position (see Annex 4, Figure 2).	僅規範乘客，基準條文不需修正
	4.4.14.1.4 在 4.4.14.1.2 中所述位置的圓柱體與 4.4.14.1.3 中所述位置上的雙層板之間應允許垂直平板自由通過。垂直平板的形狀和尺寸與 4.4.14.5.1 所述的圓柱體相同，其中間段與厚度不大於二０公釐。垂直平板從與圓柱體相切的位置移動到其外側板面與雙層平板內側接觸，其底部觸及由階梯外邊緣形成的平面，移動方向與乘客出入車門的方向一致。	R107: 7.7.1.5. Between the cylindrical figure, at the position set out in paragraph 7.7.1.4., and the dual panel, at the position set out in paragraph 7.7.1.3., there shall be a free space whose upper and lower limits are shown in Annex 4, Figure 2. This free space shall permit the free passage of a vertical panel whose form and dimensions are the same as the cylindrical form (paragraph 7.7.5.1.), central section and a thickness of no more than 20 mm. This panel shall be moved, from the cylindrical form tangential position, until its external side is in contact with the dual panel interior side, touching the plane or planes defined by the step upper edges, in the probable direction of motion of a person using the entrance (see Annex 4, Figure 2).	僅規範乘客，基準條文不需修正

	4.4.14.3.2 測試量具的運動方向應與乘客從車輛撤出的方向一致，其正面應與運動方向保持垂直。	R107: 7.7.3.2. The direction of motion of the test gauge shall be in the direction in which a passenger evacuating the vehicle would be expected to move. The test gauge shall be kept perpendicular to that direction of motion.	僅規範乘客，基準條文不需修正
	4.4.14.5.2 在雙節式大客車上，4.4.14.5.1規定的通道測量裝置應能無阻礙地通過車輛兩節車廂間允許乘客通過的鉸接段。鉸接段的軟蓋篷（包括折疊篷）不允許突入通道內。	R107: 7.7.5.4. On articulated vehicles, the gauging device defined in paragraph 7.7.5.1. shall be able to pass unobstructed through the articulated section on any deck where the two sections permit through passage by passengers. No part of the soft covering of that section, including parts of bellows, shall project into the gangway.	僅規範乘客，基準條文不需修正
	4.4.14.5.4 通道中不允許設置乘客使用的折疊座椅。但是，在車輛的其它區域內，只要折疊座椅在打開（乘坐）位置上時不妨礙通道測試量具穿過通道，則允許使用。	R107: 7.7.5.6. Folding seats allowing passengers to sit in the gangway shall not be permitted. Folding seats shall, however, be permitted in other areas of the vehicle so long as they do not obstruct the passage down the gangway of the gangway test gauge when in the open (seating) position.	僅規範乘客，基準條文不需修正
	4.4.14.7.1 車門、安全門及車內階梯的最大高度、最小高度及最小深度如圖三所示。 【請參考頁末表格】	R107: 7.7.7.1. The maximum and minimum height, and the minimum depth, of steps for passengers at service and emergency doors, and within the vehicle, are specified in Annex 4, Figure 8.	僅規範乘客，基準條文不需修正
	4.4.14.7.4 多於一級的階梯處，每級階梯可以延伸到相鄰階梯的垂直投影區最多一００公釐處，且下一級階梯的投影應至少保留二００公釐深度的自由表面（參見圖三）。所有階梯外邊緣的設計應使乘客絆倒的危險最小化。所有階梯前緣應與其鄰近環境形成明顯的視覺對	R107: 7.7.7.4. Where there is more than one step, each step may extend into the area of the vertical projection of the next step by up to 100 mm and the projection over the tread below shall leave a free surface of at least 200 mm (see Annex 4, Figure 8) with all step nosings being designed such as to minimize the risk of tripping. All step nosings shall contrast visually with their immediate surroundings.	僅規範乘客，基準條文不需修正

	比。		
	4.4.14.7.5 階梯的寬度和形狀應滿足：在每級階梯上放置下表給出的對應矩形時，矩形超出階梯部分的面積不超過百分之五。雙扇車門處的階梯，其每一扇車門處應分別滿足此要求。 【請參考頁末表格】	R107: 7.7.7.5. The width and shape of every step shall be such that a rectangle as indicated in the table below can be placed on that step with not more that 5 percent of the area of the appropriate rectangle overhanging the step. At a double doorway each half of the doorway shall fulfil this requirement. 【請參考頁末表格】	僅規範乘客，基準條文不需修正
020.車輛規格規定	4.4.14.8 乘客座椅（包括摺疊椅）及乘坐空間	R107: 7.7.8. Passenger seats (including folding seats) and space for seated passengers	僅規範乘客，基準條文不需修正
	4.4.14.8.1.2.2 可承載兩個或更多乘客的長椅：二二五公釐；	R107: 7.7.8.1.2.2. 225 mm in the case of continuous rows of seats for two or more passengers.	僅規範乘客，基準條文不需修正
	4.4.14.8.5 就坐乘客的空間	R107: 7.7.8.5. Space for seated passengers (see Annex 4, Figure 13)	僅規範乘客，基準條文不需修正
	4.4.14.8.5.1 對位於隔板或除座椅以外的剛性結構物後的座椅，每個乘客座椅前的最小淨空空間（根據 4.4.14.8.6 之定義）應按圖四所示。外形近似於傾斜靠背的隔板可以突入這一空間內。 【請參考頁末表格】	R107: 7.7.8.5.1. For a seat behind a partition or other rigid structure other than a seat, a minimum clear space in front of each required passenger seating space (as defined in paragraph 7.7.8.6.) shall be provided as shown in Annex 4, Figure 13. A partition whose contour corresponds approximately to that of the inclined seat back may intrude into this space.	僅規範乘客，基準條文不需修正
	4.4.14.8.5.2 對位於座椅之後的座椅和／或面向通道的座椅，其最小腳部淨空間應至少為三００公釐深，且寬度符合 4.4.14.8.1.1 的規定。若為乘客保留適當的腳部空間，則允許椅腳的局部突入。這一腳部空間可部分位於通道之內和／	R107: 7.7.8.5.2. For a seat behind a seat and/or a seat facing the gangway, a minimum clear foot space of at least 300 mm depth and a width according to paragraph 7.7.8.1.1., shall be provided as shown in Annex 4, Figure 11b. The local presence in this space of seat legs, passenger footrests and of intrusions as provided by paragraph 7.7.8.6. shall be permitted provided that adequate space remains for	僅規範乘客，基準條文不需修正

	或之上，但不得妨礙按 4.4.14.5 測量最小通道寬度。	the passengers' feet. This foot space may partly be situated in and/or above the gangway but shall not create any obstruction when measuring the minimum gangway-width in accordance with paragraph 7.7.5.	
	4.4.14.8.6.1 每個座位及其相關的腿部空間處均應有一個垂直淨空間，從未壓陷座墊的最高點所處平面向上不小於九００公釐，從就座乘客擱腳的地板處向上不小於一三五０公釐。	R107: 7.7.8.6.1. In the case of single deck vehicles, over each seating position and, except in the case of H Class I, A and B 650 mm Class II and III 680 mm the seat(s) alongside the driver in a vehicle of Class A or B, its associated foot space, there shall be measured a free space with a height of not less than 900 mm measured from the highest point of the uncompressed seat cushion and at least 1,350 mm from the mean level of the floor in the foot space.	僅規範乘客，基準條文不需修正
	4.4.14.9.1 裝有自動控制車門之雙節式大客車，其應提供使乘客向駕駛人發送停車信號的設備。這些通訊設備的控制件應能夠用手操作。控制件應均勻地分布在車內各處，且距離地面的高度不得超過一五００公釐，但允許安裝一個位於更高位置的額外通訊設備。控制件應與其周圍環境形成鮮明的視覺對比。控制件的操縱也應通過一個或多個光學顯示信號顯示給乘客，信號應顯示“客車停車”等字樣和／或一個適當的標誌，並應持續顯示直到車門打開。 雙節式大客車的每個剛性車廂都應有這樣的信號。4.4.12.4 的規定適用於所使用的任何文字標誌。	R107: 7.7.9.1. On vehicles of Classes I, II and A, a means shall be provided to enable passengers to signal that the driver should stop the vehicle. The controls for all such communication devices shall be capable of being operated with the palm of the hand. There shall be appropriate communication devices distributed adequately and evenly throughout the vehicle and no more than 1,500 mm from the floor; this does not exclude the possibility of installing higher additional communication devices. Controls shall contrast visually with their immediate surroundings. Activation of the control shall also be indicated to the passengers by means of one or more illuminated signs. The sign shall display the words "bus stopping" or equivalent, and/or a suitable pictogram and shall remain illuminated until the service door(s) open. Articulated vehicles shall have such signs in each rigid section of the vehicle. Double-deck vehicles shall have them on each deck. The provisions of paragraph 7.6.11.4. apply to any textual markings used.	僅規範乘客，基準條文不需修正

020.車輛規格規定	4.4.14.9.2 駕駛人與乘務員艙的聯絡：如設有與駕駛區或乘客區之間沒有通路的乘務員艙，則應提供駕駛區和乘務員艙之間的聯絡手段。	R107 : 7.7.9.2. Communication with the crew compartment If a crew compartment is fitted without access to the driver or passenger compartments, a means of communication between the driver and this crew compartment shall be provided.	4.4.14.9.2 駕駛人與乘務員艙的聯絡：如設有與駕駛室或乘客室之間沒有通路的乘務員艙，則應提供駕駛區和乘務員艙之間的聯絡手段。
	4.4.14.10.1 熱飲機和烹調設備應有防護設施，在緊急煞車或轉向時，不致有熱的食物或飲料洒到乘客身上。	R107: 7.7.10.1. Hot drink machines and cooking equipment shall be so installed or guarded that no hot food or drink is likely to be spilled on any passenger due to emergency braking or cornering forces.	僅規範乘客，基準條文不需修正
	4.4.14.11.1 內艙門如果在打開時會阻礙乘客在緊急情況下的撤離，則應能自動關閉，且不應安裝任何保持其開啟狀態的裝置。	R107: 7.7.11.1. Shall be self-closing, and shall not be fitted with any device to hold it open if, when open, it could obstruct passengers in an emergency;	僅規範乘客，基準條文不需修正
	4.4.14.12.1 駕駛人與站立乘客及座椅位於駕駛室正後方之乘客(當車輛煞車或轉彎時可能被迫侵入駕駛室者)之間應有適當保護。若能滿足下述則視為符合此規範：	R107: 7.7.13.1. The driver shall be protected from standing passengers and from passengers seated immediately behind the driver's compartment who may be projected into the driver's compartment in the event of braking or cornering. This requirement shall be deemed to be satisfied if:	僅規範乘客，基準條文不需修正
	4.4.14.12.1.2 對於駕駛室正後方設計有乘客座椅者應設有防護桿。其防護桿應符合 4.4.14.12.1.2.1 至 4.4.14.12.1.2.3 之規定。(參見圖五)	R107: 7.7.13.1.2. In the case of passenger seats located immediately behind the driver's compartment either a guard or, in the case of a vehicle of Class A or B, a safety-belt is fitted. For vehicles having an area available for standing passengers immediately behind the driver's compartment, the option of fitting a safety-belt shall not apply. Where fitted, a guard shall comply with the requirements specified in paragraphs 7.7.13.1.2.1. to 7.7.13.1.2.3. (see Annex 4, figure 30).	僅規範乘客，基準條文不需修正
	4.4.14.12.1.2.1 防護桿距乘客站立地板之	R107:	僅規範乘客，基準條文不需修正

	高度應至少八００公釐。	7.7.13.1.2.1. The minimum height of the guard measured from the floor on which the passenger's feet rest shall be 800 mm.	
	4.4.14.12.1.2.2 防護桿之寬度應自車輛內壁延伸至最內側乘客座椅縱向中心線超過至少一００公釐處，但不論於何種情況皆應至少超過駕駛座最內側。	R107: 7.7.13.1.2.2. The width of the guard shall extend inwards from the wall of the vehicle at least as far as 100 mm beyond the longitudinal centre line of the innermost relevant passenger seat, but in any case shall extend at least as far as the innermost point of the driver's seat.	僅規範乘客，基準條文不需修正
020.車輛規格規定	4.4.14.12.2 駕駛室應具有防止物品於急踩煞車時自位於駕駛室正後方之乘客區滾動至駕駛室之保護。且一直徑五０公釐之圓球無法自位於駕駛室正後方之乘客區滾動至駕駛室，則視為滿足本項規定。	R107: 7.7.13.2. The driver's compartment shall be protected from objects liable to roll into it from the passenger area immediately behind the compartment in the case of heavy braking. This requirement shall be deemed to be satisfied when a ball of 50 mm diameter cannot roll into the driver's compartment from the passenger area immediately behind the compartment.	4.4.14.12.2 駕駛室應具有防止物品於急踩煞車時自位於駕駛室正後方之乘客室滾動至駕駛室之保護。且一直徑五０公釐之圓球無法自位於駕駛室正後方之車室滾動至駕駛室，則視為滿足本項規定。
	4.4.15.1.1 全部乘客區、乘務員艙、廁所和雙節式大客車的鉸接段；	R107: 7.8.1.1. All passenger compartments, crew compartments, toilet compartments and the articulated section of an articulated vehicle;	4.4.15.1.1 全部乘客室、乘務員艙、廁所和雙節式大客車的鉸接段；
	4.4.16.4 在雙節式大客車上應提供避免乘客接觸鉸接段以下部位的設施：	R107: 7.9.4. On articulated vehicles means shall be provided to physically prevent access by passengers to any part of the articulated section where:	僅規範乘客，基準條文不需修正
	4.4.16.4.2 不能承載乘客重量的地板處；	R107: 7.9.4.2. The floor cannot carry the mass of the passengers;	僅規範乘客，基準條文不需修正
	8.2.1.2 對於裝備有保護第一排乘客以外空氣囊之車輛，該資訊應包括下述8.2.2.2及8.2.3之警告標識。	R94: 6.1.2. For a vehicle fitted with a passenger airbag intended to protect occupants other than the driver, this information shall consist of the warning label described in paragraph 6.2. below.	(此為 103.6.30 交通部基準討論會議修訂之內容)
	8.2.2 警告資訊	R94:	(此為 103.6.30 交通部基準討論

	8.2.2.1 於第一排乘客座椅之前方，應有不得乘載嬰兒、幼童及兒童之警告資訊(如圖九所示)，該警告應永久貼於乘客座前遮陽板之每一面，無論遮陽板位置為何，應可見至少一面之警告。或一警告資訊位於遮陽板收合時之可見面，另一警告資訊置於遮陽板後方之車內車頂，如此即可看見至少一面警告資訊。警告標識設計應使其清晰可見且不可被輕易除去。 若車輛未配備遮陽板或車頂，則該警告標識應位於隨時皆清晰可見位置。	6.2.2. In the case of a frontal protection airbag on the front passenger seat, the warning shall be durably affixed to each face of the passenger front sun visor in such a position that at least one warning on the sun visor is visible at all times, irrespective of the position of the sun visor. Alternatively, one warning shall be located on the visible face of the stowed sun visor and a second warning shall be located on the roof behind the visor, so, at least one warning is visible all times. It shall not be possible to easily remove the warning label from the visor and the roof without any obvious and clearly visible damage remaining to the visor or the roof in the interior of the vehicle.	會議修訂之內容)
	8.2.2.2 其他座椅 裝備有一個或多個乘客前方保護之空氣囊者，應有關於後向式兒童保護裝置使用於配備空氣囊總成之座椅會產生極端危險之資訊。	R94: 6.2. A vehicle fitted with one or more passenger frontal protection airbags shall carry information about the extreme hazard associated with the use of rearward-facing child restraints on seats equipped with airbag assemblies.	(此為 103.6.30 交通部基準討論會議修訂之內容)
	8.2.3 參照該警告之詳細資訊應詳載於車主手冊，且應以中文為主，其至少包含下述文字資訊： 「依規定前排座椅禁止乘載嬰兒、幼童及兒童」；而第一排以外之其他座椅：「若此座位裝備有可作動之前方空氣囊，則切勿使用後向式兒童保護裝置，其可能導致兒童死亡或嚴重傷害」。 附有如車輛上所標示之警告標識圖示。該資訊應容易在車主手冊內找到(例如第一頁上特定參考指引該資訊、識別頁面標識或單獨小冊子等)，若於第一排	R94: 6.2.3. Detailed information, making reference to the warning, shall be contained in the owner's manual of the vehicle; as a minimum, the following text in all official languages of the country or countries where the vehicle could reasonably be expected to be registered (e.g. within the territory of the European Union, in Japan, in Russian Federation or in New Zealand, etc.), shall at least include: "NEVER use a rearward facing child restraint on a seat protected by an ACTIVE AIRBAG in front of it, DEATH or SERIOUS INJURY to the CHILD can occur" The text shall be accompanied by an illustration of the warning label as found in the vehicle. The information shall be easily found in the	(此為 103.6.30 交通部基準討論會議修訂之內容)

	以外之該等乘客座椅上安裝任何後向式兒童保護裝置時，其前方保護空氣囊組自動解除，則此項規定不適用。	owner's manual (e.g. specific reference to the information printed on the first page, identifying page tab or separate booklet, etc.) The requirements of this paragraph do not apply to vehicles of which all passenger seating positions are equipped with a device which automatically deactivates the frontal protection airbag assembly when any rearward facing child restraint is installed.	
03-0 車輛燈光與標誌檢驗規定	4.8.2 反光面距地高在空車狀態時，距地高度應介於０．三公尺至０．九公尺之間，且於正常狀況下須不被駕駛或乘客之衣物遮蔽。	3.4.8.2. The reflecting-plane height above ground at the curb weight status shall be between 0.3 m and 0.9 m, shall not be covered by the driver or passenger clothes in normal condition.	僅規範乘客，基準條文不需修正
03-1 車輛燈光與標誌檢驗規定	5.9.3.3 正常情況下其裝設位置不可被駕駛者或乘客之衣物遮蔽。	3-1.5.9.3.3. In length: should be placed in such a position that under normal conditions it may not be masked by the driver's or passenger's clothes.	僅規範乘客，基準條文不需修正
03-2 車輛燈光與標誌檢驗規定	5.9.3.3 正常情況下其裝設位置不可被駕駛者或乘客之衣物遮蔽。	3-2.5.9.3.3. In length: should be placed in such a position that under normal conditions it may not be masked by the driver's or passenger's clothes.	僅規範乘客，基準條文不需修正
03-3 車輛燈光與標誌檢驗規定	2.21. 車外迎賓燈(Exterior courtesy lamp)：係指於駕駛及乘客上下車或裝載作業時提供輔助照明之照明裝置。	3-3.2.21. "Exterior Courtesy lamp" means a lamp used to provide supplementary illumination to assist the entry and exit of the vehicle driver and passenger or in loading operations;	僅規範乘客，基準條文不需修正
	5.9.3.3 正常情況下其裝設位置不可被駕駛者或乘客之衣物遮蔽。	3-3.5.9.3.3. In length: should be placed in such a position that under normal conditions it may not be masked by the driver's or passenger's clothes.	僅規範乘客，基準條文不需修正
	6.19.2 其他要求：車外迎賓燈除非車輛處於靜止狀態且滿足下述一或多個條件才能作動： (1) 引擎未啟動；或 (2) 一扇駕駛或乘客之車門開啟；或 (3) 貨物裝卸門開啟。	3-3.6.19.2. Other requirements: The exterior courtesy lamp shall not be activated unless the vehicle is stationary and one or more of the following conditions is satisfied: (1)The engine is stopped; or (2)A driver or passenger door is opened; or (3)A load compartment door is opened.	僅規範乘客，基準條文不需修正

	6.23.1 乘客每人應以七十五公斤計算。	3-3.6.23.1. For the following tests, the mass of the passengers shall be calculated on the basis of 75 kg per person.	僅規範乘客，基準條文不需修正
	6.23.2.1.1.2 駕駛座有一人及前座距駕駛者最遠處之乘客一人時;	3-3.6.23.2.1.1.2 The driver, plus one passenger in the front seat farthest from the driver	僅規範乘客，基準條文不需修正
	6.23.2.1.1.3 駕駛座有一人、前座距駕駛者最遠處之乘客一人時及最後排所有座位有人時;	3-3.6.23.2.1.1.3 The driver, one passenger in the front seat farthest from the driver, all the seats farthest to the rear occupied;	僅規範乘客，基準條文不需修正
03-4 車輛燈光與標誌檢驗規定	2.21. 車外迎賓燈(Exterior courtesy lamp)：係指於駕駛及乘客上下車或裝載作業時提供輔助照明之照明裝置。	3-4.2.21. "Exterior Courtesy lamp" means a lamp used to provide supplementary illumination to assist the entry and exit of the vehicle driver and passenger or in loading operations;	僅規範乘客，基準條文不需修正
	5.9.3.3 正常情況下其裝設位置不可被駕駛者或乘客之衣物遮蔽。	3-4.5.9.3.3. In length: should be placed in such a position that under normal conditions it may not be masked by the driver's or passenger's clothes.	僅規範乘客，基準條文不需修正
	6.19.2 其他要求：車外迎賓燈除非車輛處於靜止狀態且滿足下述一或多個條件才能作動： (1) 引擎未啟動；或 (2) 一扇駕駛或乘客之車門開啟；或 (3) 貨物裝卸門開啟。	3-4.6.19.2. Other requirements: The exterior courtesy lamp shall not be activated unless the vehicle is stationary and one or more of the following conditions is satisfied: (1)The engine is stopped; or (2)A driver or passenger door is opened; or (3)A load compartment door is opened.	僅規範乘客，基準條文不需修正
	6.23.1 乘客每人應以七十五公斤計算。	3-4.6.23.1. For the following tests, the mass of the passengers shall be calculated on the basis of 75 kg per person.	僅規範乘客，基準條文不需修正
	6.23.2.1.1.2 駕駛座有一人及前座距駕駛者最遠處之乘客一人時；	3-4.6.23.2.1.1.2. The driver, plus one passenger in the front seat farthest from the driver;	僅規範乘客，基準條文不需修正
	6.23.2.1.1.3 駕駛座有一人、前座距駕駛者最遠處之乘客一人時及最後排所有座位有人時；	3-4.6.23.2.1.1.3. The driver, one passenger in the front seat farthest from the driver, all the seats farthest to the rear occupied;	僅規範乘客，基準條文不需修正

	6.23.2.4.2.2 駕駛座有一人，且駕駛室內之所有其他座位皆有乘員時。	3-4.6.23.2.4.2.2. One person in the driver's seat, all the other places in the driving cabin being occupied.	規範乘員，基準條文不需修正
06 壓縮天然氣汽車燃料系統檢驗規定	3.4.3 加氣接頭不得安裝於乘客室內，且加氣接頭開口不得朝向車內。	6.3.4.3. The filled air union shouldn't install in the passenger chamber and the port of the filled air union shouldn't face cabin.	3.4.3 加氣接頭不得安裝於乘客室內，且加氣接頭開口不得朝向車內。
08 汽車傾斜穩定度規定	3.2.2 市區公車之各乘客座椅之配重為六八公斤，其他大客車之各座椅配重為七一公斤。	8.3.2.2. Loads equal to Q shall be placed on each passenger seat. In case of city bus, Q= 68 kg. In case of other classes of large passenger vehicle, Q= 71 kg.	僅規範乘客，基準條文不需修正
	3.2.3 立位乘客以重心高度八七五公釐之七五公斤或上述 3.2.2 之重量均勻配重。	8.3.2.3. The centre of gravity of the loads Q specified in paragraph 8.3.2.2 or 75 kg representing standees, shall be uniformly distributed over the standee area respectively, at a height of 875 mm.	僅規範乘客，基準條文不需修正
12 機車排氣系統隔熱防護裝置	3. 機車排氣系統於正常騎乘或停放狀態，無碰觸乘員或行人肢體情形者，得免本項隔熱防護裝置檢測。	12.3. This test may be exempted if the passenger or the pedestrians will not contact the exhaust system of motorcycle while normal operating or parking condition of the motorcycle. (本條文非調和UN法規)	規範乘員，基準條文不需修正；惟對應英文版基準條文建議修正為: 12.3. This test may be exempted if the occupants or the pedestrians will not contact the exhaust system of motorcycle while normal operating or parking condition of the motorcycle. 【建議譯文將 passenger 改為 occupants】
23 間接視野裝置安裝規定	5.1.2.1 M2 及 M3 類車輛乘客側的車外視鏡及駕駛側選配的車外視鏡。	23.5.1.2.1. exterior mirrors on the passenger side and optional exterior mirrors on the driver side of vehicles of categories M2 and M3;	僅規範乘客，基準條文不需修正
	7.2.2 前乘客座側車外視鏡(II 類)：駕駛必須能看到至少五公尺寬的水平路面視野，該視野區域與車輛縱向中心面平行	23.7.2.2. Exterior mirror（Class II） on the passenger's side .The field of vision must be such that the driver can see at least a 5 m wide, flat, horizontal portion of the road, which is bounded on the passenger's side by a plane parallel to the median longitudinal	僅規範乘客，基準條文不需修正

	且與車輛乘客側最外側相切之平面為邊界，並從駕駛者眼點後方三０公尺處往後延伸。而且，須可看到一公尺寬之道路視野，該視野區域與車輛縱向中心面平行且與車輛乘客側最外側相切之平面為邊界，並從駕駛者眼點後方四公尺處往後延伸(參見圖三)。	vertical plane of the vehicle and passing through the outermost point of the vehicle on the passenger's side and which extends from 30 m behind the driver's ocular points to the horizon. In addition, the road must be visible to the driver over a width of 1 m, which is bounded by a plane parallel to the median longitudinal vertical plane and passing through the outermost point of the vehicle starting from a point 4 m behind the vertical plane passing through the driver's ocular points (see Figure 3).	
	7.3.2 前乘客側車外視鏡(III 類)，應能在水平路面上看見車輛前乘客側一段寬度至少為四公尺寬之視野區域，該視野區域邊界與車輛縱中心面平行，且與車輛前乘客側最外側點相切，並從駕駛者眼點後方二０公尺處往後延伸。而且，需可看到一公尺寬之道路視野，該視野區域以與車輛縱向中心面平行且與車輛前乘客側最外側相切之平面為邊界，並從駕駛者眼點後方四公尺處往後延伸(參見圖四)。	23.7.3.2. Exterior mirror （Class III）on the passenger's side. The field of vision must be such that the driver can see at least a 4 m wide flat, horizontal portion of the road which is bounded by a plane parallel to the median longitudinal vertical plane passing through the outermost point of the vehicle on the passenger's side and which extends from 20 m behind the driver's ocular points to the horizon. In addition, the road must be visible to the driver over a width of 1 m, which is bounded by a plane parallel to the median longitudinal vertical plane and passing through the outermost point of the vehicle starting from a point 4 m behind the vertical plane passing through the driver's ocular points (see Figure 4).	僅規範乘客，基準條文不需修正
	7.4.2 駕駛可由前乘客側之車外廣角視鏡看到至少一五公尺寬的水平路面視野，該視野區域以與車輛縱向中心面平行且與車輛前乘客側最外側相切之平面為邊界，並從駕駛者眼點後方至少十公尺處往後延伸到二五公尺處。而且，駕駛須可看到四.五公尺寬之道路視野，該視野	23.7.4.2. Wide-angle: exterior mirror on the passenger's side. The field of vision must be such that the driver can see at least a 15 m wide, flat, horizontal portion of the road, which is bounded by a plane parallel to the median longitudinal vertical plane of the vehicle and passing through the outermost point of the vehicle on the passenger's side and which extends from at least 10 m to 25 m behind the driver's ocular points. In addition, the road must be visible to the driver over a width of 4.5 m, which is bounded by a plane parallel to the median longitudinal vertical plane and passing through the	僅規範乘客，基準條文不需修正

	區域與車輛縱向中心面平行且與車輛駕駛側最外側相切之平面為邊界，並從駕駛者眼點後方一·五公尺處往後延伸(參見圖五)。	outermost point of the vehicle starting from a point 1.5 m behind the vertical plane passing through the driver's ocular points (see Figure 5).	
	7.5.1 平行於車輛縱向中心面且通過前乘客座側駕駛艙車身最外點之平面。	23.7.5.1. The plane parallel to the median longitudinal vertical plane of the vehicle which passes through the outermost point of the vehicle cab on the passenger's side;	僅規範乘客，基準條文不需修正
23 間接視野裝置安裝規定	7.6.1 視野區域須為駕駛者應至少可看到以下範圍水平路面： (a)通過車輛前緣最外點的橫向垂直平面， (b)於車輛前方距上述平面二０００公釐之橫向垂直平面， (c)與車輛縱向中心面平行且通過駕駛側車身最外側的平面， (d)平行於車輛縱向中心面且與前乘客座側車身最外側距離二０００ 公釐之平面。	23.7.6.1 The field of vision shall be such that the driver can see at least a flat horizontal portion of the road, which is bounded by: (a)transverse vertical plane through the outermost point of the front of the vehicle, (b)transverse vertical plane 2,000 mm in front of the plane defined in (a), (c)longitudinal vertical plane parallel to the longitudinal vertical median plane going through the outermost side of the vehicle at the driver's side and, (d)longitudinal vertical plane parallel to the longitudinal vertical median plane 2000 mm outside the outermost side of the vehicle opposite to the driver's side.	僅規範乘客，基準條文不需修正
	7.6.2 在Ａ柱造成的視野障礙之下，駕駛若能看見下列邊界區域內位於車前三００公釐及距地一二００公釐處之直線，則無須強制安裝車前視鏡(VI 類)： (1)與垂直縱向中心面平行且通過車輛駕駛側最外側點之縱向垂直面。 (2)與垂直縱向中心面平行且距離車輛前乘客座側最外側點九００公釐之平面。	23.7.6.2. However, if the driver can see, taking into account the obstructions by the A-pillars, a straight line 300 mm in front of the vehicle at a height of 1,200 mm above the road surface, a front mirror of Class VI is not mandatory. (1)and which is situated between a longitudinal vertical plane parallel to the longitudinal vertical median plane going through the outermost side of the vehicle at the driver's side. (2)a longitudinal vertical plane parallel to the longitudinal vertical median plane 900 mm outside the outermost side of the vehicle opposite to the driver's side	僅規範乘客，基準條文不需修正

	4. 視鏡安裝數量： 4.1 最少強制視鏡數如表一所示，其視野需符合 7.之要求。視鏡的安裝數量不應低於基本安裝數，其它任何顯示間接視野之裝置不得列入基本安裝數內。 【請參考頁末表格】	23.4. The fields of vision prescribed in paragraph 23.7 shall be obtained from the minimum number on mandatory mirrors set out in the following Figure 1. Where the presence of a mirror is not requested on a mandatory base, this means that no other system for indirect vision can be requested on a mandatory base. Figure 1：The amount of installation devices' table. （Only Figure 1 was revised. Refer to Figure 1 for revised contents） 【請參考頁末表格】	僅規範乘客，基準條文不需修正
25-1 安全玻璃	2.1.1 安全玻璃之安裝應能使車輛在承受正常工作狀態下所遭遇的壓力時，其位置能維持不變且持續提供車輛乘員可視性和安全性。	25-1.2.1.1. Safety glazing shall be fitted in such a way that, despite the stresses to which the vehicles submitted under normal operating conditions, it remains in position and continues to afford visibility and safety to the occupants of the vehicle;	規範乘員，基準條文不需修正
	2.2 安全玻璃應符合下表規定之試驗項目： 註 1:含塑玻複合材質者(單層玻璃與多層塑膠材質的組合) 註 2：若玻璃有特殊處理過以提高強度及調整於碎裂後的破碎狀態者 註 3：不會被乘員碰撞到、及無法容納直徑一五０公釐之圓者得免該項測試 註 4：天窗得免該項測試	25-1.2.2. The safety glass panes shall be subjected to the tests listed in the following table: 1: laminated-glass pane（a glass pane consisting ofone layers of glass held together by multiple interlayers of plastics material;） 2：a glass pane consisting of a single layer of glass which has been subjected to special treatment to increase its mechanical strength and to condition its fragmentation after shattering; 3：For panes which do not have contact possibilities as well as a 150 mm diameter circle cannot be scribed, both of them will be exempt from the requirement. 4：For sun roofs, no test is required.	規範乘員，基準條文不需修正
25-2 安全玻璃	3.1.1 安全玻璃之安裝應能使車輛在承受正常工作狀態下所遭遇的壓力時，其位置能維持不變且持續提供車輛乘員可視性和安全性。	25-2.3.1.1. Safety glazing shall be fitted in such a way that, despite the stresses to which the vehicles submitted under normal operating conditions, it remains in position and continues to afford visibility and safety to the occupants of the vehicle;	規範乘員，基準條文不需修正
	3.2 安全玻璃應符合下表規定之試驗項	25-2.3.2. The safety glass panes shall be subjected to the tests listed in	規範乘員，基準條文不需修正

	目： 註 1:含塑玻複合材質者(單層玻璃與多層塑膠材質的組合) 註 2：若玻璃有特殊處理過以提高強度及調整於碎裂後的破碎狀態者 註 3：不會被乘員碰撞到、及無法容納直徑一五０公釐之圓者得免該項測試 註 4：天窗得免該項測試	the following table: 1: laminated-glass pane（a glass pane consisting ofone layers of glass held together by multiple interlayers of plastics material;） 2：a glass pane consisting of a single layer of glass which has been subjected to special treatment to increase its mechanical strength and to condition its fragmentation after shattering; 3：For panes which do not have contact possibilities as well as a 150 mm diameter circle cannot be scribed, both of them will be exempt from the requirement. 4：For sun roofs, no test is required.	
42-0 動態煞車	4.1.3.2 對於應配備常用煞車系統的拖車(即使拖車是與曳引車分離)，必須配備一個駐煞車。此駐煞車裝置必須要能由一位站在地面的人員啟動；不過，對於使用於搭載乘客的拖車，則此駐煞車必須要能由拖車內來啟動。	42-0.4.1.3.2. On every trailer which is required to be equipped with a service braking system, parking braking must be assured even when the trailer is separated from the towing vehicle. The parking braking device must be capable of being actuated by a person standing on the ground; however, in the case of a trailer used for the carriage of passengers, this brake must be capable of being actuated from inside the trailer.	僅規範乘客，基準條文不需修正
	7.1.2 駕駛者重量(Driver mass)：指包含駕駛者之標稱重量七五公斤之(分別為六八公斤乘員重量與七公斤行李重量)。	42-0.7.1.2. Driver mass: means the nominal mass of a driver that shall be 75 kg (subdivided into 68 kg occupant mass at the seat and 7 kg luggage mass)	規範乘員，基準條文不需修正
42-1 動態煞車	4.1.3.2 對於應配備常用煞車系統的拖車(即使拖車是與曳引車分離)，必須配備一個駐煞車。此駐煞車裝置必須要能由一位站在地面的人員啟動；不過，對於使用於搭載乘客的拖車，則此駐煞車必須要能由拖車內來啟動。	42-1.4.1.3.2. On every trailer which is required to be equipped with a service braking system, parking braking must be assured even when the trailer is separated from the towing vehicle. The parking braking device must be capable of being actuated by a person standing on the ground; however, in the case of a trailer used for the carriage of passengers, this brake must be capable of being actuated from inside the trailer.	僅規範乘客，基準條文不需修正

	6.2.6.1.1.2 乘客數逾二二人(不包含駕駛員)，且以承載乘坐於座位之乘客為主，但其於走道及/或其他空間設有立位，而該其他空間不超過相當於二個雙人座椅空間。	42-1.6.2.6.1.1.2. The passenger vehicles having a capacity exceeding 22 passengers in addition to the driver, vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats	僅規範乘客，基準條文不需修正
	7.1.2 駕駛者重量（Driver mass）：指包含駕駛者之標稱重量七五公斤之（分別為六八公斤乘員重量與七公斤行李重量）。	42-1.7.1.2. Driver mass: means the nominal mass of a driver that shall be 75 kg (subdivided into 68 kg occupant mass at the seat and 7 kg luggage mass).	規範乘員，基準條文不需修正
42-2 動態煞車	4.1.3.2 對於應配備常用煞車系統的拖車(即使拖車是與曳引車分離)，必須配備一個駐煞車。此駐煞車裝置必須要能由一位站在地面的人員啟動；不過，對於使用於搭載乘客的拖車，則此駐煞車必須要能由拖車內來啟動。	42-2.4.1.3.2. On every trailer which is required to be equipped with a service braking system, parking braking must be assured even when the trailer is separated from the towing vehicle. The parking braking device must be capable of being actuated by a person standing on the ground; however, in the case of a trailer used for the carriage of passengers, this brake must be capable of being actuated from inside the trailer.	僅規範乘客，基準條文不需修正
	6.2.6.1.1.2 乘客數逾二二人(不包含駕駛員)，且以承載乘坐於座位之乘客為主，但其於走道及/或其他空間設有立位，而該其他空間不超過相當於二個雙人座椅空間。	42-2.6.2.6.1.1.2. The passenger vehicles having a capacity exceeding 22 passengers in addition to the driver, vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats	僅規範乘客，基準條文不需修正
	7.1.2 駕駛者重量（Driver mass）：指包含駕駛者之標稱重量七五公斤之（分別為六八公斤乘員重量與七公斤行李重量）。	42-2.7.1.2. Driver mass: means the nominal mass of a driver that shall be 75 kg (subdivided into 68 kg occupant mass at the seat and 7 kg luggage mass).	規範乘員，基準條文不需修正
42-3 動態煞車	2.2.8 駕駛者重量（Driver mass）：指包	42-3.2.2.8. Driver mass: means the nominal mass of a driver that shall be 75 kg (subdivided into 68 kg occupant mass at the seat and 7 kg	

	含駕駛者之標稱重量七五公斤之（分別為六八公斤乘員重量與七公斤行李重量）。	luggage mass).	
	4.1.3.2 對於應配備常用煞車系統的拖車(即使拖車是與曳引車分離)，必須配備一個駐煞車。此駐煞車裝置必須要能由一位站在地面的人員啟動；不過，對於使用於搭載乘客的拖車，則此駐煞車必須要能由拖車內來啟動。	42-3.4.1.3.2. On every trailer which is required to be equipped with a service braking system, parking braking must be assured even when the trailer is separated from the towing vehicle. The parking braking device must be capable of being actuated by a person standing on the ground; however, in the case of a trailer used for the carriage of passengers, this brake must be capable of being actuated from inside the trailer.	僅規範乘客，基準條文不需修正
	5.6.4.3.2 車輛重量車輛應至少負載至其油箱容量百分之九０且總內部負載為一六八公斤，其由測試駕駛員、接近五九公斤之測試設備(自動轉向機、數據擷取系統及轉向機之電源供應器)所構成，亦包含任何彌補駕駛員或測試設備不足重量之配重。當需要時，配重應置放於副駕駛座座椅後方，或必要時放於前方乘客腳踏處。所有配重皆應確保不會在測試期間滑動。	42-3.5.6.4.3.2. The vehicle is loaded with the fuel tank filled to at least 90 per cent of capacity, and a total interior load of 168 kg comprised of the test driver, approximately 59 kg of test equipment (automated steering machine, data acquisition system and the power supply for the steering machine), and ballast as required to make up for any shortfall in the weight of test drivers and test equipment. Where required, ballast shall be placed on the floor behind the passenger front seat or if necessary in the front passenger foot well area. All ballast shall be secured in a way that prevents it from becoming dislodged during testing.	僅規範乘客，基準條文不需修正
	6.2.6.1.1.2 乘客數逾二二人(不包含駕駛員)，且以承載乘坐於座位之乘客為主，但其於走道及/或其他空間設有立位，而該其他空間不超過相當於二個雙人座椅空間。	42-3.6.2.6.1.1.2. The passenger vehicles having a capacity exceeding 22 passengers in addition to the driver, vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats	僅規範乘客，基準條文不需修正
44-0 轉向控制系駕駛人碰撞保護	3.1.1 胸部衝擊試驗：人體模型沿水平方	44-0.3.1.1. Chest impacting test: The body block shall strike the steering control at a speed of 24.1 km/h (+1.2/- 0 km/h). Any method	規範乘員，基準條文不需修正

	向移動，以二十四．一公里/小時(公差正一．二，負０公里/小時)之速度衝擊轉向控制系之方向盤。衝擊方向應與車輛縱向中心面平行，且人體模型保持自由狀態，不予拘束。若配備空氣囊之車輛，符合本基準中「前方碰撞乘員保護」規定之轉向控制系胸部衝擊規範，得免執行本項試驗。	of propulsion may be used, provided that when the body block strikes the steering control it is free from all connection with the propelling device. The body block shall strike this control after an approximately straight trajectory parallel to the longitudinal axis of the vehicle. If the steering control is fitted with a steering wheel airbag, specifications above are deemed to be met if the vehicle equipped with such a steering system complies with the thorax injury criterion of "The protection of the occupants in the event of a frontal collision" specified in this "Standards"	
	3.2 撞擊固定壁試驗： 車輛處於無負載、空車狀態，以四八．三至五三．一公里/小時之速度正面撞擊固定壁。若車輛符合本基準中「前方碰撞乘員保護」規定之轉向控制系規範，得免執行本項試驗。	44-0.3.2. Frontal- impact test against a barrier: The unladen vehicle, in running order, without a manikin, is collision-tested against a barrier. The speed on impact shall be between 48.3 km/h and 53.1 km. This specification is deemed to be met if the vehicle equipped with such a steering system complies with the specifications of "The protection of the occupants in the event of a frontal collision" specified in this "Standards"	規範乘員，基準條文不需修正
	4.1 在執行前述 3.1.1 及 3.1.2 之測試前，面向駕駛人之轉向控制系統表面，其能與直徑一六五公釐球體接觸之部位，應無任何粗糙或曲率半徑小於二．五公釐之銳利邊緣(sharp edge)。 對於配備有空氣囊之轉向控制系統，其能與直徑一六五公釐球體接觸之部位，若無任何可能會導致乘員嚴重受傷風險提高之危險銳利邊緣，應視同符合本項規定。	44-0.4.1. Before the impact test prescribed in paragraphs 44.3.1.1 and 44.3.1.2 above no part of the steering control surface, directed towards the driver, which can be contacted by a sphere of 165 mm in diameter shall present any roughness or sharp edges with a radius of curvature of less than 2.5 mm. In the case of a steering control equipped with an airbag, this shall be deemed satisfactory if no part, which can be contacted by a sphere of 165 mm in diameter, contains any dangerous sharp edges, likely to increase the risk of serious injury to the occupants.	規範乘員，基準條文不需修正

44-1 轉向控制系駕駛人碰撞保護	2.2.1 乘員之乘室：指車輛內由車頂、地板、側板、車門、玻璃、前方隔板、後方隔板或後端坐椅靠背之平面等所圍成供乘員使用之空間。	44-1.2.2.1. Passenger compartment with regard to occupant protection： means the space for occupant accommodation, bounded by the roof, floor, side walls, doors, outside glazing and front bulkhead and the plane of the rear compartment bulkhead or the plane of the rear-seat back support	2.2.1 ~~乘員之~~車室：指車輛內由車頂、地板、側板、車門、玻璃、前方隔板、後方隔板或後端坐椅靠背之平面等所圍成供乘員使用之空間。
	2.2.2 須評估電力安全之車室：指車輛內由車頂、地板、側板、車門、玻璃、前方隔板、後方隔板、後方閘門以及可保護乘員避免與高電壓帶電體直接接觸之電氣保護屏障與外殼等所圍成供乘員使用之空間。	R12 2.16.2. "Passenger compartment for electric safety assessment" means the space for occupant accommodation, bounded by the roof, floor, side walls, doors, outside glazing, front bulkhead and rear bulkhead, or rear gate, as well as by the electrical protection barriers and enclosures provided for protecting the power train from direct contact with high voltage live parts.	規範乘員，基準條文不需修正 (此為 102 年下半年度基準內容檢討(三)會議修訂之內容)
	4.1.1 胸部衝擊試驗：人體模型沿水平方向移動，以二十四．一公里/小時(公差正一．二，負０公里/小時)之速度衝擊轉向控制系之方向盤。衝擊方向應與車輛縱向中心面平行，且人體模型保持自由狀態，不予拘束。若配備空氣囊之車輛，符合本基準中「前方碰撞乘員保護」規定之轉向控制系胸部衝擊規範，得免執行本項試驗。	44-1.4.1.1. Chest impacting test: The body block shall strike the steering control at a speed of 24.1 km/h (+1.2/- 0 km/h). Any method of propulsion may be used, provided that when the body block strikes the steering control it is free from all connection with the propelling device. The body block shall strike this control after an approximately straight trajectory parallel to the longitudinal axis of the vehicle. If the steering control is fitted with a steering wheel airbag, specifications above are deemed to be met if the vehicle equipped with such a steering system complies with the thorax injury criterion of “The protection of the occupants in the event of a frontal collision” specified in this “Standards”	規範乘員，基準條文不需修正
	4.2.1 車輛處於無負載、空車狀態，以四八．三至五三．一公里/小時之速度正面撞擊固定壁。若車輛符合本基準中「前	44-1.4.2.1. The unladen vehicle, in running order, without a manikin, is collision-tested against a barrier. The speed on impact shall be between 48.3 km/h and 53.1 km. This specification is deemed to be met if the vehicle equipped with such a steering system complies	規範乘員，基準條文不需修正

	方碰撞乘員保護」規定之轉向控制系規範，得免執行本項試驗。	with the specifications of “The protection of the occupants in the event of a frontal collision” specified in this “Standards”.	
	5.1 在執行前述 4.1.1 及 4.1.2 之測試前，面向駕駛人之轉向控制系統表面，其能與直徑一六五公釐球體接觸之部位，應無任何粗糙或曲率半徑小於二．五公釐之銳利邊緣(sharp edge)。 對於配備有空氣囊之轉向控制系統，其能與直徑一六五公釐球體接觸之部位，若無任何可能會導致乘員嚴重受傷風險提高之危險銳利邊緣，應視同符合本項規定。	44-1.5.1. Before the impact test prescribed in paragraphs 44.3.1.1 and 44.3.1.2 above no part of the steering control surface, directed towards the driver, which can be contacted by a sphere of 165 mm in diameter shall present any roughness or sharp edges with a radius of curvature of less than 2.5 mm. In the case of a steering control equipped with an airbag, this shall be deemed satisfactory if no part, which can be contacted by a sphere of 165 mm in diameter, contains any dangerous sharp edges, likely to increase the risk of serious injury to the occupants.	規範乘員，基準條文不需修正
	5.3.2.2 此外對於配備電能動力傳動系統之車輛，應符合本基準「四十六之一、前方碰撞乘員保護」條文 6.5 之規定。倘若電子零件不會影響駕駛乘員保護之性能表現，則若申請者要求且經檢測機構同意，則此規定之符合可以一單獨之碰撞試驗進行。	44-1.5.3.2.2. Additionally, vehicles equipped with electrical power train shall meet paragraph 46-1.6.5 of Regulation「46-1 The protection of the occupants in the event of a frontal collision」. This could be demonstrated in a separate frontal impact test at the request of the manufacturer after validation by the Technical Service, given that the electric components do not influence the driver's protection performance of the vehicle type as defined in this regulation.	5.3.2.2 此外對於配備電能動力傳動系統之車輛，應符合本基準「四十六之一、前方碰撞乘員保護」條文 6.5 之規定。倘若電子零件不會影響駕駛~~乘員~~保護之性能表現，則若申請者要求且經檢測機構同意，則此規定之符合可以一單獨之碰撞試驗進行。
	5.3.3 若符合本基準項次「四十六之一、前方碰撞乘員保護」條文 6.4.2 之規定，則視同符合上述 5.3.1 之規定。	44-1.5.3.3. Specifications of paragraph 44-1.5.3.1. above are deemed to be met if the vehicle equipped with such a steering system complies with the specifications of paragraph 46-1.6.4.2. of Regulation「46-1 The protection of the occupants in the event of a frontal collision」	規範乘員，基準條文不需修正
45-0 側方碰撞乘員	1.2 除幼童專用車以外之車輛，申請少量	45-0.1.2. The applicants applying for low volume safety approval or vehicle-by-vehicle may be exempt from regulation of “the protection	規範乘員，基準條文不需修正

保護	車型安全審驗或逐車少量車型安全審驗者，得免符合本項「側方碰撞乘員保護」規定。	of the occupants in the event of a lateral collision" except child-only vehicle	
	2. 側方碰撞乘員保護之適用型式及其範圍認定原則：	45-0.2. The protection of the occupants in the event of a lateral collision shall according to suitable types and range of principle are as below：	規範乘員，基準條文不需修正
	5.3.2 車輛內裝或配件不得產生明顯之尖銳突出或鋸齒狀邊緣以致增加乘員受傷之風險。	45-0.5.3.2. No interior device or component shall become detached in such a way as noticeably to increase the risk of injury from sharp projections or jagged edges.	規範乘員，基準條文不需修正
45-1 側方碰撞乘員保護	1.1 中華民國一０三年一月一日起，座椅R點距地高度小於或等於七００公釐M1及N1類車輛，其側方碰撞乘員保護，應符合本項規定。	45-1.1.1. As for the lateral collision behaviour of the structure of the passenger compartment of M1 and N1 category vehicles where the R point of the lowest seat is not more than 700 mm from ground level, all vehicle variants from 2014/1/1, shall comply with this regulation.	規範乘員，基準條文不需修正
	1.2 已取得基準四十五項「側方碰撞乘員保護」合格文件之非電動車輛，得視為符合本項規定。	45-1.1.2. For the non-electric vehicles with "450 The protection of the occupants in the event of a lateral collision" approval documents, it could be deemed to comply with this regulation	規範乘員，基準條文不需修正
	1.3 除幼童專用車以外之車輛，申請少量車型安全審驗或逐車少量車型安全審驗者，得免符合本項「側方碰撞乘員保護」規定。	45-1.1.3. Except for child-only vehicle, application for low volume or vehicle-by-vehicle safety approval may be exempt from this regulation .	規範乘員，基準條文不需修正
	2.1.1 乘員之乘室：指車輛內由車頂、地板、側板、車門、玻璃、前方隔板、後方隔板或後端坐椅靠背之平面等所圍成供乘員使用之空間。	45-1.2.1.1. "Passenger compartment with regard to occupant protection" means the space for occupant accommodation, bounded by the roof, floor, side walls, doors, outside glazing and front bulkhead and the plane of the rear compartment bulkhead or the plane of the rear-seat back support.	2.1.1 ~~乘員之~~車室：指車輛內由車頂、地板、側板、車門、玻璃、前方隔板、後方隔板或後端坐椅靠背之平面等所圍成供乘員使用之空間。
	2.1.2 須評估電力安全之車室：指車輛內	R95	規範乘員，基準條文不需修正

	由車頂、地板、側板、車門、玻璃、前方隔板、後方隔板、後方閘門以及可保護乘員避免與高電壓帶電體直接接觸之電氣保護屏障與外殼等所圍成供乘員使用之空間。	2.3.2. "Passenger compartment for electric safety assessment" means the space for occupant accommodation, bounded by the roof, floor, side walls, doors, outside glazing, front bulkhead and rear bulkhead, or rear gate, as well as by the electrical protection barriers and enclosures provided for protecting the occupants from direct contact with high voltage live parts.	(此為 102 年下半年度基準內容檢討(三)會議修訂之內容)
	3. 側方碰撞乘員保護之適用型式及其範圍認定原則：	45-1.3. The protection of the occupants in the event of a lateral collision shall according to suitable types and range of principle are as below：	規範乘員，基準條文不需修正
	6. 檢測標準：此外對於配備電能動力傳動系統之車輛，應符合 6.4 之規定。倘若電子零件不會影響6.1至6.3所規定乘員保護之性能表現，則若申請者要求且經檢測機構同意，則此規定之符合可以一單獨之碰撞試驗進行。在此情況下應以 4.之方法確認是否符合 6.4 之規定。而側面碰撞人偶應安裝於前座側面座椅上。	45-1.6. Specifications: Additionally, vehicles equipped with electric power train shall meet the requirements of paragraph 45-1.6.4. This can be met by a separate impact test at the request of the manufacturer and after validation by the Technical Service, provided that the electrical components do not influence the occupant protection performance of the vehicle type as defined in paragraphs 45-1.6.1. to 45-1.6.3. of this Regulation. In case of this condition the requirements of paragraph 45-1.6.4. shall be checked in accordance with the methods set out in paragraph 45-1.4. to this Regulation. But the side-impact dummy shall be installed in the front seat on the impact side.	規範乘員，基準條文不需修正
	6.3.2 車輛內裝或配件不得產生明顯之尖銳突出或鋸齒狀邊緣以致增加乘員受傷之風險。	45-1.6.3.2. No interior device or component shall become detached in such a way as noticeably to increase the risk of injury from sharp projections or jagged edges	規範乘員，基準條文不需修正
46-0 前方碰撞乘員保護	1.1 中華民國九十七年一月一日起，總重量小於或等於二・五公噸之新型式 M1 類車輛及中華民國九十九年一月一日起，總重量小於二・五公噸之各型式	46-0.1.1. As for the power-driven vehicles of category M1 of a total permissible mass not exceeding or equal to 2.5 tons, the new vehicle types from 2008/1/1 and all vehicle types from 2010/1/1, shall comply with this regulation.	規範乘員，基準條文不需修正

	M1 類車輛，其前方碰撞乘員保護，應符合本項規定。		
	1.2 除幼童專用車以外之車輛，申請少量車型安全審驗或逐車少量車型安全審驗者，得免符合本項「前方碰撞乘員保護」規定。	46-0.1.2. The applicants applying for low volume safety approval or vehicle-by-vehicle mat be exempt from regulation of “the protection of the occupants in the event of a frontal collision” except child-only vehicle.	規範乘員，基準條文不需修正
	2. 前方碰撞乘員保護之適用型式及其範圍認定原則：	46-0.2. The protection of the occupants in the event of a frontal collision shall according to suitable types and range of principle are as below：	規範乘員，基準條文不需修正
	5.4.1.1 每排座位至少有一車門被打開，以容許乘員離開(針對硬式車頂車型)	46-0.5.4.1.1. To open at least one door, if there is one, per row of seats and, where there is no such door, to move the seats or tilt their backrests as necessary to allow the evacuation of all the occupants; this is, however, only applicable to vehicles having a roof of rigid construction;	規範乘員，基準條文不需修正
46-1 前方碰撞乘員保護	1.1 中華民國一０三年一月一日起，總重量小於或等於二．五公噸 M1 類車輛，其前方碰撞乘員保護，應符合本項規定。	46-1.1.1. As for the power-driven vehicles of category M1 of a total permissible mass not exceeding or equal to 2.5 tons, all vehicle variants from 2014/1/1, shall comply with this regulation.	規範乘員，基準條文不需修正
	1.2 已取得基準四十六項「前方碰撞乘員保護」合格文件之非電動車輛，得視為符合本項規定。	46-1.1.2. For the non-electric vehicles with “460 The protection of the occupants in the event of a frontal collision” approval documents, it could be deemed to comply with this regulation.	規範乘員，基準條文不需修正
	1.3 除幼童專用車以外之車輛，申請少量車型安全審驗或逐車少量車型安全審驗者，得免符合本項「前方碰撞乘員保護」規定。	46-1.1.3. Except for child-only vehicle, application for low volume or vehicle-by-vehicle safety approval may be exempt from this regulation	規範乘員，基準條文不需修正
	2.1.1 乘員之乘室：指車輛內由車頂、地板、側板、車門、玻璃、前方隔板、後方隔板或後端坐椅靠背之平面等所圍成	46-1 .2.1.1. “Passenger compartment with regard to occupant protection” means the space for occupant accommodation, bounded by the roof, floor, side walls, doors, outside glazing and front	2.1.1 ~~乘員之~~車室：指車輛內由車頂、地板、側板、車門、玻璃、前方隔板、後方隔板或後端坐椅

	供乘員使用之空間。	bulkhead and the plane of the rear compartment bulkhead or the plane of the rear-seat back support.	靠背之平面等所圍成供乘員使用之空間。
	2.1.2 須評估電力安全之車室：指車輛內由車頂、地板、側板、車門、玻璃、前方隔板、後方隔板、後方閘門以及可保護乘員避免與高電壓帶電體直接接觸之電氣保護屏障與外殼等所圍成供乘員使用之空間。	R94: 2.7.2. "Passenger compartment for electric safety assessment" means the space for occupant accommodation, bounded by the roof, floor, side walls, doors, outside glazing, front bulkhead and rear bulkhead, or rear gate, as well as by the electrical protection barriers and enclosures provided for protecting the occupants from direct contact with high voltage live parts	規範乘員，基準條文不需修正(此為 102 年下半年度基準內容檢討(三)會議修訂之內容)
	3.前方碰撞乘員保護之適用型式及其範圍認定原則：	46-1.3. The protection of the occupants in the event of a frontal collision shall according to suitable types and range of principle are as below：	規範乘員，基準條文不需修正
	6. 檢測標準：車輛於執行完本基準規定之測試後，應符合下述規定。 此外對於配備電能動力傳動系統之車輛，應符合 6.5 之規定。倘若電子零件不會影響 6.1 至 6.4 所規定乘員保護之性能表現，則若申請者要求且經檢測機構同意，則此規定之符合可以一單獨之碰撞試驗進行。在此情況下應以 4.之方法確認是否符合 6.5 之規定。應使用配備四十五度腳踝之 HYBRID III 人偶，並依其調整規範進行設定，且人偶應安裝於每個前座外側座椅上。	R94: 5.2. Specifications The test of the vehicle carried out in accordance with the method described in Annex 3 shall be considered satisfactory if all the conditions set out in paragraphs 5.2.1. to 5.2.6. below are all satisfied at the same time. Additionally, vehicles equipped with electric power train shall meet the requirements of paragraph 5.2.8. below. This can be met by a separate impact test at the request of the manufacturer and after validation by the Technical Service, provided that the electrical components do not influence the occupant protection performance of the vehicle type as defined in paragraphs 5.2.1. to 5.2.5. of this Regulation. In case of this condition the requirements of paragraph 5.2.8. shall be checked in accordance with the methods set out in Annex 3 to this Regulation, except paragraphs, 2., 5. and 6. of Annex 3. But a dummy corresponding to the specifications for Hybrid III (see footnote 1 of Annex 3) fitted with a 45 deg. angle and meeting the specifications for its adjustment shall be installed in each of the	6. 檢測標準：車輛於執行完本基準規定之測試後，應符合下述規定。 此外對於配備電能動力傳動系統之車輛，應符合 6.5 之規定。倘若電子零件不會影響 6.1 至 6.4 所規定乘員保護之性能表現，則若申請者要求且經檢測機構同意，則此規定之符合可以一單獨之碰撞試驗進行。在此情況下應以 4.之方法確認是否符合 6.5 之規定。應使用配備四十五度腳踝之 HYBRID III 人偶，並依其調整規範進行設定，且人偶應安裝於每個前座外側座椅上。

		front outboard seats.	(??請再確認是否每個) 【查詢R94人偶應安裝於每個前座外側座椅上】
	6.4.1.1 每排座位至少有一車門被打開，以容許乘員離開(針對硬式車頂車型)。	46-16.4.1.1. To open at least one door, if there is one, per row of seats and, where there is no such door, to move the seats or tilt their backrests as necessary to allow the evacuation of all the occupants; this is, however, only applicable to vehicles having a roof of rigid construction;	規範乘員，基準條文不需修正
48-1 安全帶固定裝置：	5.1.1 對於核定總重量未超過二．五公噸之 M1 類車輛，若其安全帶上部固定器係依附於座椅結構者，則其有效安全帶上部固定器於測試過程中，應不向前移動超過一由通過受測座椅 R 點及 C 點所構成之橫切面(參考圖一)。對於上述種類以外之車輛，其有效安全帶上部固定器於測試過程中，應不向前移動超過一通過座椅 R 點且向前傾斜一 0 度之橫切面。 應於測試中量測有效安全帶上部固定器之最大位移。若有效安全帶上部固定器之位移超過上述之限制，申請者應向檢測機構展現證明不會造成乘客危險。例如，可實行依照本基準「前方碰撞乘員保護」測試程序或有相同波形之台車測試，做為具有足夠生存空間之展現。	48-1.5.1.1. For vehicles of category M1 of a total permissible mass not exceeding 2.5 t, if the upper safety-belt anchorage is attached to the seat structure, the effective upper safety-belt anchorage shall not be displaced during the test forward of a transverse plane passing through the R point and point C of the seat in question (see figure 1). For vehicles other than mentioned above, the effective upper safety-belt anchorage shall not be displaced during the test forward of a transverse plane inclined 10 degrees in forward direction and passing through the R point of the seat. The maximum displacement of the effective upper anchorage point shall be measured during the test. If the displacement of the effective upper anchorage point exceeds the above-mentioned limitation, the manufacturer shall demonstrate to the satisfaction of the technical service that there is no danger to the occupant. As an example, the test procedure according to "46 The protection of the occupants in the event of a frontal collision" or a sled test with corresponding pulse may be carried out to demonstrate a sufficient survival space.	規範乘員，基準條文不需修正
	5.2 對於必須操作方能使所有座位乘客	48-1.5.2. In vehicles where such devices are used, the displacement and locking devices enabling the occupants of all seats to leave the	5.2 對於必須操作方能使所有座

	離開車輛之座椅位移系統及鎖定裝置，在移除施力後，該等裝置應仍可手動操作。	vehicle must still be operable by hand after the tractive force was removed.	位乘員離開車輛之座椅位移系統及鎖定裝置，在移除施力後，該等裝置應仍可手動操作。
48-2 安全帶固定裝置	2.16 半通用型 ISOFIX 兒童保護裝置如下列之一：（1）配備支撐腳之前向兒童保護裝置。（2）配備支撐腳或上固定帶之後向兒童保護裝置，用於裝有 ISOFIX 固定器系統及上固定帶固定器（視搭配需要）之車輛座椅位置。（3）由車輛儀表板支撐之後向兒童保護裝置，用於裝有 ISOFIX 固定器系統之車輛前排乘客座椅位置。（4）視搭配需要而配備有防翻轉裝置之橫向兒童保護裝置，用於裝有 ISOFIX 固定器系統及上固定帶固定器（視搭配需要）之車輛座椅位置。	48-2.2.16. ISOFIX semi universal CRS means: (1) forward facing restraints equipped with support leg or(2) rearward facing restraints equipped with a support leg or a top tether strap for use in vehicles with positions equipped with ISOFIX anchorages system and a top tether anchorage if needed or(3) rearward facing restraints, supported by the vehicle dashboard, for use in the front passenger seat equipped with ISOFIX anchorage system, or(4) lateral facing position restraint equipped if needed with an anti-rotation device for use in vehicles with positions equipped with ISOFIX anchorages system and top tether anchorage if needed.	僅規範乘客，基準條文不需修正
	6.1.1 對於核定總重量未超過二．五公噸之 M1 類車輛，若其安全帶上部固定器係依附於座椅結構者，則其有效安全帶上部固定器於測試過程中，應不向前移動超過一由通過受測座椅 R 點及 C 點所構成之橫切面(參考圖四)。對於上述種類以外之車輛，其有效安全帶上部固定器於測試過程中，應不向前移動超過一通過座椅 R 點且向前傾斜一 0 度之橫切面。應於測試中量測有效安全帶上部固	48-2.6.1.1. For vehicles of category M1 of a total permissible mass not exceeding 2.5 t, if the upper safety-belt anchorage is attached to the seat structure, the effective upper safety-belt anchorage shall not be displaced during the test forward of a transverse plane passing through the R point and point C of the seat in question (see figure 4). For vehicles other than mentioned above, the effective upper safety-belt anchorage shall not be displaced during the test forward of a transverse plane inclined 10 degrees in forward direction and passing through the R point of the seat. The maximum displacement of the effective upper anchorage point shall be measured during the test. If the displacement of the effective upper anchorage point exceeds the above-mentioned limitation, the manufacturer shall demonstrate to the satisfaction of the technical service that there is	6.1.1 對於核定總重量未超過二．五公噸之 M1 類車輛，若其安全帶上部固定器係依附於座椅結構者，則其有效安全帶上部固定器於測試過程中，應不向前移動超過一由通過受測座椅 R 點及 C 點所構成之橫切面(參考圖四)。對於上述種類以外之車輛，其有效安全帶上部固定器於測試過程中，應不向

	定器之最大位移。若有效安全帶上部固定器之位移超過上述之限制，申請者應向檢測機構展現證明不會造成乘客危險。例如，可實行依照本基準「前方碰撞乘員保護」測試程序或有相同波形之台車測試，做為具有足夠生存空間之展現。	no danger to the occupant. As an example, the test procedure according to VSTD " The protection of the occupants in the event of a frontal collision" or a sled test with corresponding pulse may be carried out to demonstrate a sufficient survival space.	前移動超過一通過座椅 R 點且向前傾斜一 0 度之橫切面。應於測試中量測有效安全帶上部固定器之最大位移。若有效安全帶上部固定器之位移超過上述之限制，申請者應向檢測機構展現證明不會造成乘員危險。例如，可實行依照本基準「前方碰撞乘員保護」測試程序或有相同波形之台車測試，做為具有足夠生存空間之展現。
	6.2 對於必須操作方能使所有座位乘客離開車輛之座椅位移系統及鎖定裝置，在移除施力後，該等裝置應仍可手動操作。	48-2.6.2. ln vehicles where such devices are used, the displacement and locking devices enabling the occupants of all seats to leave the vehicle must still be operable by hand after the tractive force was removed.	6.2 對於必須操作方能使所有座位乘員離開車輛之座椅位移系統及鎖定裝置，在移除施力後，該等裝置應仍可手動操作。
	7.1.1 申請者應提出文件，說明車主手冊上記載之各乘員座椅位置所適用乘載一二歲（含）以下或體重三六公斤（含）以下)兒童之位置或安裝兒童保護裝置之位置。此一資訊應以中文為主。對於所有前向式乘員座椅位置及 ISOFIX 位置，應符合下述條件之一： (a)明述各該座椅位置適合安裝通用型兒童保護裝置。 (b)明述各該 ISOFIX 位置適合安裝	48-2.7.1.1. The vehicle manufacturer shall include in the vehicle handbook advice on the suitability of each passenger seat position for the carriage of children up to 12 years old (or below 36 kilograms), or the fitting of child restraint systems. This information shall be given in Chinese language. For each forward-facing passenger seat position, and for each ISOFIX position, the vehicle manufacturer shall either: (a) Indicate that the seat position is suitable for child restraints of the "universal" category(b) Indicate if the ISOFIX position is suitable for ISOFIX child restraint systems of the "universal" category(c) Provide a list of child restraint systems of the "semi-universal", "restricted" or "vehicle-specific" categories,	7.1.1 申請者應提出文件，說明車主手冊上記載之各乘客座椅位置所適用乘載一二歲（含）以下或體重三六公斤（含）以下)兒童之位置或安裝兒童保護裝置之位置。此一資訊應以中文為主。對於所有前向式乘客座椅位置及 ISOFIX 位置，應符合下述條件之一： (a)明述各該座

	通用型 ISOFIX 兒童保護裝置。 (c)提供各該座椅位置適用之半通用型、限制使用型(Restricted category)或限制車型之兒童保護裝置清單，並明述適用於此一兒童保護裝置質量等級。(d)提供各該 ISOFIX 位置適用之半通用型、限制使用型或限制車型之 ISOFIX 兒童保護裝置清單，並明述適用於 ISOFIX 保護裝置之質量等級及 ISOFIX 尺寸等級。(e)提供內建式兒童保護裝置，明述適用於該保護裝置之質量等級及相應之構造。(f)提供(a)、(b)、(c)、(d)、(e)之任意組合。(g)明述各該座椅位置上不能乘載兒童之質量等級。若該座椅位置僅適用於前向式兒童保護裝置，則應明述。上述 7.1.之資訊應以表二及表三格式呈現。	suitable for that vehicle seating position, indicating the mass group(s) for which the restraints are intended; (d) Provide a list of ISOFIX child restraint systems of the "semi-universal", "restricted" or "vehicle specific" categories, suitable for that vehicle ISOFIX position, indicating the mass group and the ISOFIX size class for which the ISOFIX child restraints are intended; (e) Provide a built-in child restraint system, indicating the mass group(s) for which the restraint is intended and the corresponding configuration(s); (f) Provide any combination of (a), (b), (c), (d), (e); (g) Indicate the mass group(s) of the children which shall not be carried in that seat position. If a seat position is only suitable for use with forward-facing child restraint systems, this shall be indicated. Tables in a suitable format for the above information are given in table2 and table3.	椅位置適合安裝通用型兒童保護裝置。 (b)明述各該 ISOFIX 位置適合安裝通用型 ISOFIX 兒童保護裝置。 (c)提供各該座椅位置適用之半通用型、限制使用型(Restricted category)或限制車型之兒童保護裝置清單，並明述適用於此一兒童保護裝置質量等級。(d)提供各該 ISOFIX 位置適用之半通用型、限制使用型或限制車型之 ISOFIX 兒童保護裝置清單，並明述適用於 ISOFIX 保護裝置之質量等級及 ISOFIX 尺寸等級。(e)提供內建式兒童保護裝置，明述適用於該保護裝置之質量等級及相應之構造。(f)提供(a)、(b)、(c)、(d)、(e)之任意組合。 (g)明述各該座椅位置上不能乘載兒童之質量等級。若該座椅位置僅適用於前向式兒童保護裝置，則應明述。上述 7.1.之資訊應以表二及表三格式呈現。
	7.1.2 申請者明述適合安裝兒童保護裝置	48-2.7.1.2. Seat positions, or ISOFIX positions, which are indicated by the vehicle manufacturer as being suitable for the installation of	7.1.2 申請者明述適合安裝兒童

	或 ISOFIX 兒童保護裝置之座椅位置或 ISOFIX 位置，應符合 7.2.1 或 7.2.2 之規定。表三應說明對同時使用相鄰 ISOFIX 兒童保護裝置位置及/或 ISOFIX 位置與成年乘員座椅位置間之可能限制要求。	child restraints systems or ISOFIX child restraints systems shall comply with the paragraph 48-2 7.2.1. and 48-2 7.2.2. Where applicable any restriction on the simultaneous use on adjacent positions of ISOFIX child restraint systems and/or between ISOFIX positions and adult seating positions shall be reported in the table3.	保護裝置或 ISOFIX 兒童保護裝置之座椅位置或 ISOFIX 位置，應符合 7.2.1 或 7.2.2 之規定。表三應說明對同時使用相鄰 ISOFIX 兒童保護裝置位置及/或 ISOFIX 位置與成年乘客座椅位置間之可能限制要求。
	7.2 使用前向式座椅成年乘員安全帶安裝兒童保護裝置之要求，以及 ISOFIX 兒童保護裝置之安裝要求	48-2.7.2. For adult occupants of power-driven vehicles on forward facing seats and for the installation of isofix child restraint systems	7.2 使用前向式座椅成年乘客安全帶安裝兒童保護裝置之要求，以及 ISOFIX 兒童保護裝置之安裝要求
	7.3.4.1 不超過兩扇供乘客進出之車門者；及	48-2.7.3.4.1. Not more than two passenger doors and	僅規範乘客，基準條文不需修正
	7.3.4.4 引擎最大(額定)功率輸出大於二００千瓦(kW)者。此等車輛僅能在具有空氣囊解除裝置 (若座椅位置配置有空氣囊時)及有標籤指示第二排座椅無 ISOFIX 位置系統可供使用之前排乘客座椅位置，設置一組 ISOFIX 固定器系統及 ISOFIX 上固定帶固定器。	48-2.7.3.4.4. Having an engine developing a maximum (rated) engine power greater than 200 kW . Such a vehicle needs to have only one ISOFIX anchorages system and an ISOFIX top tether anchorage at a front passenger designated seating position combined with an airbag deactivation device (if that seating position is fitted with an airbag) and a caution label indicating that there is no ISOFIX position system available at the second seat row.	7.3.4.4 引擎最大(額定)功率輸出大於二００千瓦(kW)者。此等車輛亦應符合第一排乘客座椅位置不能用以安裝兒童保護裝置之要求並記載於 7.1.1 所述文件~~僅能在具有空氣囊解除裝置 (若座椅位置配置有空氣囊時)及有標籤指示第二排座椅無 ISOFIX 位置系統可供使用之前排乘客座椅位置，設置一組 ISOFIX 固定器系統及 ISOFIX 上固定帶固定器。~~

			【待本文件討論後，一併函報交通部】
49 座椅強度	4. 安裝在 M1、N 類車輛、選擇欲符合 4.規範之 M2 車輛之座椅(有/無頭枕)，以及安裝在 M2、M3 類車輛之非乘客座椅，其座椅及座椅固定裝置：	49.4. In the case of the seats (with or without head restraint) and their anchorages fitted to category symbols M1 and N vehicles, M2 vehicle that selects to conform to paragraph 49.4, and non-passenger seats on category symbols M2and M3 vehicles:	僅規範乘客，基準條文不需修正
	4.2.1 座椅上的調整及位移裝置應具有自動鎖定功能；手枕或是其他使乘員舒適的裝置，除非在碰撞時可能增加乘員受傷的風險否則無須具備自動鎖定的功能。	49.4.2.1. Every adjustment and displacement system provided shall incorporate a locking system, which shall operate automatically. Locking systems for armrests or other comfort devices are not necessary unless the presence of such devices will cause additional risk of injury to the occupants of a vehicle in the event of a collision.	規範乘員，基準條文不需修正
	4.2.2 座椅後部表面不得有可能增加乘員受傷風險的危險粗糙、銳利邊緣。若座椅依據 4.4 的狀態進行測試時，其座椅後部表面之曲率半徑不小於下述，則視為符合： 區域 1　二・五公釐 區域 2　五・0 公釐 區域 3　三・二公釐	49.4.2.2. The surface of the rear parts of seats shall exhibit no dangerous roughness or sharp edges likely to increase the risk of severity of injury to the occupants. This requirement is considered as satisfied if the surface of the rear parts of seats tested in the conditions specified in paragraph 49.4.4. exhibit radii of curvature not less than: 2.5 mm in area 1, 5.0 mm in area 2, 3.2 mm in area 3,	規範乘員，基準條文不需修正
	4.3 安裝在 N 類車輛以及安裝在 M2、M3 類車輛之非乘客座椅之一般規範。惟 5.1 之規定除外，其亦適用於其餘種類車輛之側向式座椅。	49.4.3. General specifications for seats installed on category symbols N vehicles and non-passenger seats installed on category symbols M2and M3 vehicles. With the exception of paragraph 49.5.1., the requirements also suitable for side-facing seats of all categories of vehicles. R17: 6.3.3. The requirements of paragraphs 6.3.1. and 6.3.2. above shall be verified for all positions of the seat. In the case of seats fitted	4.3 安裝在 N 類車輛以及安裝在 M2、M3 類車輛之非乘客座椅之一般規範。惟 5.1 之規定除外，其亦適用於其餘種類車輛之側向式座椅。 另 以下請協助查證 4.4.3 座椅固定裝置、調整、鎖定與位

		with an adjustable head restraint, the test shall be conducted with the head restraints placed in the most unfavourable position (generally the highest position) allowed by its adjusting system. During the test the seat shall be so positioned that no external factor shall prevent the release of the locking systems. These conditions shall be considered to be met if the seat is tested after being adjusted in the following positions: the longitudinal adjustment is fixed one notch or 10 mm rearward of the most forward normal driving position or position of use as indicated by the manufacturer (for seats with independent vertical adjustment, the cushion shall be placed in its highest position); the longitudinal adjustment is fixed one notch or 10 mm forward of the most rearward normal driving position or position of use as indicated by the manufacturer (for seats with independent vertical adjustment, the cushion shall be placed in its lowest position), and, where appropriate, in accordance with the requirements of paragraph 6.3.4. below.	移系統試驗：此試驗僅適用於安裝在M1，以及選擇欲符合4.規範之M2 車輛之座椅。 4.4.3.1 若有可調整式頭枕，且是安裝在座椅上，則應測試將頭枕調整至最嚴苛位置(一般為最高處)；將縱向調整機構調整至最前正常駕駛位置或由申請者特別指定之位置，再往後一段或往後一０公釐處，若配備獨立之垂直調整機構則應調整至最高段，並進行模擬前方碰撞以及模擬後方碰撞。 4.4.3.2 若有可調整式頭枕，且是安裝在座椅上，則應測試將頭枕調整至最嚴苛位置(一般為最高處)；將縱向調整機構調整至最後正常駕駛位置或由申請者特別指定之位置，再往前一段或往前一０公釐處，若配備獨立之垂直調整機構則應調整至最低段，並進行模擬前方碰撞以及模擬後方碰撞。 【已確認無誤】
	4.4.3.7.1 測試後，與乘客能否順利進出座位有關之位移系統必須能正常運作；此位移系統必須至少能解鎖一次，且其所對應座椅或座椅元件能順利移動。其他的位移系統，以及調整系統與其鎖定系	49. 4.4.3.7.1. After the tests, the displacement systems intended for permitting or facilitating the access of occupants must be in working order; they must be capable, at least once, of being unlocked and must permit the displacement of the seat or the part of the seat for which they are intended. Any other displacement systems, as well as adjustment systems and their locking systems are not required to be in working order. In the case of seats provided with head restraints,	4.4.3.7.1 測試後，與乘員能否順利進出座位有關之位移系統必須能正常運作；此位移系統必須至少能解鎖一次，且其所對應座椅或座椅元件能順利移

	統，可不處於正常工作狀態。對配備頭枕之座椅而言，其椅背及其鎖定裝置強度依照本基準「頭枕」章節 4.3.2.7 之規定測試後，其座椅或椅背未發生破裂現象時，則視為符合 4.4.2 之規範；否則座椅應證明其能符合 4.4.2 規範之要求。對座位數多於頭枕數之座椅(長椅)而言，仍應執行 4.4.2 之測試。	the strength of the seat-back and of its locking devices is deemed to meet the requirements set out in paragraph 49.4.4.2. when, after testing in accordance with paragraph 50.4.3.2.7. of "50 Head restraint", no breakage of the seat or seat-back has occurred: otherwise, it must be shown that the seat is capable of meeting the test requirements set out in paragraph 49.4.4.2. In the case of seats (benches) with more places to sit than head restraints, the test described in paragraph 49.4.4.2. shall be carried out.	動。其他的位移系統，以及調整系統與其鎖定系統，可不處於正常工作狀態。對配備頭枕之座椅而言，其椅背及其鎖定裝置強度依照本基準「頭枕」章節 4.3.2.7 之規定測試後，其座椅或椅背未發生破裂現象時，則視為符合 4.4.2 之規範；否則座椅應證明其能符合 4.4.2 規範之要求。對座位數多於頭枕數之座椅(長椅)而言，仍應執行 4.4.2 之測試。
	4.5 M1 類車輛避免移動行李傷害之乘員保護	49.4.5. Special requirements regarding the protection of occupants from displaced luggage, for M1 vehicles	規範乘員，基準條文不需修正
	4.5.2.2.2 測試後，不得產生可能增加乘員危險或加重傷害之銳利或粗糙邊緣。	49.4.5.2.2.2. After the test, no sharp or rough edges likely to increase the danger or severity of injuries of the occupants shall be present.	規範乘員，基準條文不需修正
	4.5.1.1 椅背：在製造廠宣告之位置及正常姿態時，椅背及/或頭枕的位置可能形成行李區域前緣，則該部分的座椅應有足夠之強度，以保護乘員在遭遇正撞時不因行李移動而受傷。參考圖二。 【請參考頁末表格】	49.4.5.1.1. Seat-backs: Seat-backs and/or head restraints located such that they constitute the forward boundary of the luggage compartment, all seats being in place and in the normal position of use as indicated by the manufacturer, shall have sufficient strength to protect the occupants from displaced luggage in a frontal impact, refer to Fig 2. 【請參考頁末表格】	規範乘員，基準條文不需修正
	4.5.1.2.1.1 所有的量測應在構成行李區域前緣的座椅或座位所對應的縱向中心面進行(參考圖三)。 【請參考頁末表格】	49.4.5.1.2.1.1. All measurements shall be taken in the longitudinal median plane of the corresponding seat or seating position for each seating position constituting the forward boundary of the luggage compartment. (see figure 3).	規範乘員，基準條文不需修正

		【請參考頁末表格】	
	5. 安裝在 M2 及 M3 類車輛乘客用之座椅、座椅固定裝置及座椅之安裝應符合下列規範，但二二座以上市區公車，二二座以下且有立位之公車，及選擇符合4.規範之 M2 車輛除外：	49.5. In the case of the seats for passenger used, seat anchorages and the fit of seats for M2 and M3 vehicles, shall comply the following requirements. But city bus having a capacity in excess of 22 passengers (in addition to the driver), for the carriage of seated and standing persons and having a capacity not exceeding 22 passengers (in addition to the driver), and other M2 vehicles than those in paragraph 49.3 can exempt this requirement:	僅規範乘客，基準條文不需修正
	5.1.2.1.1 若座椅後部不會被無束縛的乘客碰撞(即在該座椅後面沒有前向座椅)，則可不執行檢測方法1。	49.5.1.2.1.1. Test1 shall not apply where the rear of the seat cannot be struck by an unrestrained passenger (i.e., there is no forward-facing seat directly behind the seat to be tested).	僅規範乘客，基準條文不需修正
	5.1.2.1.2.1 座椅後部不會被有束縛的乘客碰撞。	49.5.1.2.1.2.1. if the rear of the seat cannot be struck by a restrained passenger.	僅規範乘客，基準條文不需修正
	5.1.2.2.1 若座椅後部不會被無束縛的乘客碰撞(即在該座椅後面沒有前向座椅)，可不執行靜態測試1。	49.5.1.2.2.1. Static test 1 shall not apply if the rear of the seat cannot be struck by an unrestrained passenger (i.e., there is no forward-facing seat directly behind the seat to be tested).	僅規範乘客，基準條文不需修正
	5.1.2.2.2.1 座椅後部不會被有束縛的乘客碰撞。	49.5.1.2.2.2.1. if the rear of the seat cannot be struck by a restrained passenger.	僅規範乘客，基準條文不需修正
50-0 頭枕	2.1 頭枕(Head restraint)：指裝置的功能可限制成人乘客頭部對其軀幹所作之相對向後移動，以降低事故時乘客頸椎受傷之危險。	50-0.2.1. Head restraint: means a device whose function is to limit the rearward displacement of an adult occupant's head in relation to his torso in order to reduce the danger of injury to the cervical vertebrae of that occupant in the event of an accident.	2.1 頭枕(Head restraint)：指裝置的功能可限制成人乘員頭部對其軀幹所作之相對向後移動，以降低事故時乘員頸椎受傷之危險。
	5.1 頭枕的設置不可是導致車內乘客另一個危險的原因。特別是不可在任何使用情況下，存在會增加乘員受傷可能性	50-0.5.1. The presence of the head restraint shall not be an additional cause of danger to occupants of the vehicle. In particular, it shall not in any position of use exhibit any dangerous roughness or sharp edge	5.1 頭枕的設置不可是導致車內乘員另一個危險的原因。特別是不可在任何使用情況下，存

	及嚴重性之危險粗糙物或是銳利邊緣。頭枕零組件在能量吸收試驗中，該頭部模型的減加速度不可持續超過八０g 達三毫秒以上。	liable to increase the risk or seriousness of injury to the occupants. In tests carried out by the procedure for checking the energy dissipation, the deceleration(acceleration) of the headform shall not exceed 80 g continuously for more than 3 ms.	在會增加乘員受傷可能性及嚴重性之危險粗糙物或是銳利邊緣。頭枕零組件在能量吸收試驗中，該頭部模型的減加速度不可持續超過八０g 達三毫秒以上。
	5.4.2.3 前座以外的其它座椅，當頭枕高度有可能被調整至小於七五０公釐的位置時，應使乘客清楚知道這個位置並非頭枕的正常使用位置；	R25 6.4.3.3. in the case of seats other than the front seats the head restraints may be such that they can be displaced to a position resulting in a height of less than 750 mm, provided that such position is clearly recognizable to the occupant as not being included for the use of the head restraint;	5.4.2.3 前座以外的其它座椅，當頭枕高度有可能被調整至小於七五０公釐的位置時，應使乘客清楚知道這個位置並非頭枕的正常使用位置； 【(此為 102 年上半年度基準內容檢討(四)會議修訂之內容)，但名詞建議將乘客修正為乘員)】
	5.7 頭枕寬度必須能提供對乘客正常坐姿時的適當頭部支撐。在上述 4.2 所定義寬度的測量面，頭枕涵蓋的區域，從座椅垂直中間平面往兩側延伸不得小於八五公釐。	50-0.5.7. The width of the head restraint shall be such as to provide suitable support for the head of a person normally seated. In the plane of measurement of width defined in paragraph 50.3.2 above, the head restraint shall cover an area extending not less than 85 mm to each side of the plane of symmetry of the seat for which the head restraint is intended.	5.7 頭枕寬度必須能提供對乘員正常坐姿時的適當頭部支撐。在上述 4.2 所定義寬度的測量面，頭枕涵蓋的區域，從座椅垂直中間平面往兩側延伸不得小於八五公釐。
50-1 頭枕	2.1 頭枕(Head restraint)：指裝置的功能可限制成人乘客頭部對其軀幹所作之相對向後移動，以降低事故時乘客頸椎受傷之危險。	50-1.2.1. Head restraint: means a device whose function is to limit the rearward displacement of an adult occupant's head in relation to his torso in order to reduce the danger of injury to the cervical vertebrae of that occupant in the event of an accident.	2.1 頭枕(Head restraint)：指裝置的功能可限制成人乘員頭部對其軀幹所作之相對向後移動，以降低事故時乘員頸椎受傷之危險。

	5.1 頭枕的設置不可是導致車內乘客另一個危險的原因。特別是不可在任何使用情況下，存在會增加乘員受傷可能性及嚴重性之危險粗糙物或是銳利邊緣。頭枕零組件在能量吸收試驗中，該頭部模型的減加速度不可持續超過八０g 達三毫秒以上。	50-1.5.1. The presence of the head restraint shall not be an additional cause of danger to occupants of the vehicle. In particular, it shall not in any position of use exhibit any dangerous roughness or sharp edge liable to increase the risk or seriousness of injury to the occupants. In tests carried out by the procedure for checking the energy dissipation, the deceleration(acceleration) of the headform shall not exceed 80 g continuously for more than 3 ms.	5.1 頭枕的設置不可是導致車內乘員另一個危險的原因。特別是不可在任何使用情況下，存在會增加乘員受傷可能性及嚴重性之危險粗糙物或是銳利邊緣。頭枕零組件在能量吸收試驗中，該頭部模型的減加速度不可持續超過八０g 達三毫秒以上。
	5.4.2.3 前座以外的其它座椅，當頭枕高度有可能被調整至小於六五０公釐的位置時，應使乘客清楚知道這個位置並非頭枕的正常使用位置；	50-1.5.4.2.3. in the case of seats other than the front seats the head restraints may be such that they can be displaced to a position resulting in a height of less than 650 mm, provided that such position is clearly recognizable to the occupant as not being included for the use of the head restraint;	僅規範乘客，基準條文不需修正
	5.7 頭枕寬度必須能提供對乘客正常坐姿時的適當頭部支撐。在上述 4.2 所定義寬度的測量面，頭枕涵蓋的區域，從座椅垂直中間平面往兩側延伸不得小於八五公釐。	50-1.5.7. The width of the head restraint shall be such as to provide suitable support for the head of a person normally seated. In the plane of measurement of width defined in paragraph 50.3.2 above, the head restraint shall cover an area extending not less than 85 mm to each side of the plane of symmetry of the seat for which the head restraint is intended.	5.7 頭枕寬度必須能提供對乘員正常坐姿時的適當頭部支撐。在上述 4.2 所定義寬度的測量面，頭枕涵蓋的區域，從座椅垂直中間平面往兩側延伸不得小於八五公釐。
51-0 門閂鉸鏈	3.2 無半閂狀態之滑動門，應在車門沒有達到全閂時，自動從閂定位置移到局部開啟位置；局部開啟位置應可讓車輛乘員輕易辨認。	51-0.3.2. A sliding door which has no intermediate latched position shall automatically move away from the latch to a partially-opened position if the door has not reached the fully latched position, the partially opened position shall be readily apparent to occupants of the vehicle.	規範乘員，基準條文不需修正
51-1 門閂／鉸鏈	1.1 中華民國一０二年一月一日起，使用於 M1 及 N1 類車輛乘員進出門之新型式門閂與鉸鏈，應符合本項規定。	R11: 1. Scope This Regulation applies to vehicles of categories M1 and N11 with	規範乘員，基準條文不需修正 (此為 102 年下半年度基準內容

	1.1.1 中華民國一〇六年一月一日起，除1.1規定以外，使用於M1及N1類車輛具有潛在風險使乘員因車輛碰撞而彈出車外之尾門，其新型式門閂與鉸鏈，應符合本項規定。 1.2 中華民國一〇四年一月一日起，使用於M1及N1類車輛乘員進出門之各型式門閂與鉸鏈已符合本基準項次「五十一」之規定者，其尾門應符合 5.1.3、5.2.3、5.3.3.2.5、5.3.3.2.6、5.5.1.3之規定。 1.2.1 中華民國一〇八年一月一日起，除1.2規定以外，使用於M1及N1類車輛具有潛在風險使乘員因車輛碰撞而彈出車外之尾門，其各型式門閂與鉸鏈，應符合本項規定。	respect to latches and door retention components such as hinges and other supporting means on doors, which can be used for the entry or exit of the occupants and/or can present the risk of occupants being thrown from a vehicle as a result of impact.	檢討(二)會議修訂之內容)
	2.15 鉸鏈：指用來連結車門及車體並且控制車門擺徑以利乘客進出的元件。	51-1.2.15. "Hinge" is a device used to position the door relative to the body structure and control the path of the door swing for passenger ingress and egress.	2.15 鉸鏈：指用來連結車門及車體並且控制車門擺徑以利乘員進出的元件。
	2.21 前側車門：指當椅背調整至最接近垂直及最末端位置，於側方觀看，應有百分之五十以上的開口區域在駕駛座椅背最末端之前方，以利乘客直接進出車輛。	51-1.2.21. "Side front door" is a door that, in a side view, has 50 per cent or more of its opening area forward of the rearmost point on the driver's seat back, when the seat back is adjusted to its most vertical and rearward position, providing direct access for passengers to enter or depart the vehicle.	2.21 前側車門：指當椅背調整至最接近垂直及最末端位置，於側方觀看，應有百分之五十以上的開口區域在駕駛座椅背最末端之前方，以利乘員直接進出車輛。
	2.22 後側車門：指當椅背調整至最接近垂直及最末端位置，於側方觀看，應有百	51-1.2.22. "Side rear door" is a door that, in a side view, has 50 per cent or more of its opening area to the rear of the rearmost point on the driver's seat back, when the driver's seat is adjusted to its most	僅規範乘客，基準條文不需修正

	分之五十以上的開口區域在駕駛座椅背最末端之後方，以利乘客直接進出車輛。	vertical and rearward position, providing direct access for passengers to enter or depart the vehicle.	
	2.24 行李廂蓋：指一個可動式蓋板可讓物品由車外進入車輛的一個空間，並藉由固定式隔板或固定式椅背或可向下摺疊的椅背而與乘員室完全區隔。	51-1.2.24. "Trunk lid" is a movable body panel that provides access from outside the vehicle to a space wholly partitioned from the occupant compartment by a permanently attached partition or fixed or fold-down seat back.	2.24 行李廂蓋：指一個可動式蓋板可讓物品由車外進入車輛的一個空間，並藉由固定式隔板或固定式椅背或可向下摺疊的椅背而與車室完全區隔。
	5.13.2.1 鎖定裝置可分為以下種類： (a)兒童安全鎖系統，或(b)位於車內之鎖定釋放/嚙合裝置，讓駕駛者或者門邊乘員容易操作。	51-1.5.13.2.1. Based on a determination by each Contracting Party or regional economic integration organization, the locking device may be a: (a)child safety lock system, or (b) lock release/engagement device located within the interior of the vehicle and readily accessible to the driver of the vehicle or an occupant seated adjacent to the door.	5.13.2.1 鎖定裝置可分為以下種類： (a)兒童安全鎖系統，或(b)位於車內之鎖定釋放/嚙合裝置，讓駕駛者或者門邊乘客容易操作。
54-0 火災防止規定	2.1 乘客室：係指除吧台、廚房或盥洗室等固定設備空間外，供乘客使用之空間。	54-0.2.1. "Passenger compartment" means the space intended for passengers use excluding any space occupied by fixed appliances such as bars, kitchenettes or toilets or luggage compartment;	2.1 乘客室：係指除吧台、廚房或盥洗室等固定設備空間外，供乘客使用之空間。
	4.1.3 引擎室或任何熱源(如用於長下坡行駛時吸收能量之裝置，如減速器，或除溫水循環裝置外之所有車體內部加熱裝置)與車輛其餘部分間應裝設隔熱板。乙類大客車除供應乘客熱水之設備外，裝設於乘客室所有的加熱裝置應包覆有不產生有毒氣體之隔熱材，且應置放於乘客不會碰觸到會散熱表面的地方。	54-0.4.1.3. A partition of heat-resisting material shall be fitted between the engine compartment or any other source of heat (such as a device designed to absorb the energy liberated when a vehicle is descending a long gradient, e.g. a retarder or a device for heating the interior of the body other, however, than a device functioning by warm water circulation) and the rest of the vehicle. A heating device operating of class II vehicle other than by hot water may be provided in the passenger compartment if it is encased in material designed to resist the temperatures generated by the device, emits no toxic fumes and is positioned such that no passenger is likely to come into contact with any hot surface.	4.1.3 引擎室或任何熱源(如用於長下坡行駛時吸收能量之裝置，如減速器，或除溫水循環裝置外之所有車體內部加熱裝置)與車輛其餘部分間應裝設隔熱板。乙類大客車除供應乘客熱水之設備外，裝設於乘客室所有的加熱裝置應包覆有不產生有毒氣體之隔熱材，且應置放於乘客不會碰觸到會散熱表面的地方。

	5.1.2 加油孔不得裝設於乘客室及駕駛室內。乙類大客車之加油孔不得裝設於門下方。	54-0.5.1.2. Fuel filler-holes shall not be underneath a door aperture; they shall moreover, not be in the passenger compartment or the driver's compartment. For class Ⅱ vehicle that fuel-filler-holes shall not be so located that there is a risk of fuel falling on to the engine or exhaust system during filling.	5.1.2 加油孔不得裝設於乘客室及駕駛室內。乙類大客車之加油孔不得裝設於門下方。
	5.2.1 燃料供應裝置不得裝設於駕駛室或乘客室。	54-0.5.2.1. No apparatus used for the fuel feed shall be placed in the driver's compartment or the passenger compartment.	5.2.1 燃料供應裝置不得裝設於駕駛室或乘客室。
	5.5.2 電瓶應與駕駛室和乘客室隔離且通風。	54-0.5.5.2. The battery compartment shall be separated from the passenger compartment and driver's compartment and ventilated to outside air.	5.5.2 電瓶應與駕駛室和乘客室隔離且通風。
54-1 火災防止規定	2.1 乘客室：係指除吧台、廚房或盥洗室等固定設備空間外，供乘客使用之空間。	54-1.2.1. "Passenger compartment" means the space intended for passengers use excluding any space occupied by fixed appliances such as bars, kitchenettes or toilets or luggage compartment;	2.1 乘客室：係指除吧台、廚房或盥洗室等固定設備空間外，供乘客使用之空間。
	4.1.3 引擎室或任何熱源(如用於長下坡行駛時吸收能量之裝置，如減速器，或除溫水循環裝置外之所有車體內部加熱裝置)與車輛其餘部分間應裝設隔熱板。乙類大客車除供應乘客熱水之設備外，裝設於乘客室所有的加熱裝置應包覆有不產生有毒氣體之隔熱材，且應置放於乘客不會碰觸到會散熱表面的地方。	54-1.4.1.3. A partition of heat-resisting material shall be fitted between the engine compartment or any other source of heat (such as a device designed to absorb the energy liberated when a vehicle is descending a long gradient, e.g. a retarder or a device for heating the interior of the body other, however, than a device functioning by warm water circulation) and the rest of the vehicle. A heating device operating of class II vehicle other than by hot water may be provided in the passenger compartment if it is encased in material designed to resist the temperatures generated by the device, emits no toxic fumes and is positioned such that no passenger is likely to come into contact with any hot surface.	4.1.3 引擎室或任何熱源(如用於長下坡行駛時吸收能量之裝置，如減速器，或除溫水循環裝置外之所有車體內部加熱裝置)與車輛其餘部分間應裝設隔熱板。乙類大客車除供應乘客熱水之設備外，裝設於乘客室所有的加熱裝置應包覆有不產生有毒氣體之隔熱材，且應置放於乘客不會碰觸到會散熱表面的地方。
	5.1.2 加油孔不得裝設於乘客室及駕駛室內。乙類大客車之加油孔不得裝設於門下方。	54-1.5.1.2. Fuel filler-holes shall not be underneath a door aperture; they shall moreover, not be in the passenger compartment or the driver's compartment. For class Ⅱ vehicle that fuel-filler-holes shall not be so located that there is a risk of fuel falling on to the engine or exhaust system during filling.	5.1.2 加油孔不得裝設於乘客室及駕駛室內。乙類大客車之加油孔不得裝設於門下方。

	5.2.1 燃料供應裝置不得裝設於駕駛室或乘客室。	54-1.5.2.1. No apparatus used for the fuel feed shall be placed in the driver's compartment or the passenger compartment.	5.2.1 燃料供應裝置不得裝設於駕駛室或車室。
	5.5.2 電瓶應與駕駛室和乘客室隔離且通風。	54-1.5.5.2. The battery compartment shall be separated from the passenger compartment and driver's compartment and ventilated to outside air.	5.5.2 電瓶應與駕駛室和車室隔離且通風。
54-2 火災防止規定	2.1 乘客室：係指除吧台、廚房或盥洗室等固定設備空間外，供乘客使用之空間。	54-2.2.1. "Passenger compartment" means the space intended for passengers use excluding any space occupied by fixed appliances such as bars, kitchenettes or toilets or luggage compartment;	2.1 乘客室：係指除吧台、廚房或盥洗室等固定設備空間外，供乘客使用之空間。
	4.1.3 引擎室或任何熱源(如用於長下坡行駛時吸收能量之裝置，如減速器，或除溫水循環裝置外之所有車體內部加熱裝置)與車輛其餘部分間應裝設隔熱板。乙類大客車除供應乘客熱水之設備外，裝設於乘客室所有的加熱裝置應包覆有不產生有毒氣體之隔熱材，且應置放於乘客不會碰觸到會散熱表面的地方。	54-2. 4.1.3. A partition of heat-resisting material shall be fitted between the engine compartment or any other source of heat (such as a device designed to absorb the energy liberated when a vehicle is descending a long gradient, e.g. a retarder or a device for heating the interior of the body other, however, than a device functioning by warm water circulation) and the rest of the vehicle. A heating device operating of class II vehicle other than by hot water may be provided in the passenger compartment if it is encased in material designed to resist the temperatures generated by the device, emits no toxic fumes and is positioned such that no passenger is likely to come into contact with any hot surface.	4.1.3 引擎室或任何熱源(如用於長下坡行駛時吸收能量之裝置，如減速器，或除溫水循環裝置外之所有車體內部加熱裝置)與車輛其餘部分間應裝設隔熱板。乙類大客車除供應乘客熱水之設備外，裝設於乘客室所有的加熱裝置應包覆有不產生有毒氣體之隔熱材，且應置放於乘客不會碰觸到會散熱表面的地方。
	5.1.2 加油孔不得裝設於乘客室及駕駛室內。乙類大客車之加油孔不得裝設於門下方。	54-2.5.1.2. Fuel filler-holes shall not be underneath a door aperture; they shall moreover, not be in the passenger compartment or the driver's compartment. For class Ⅱ vehicle that fuel-filler-holes shall not be so located that there is a risk of fuel falling on to the engine or exhaust system during filling.	5.1.2 加油孔不得裝設於乘客室及駕駛室內。乙類大客車之加油孔不得裝設於門下方。
	5.2.1 燃料供應裝置不得裝設於駕駛室或乘客室。	54-2.5.2.1. No apparatus used for the fuel feed shall be placed in the driver's compartment or the passenger compartment.	5.2.1 燃料供應裝置不得裝設於駕駛室或乘客室。
	5.5.2 電瓶應與駕駛室和乘客室隔離且通風。	54-2.5.5.2. The battery compartment shall be separated from the passenger compartment and driver's compartment and ventilated to	5.5.2 電瓶應與駕駛室和乘客室隔離且通風。

		outside air.	
55 大客車車身結構強度	1.2 軸距未逾四公尺、總重量逾四・五噸且乘員座立位總數逾二十二人（不包括駕駛員）之下列大客車：	55.1.2. The passenger vehicles that wheelbase not exceeding four meters, gross weight exceeding 4.5 tons and seated place for passengers is more than 22（not including driver）:	1.2 軸距未逾四公尺、總重量逾四・五噸且乘客座立位總數逾二十二人（不包括駕駛員）之下列大客車：
	1.2.1 僅設座位供載運乘客。	55.1.2.1. The vehicle is assemble seats and carry the passenger only.	僅規範乘客，基準條文不需修正
	1.3.1 僅設座位供載運乘客之雙節式大客車。	55.1.3.1. The articulated buses only with seats and carry passenger only.	僅規範乘客，基準條文不需修正
	1.3.2 乘客數逾二二人(不包含駕駛員)，且以承載乘坐於座位之乘客為主，但其於走道或其他空間設有立位，而該其他空間不超過相當於二個雙人座椅空間之雙節式大客車。	55.1.3.2. he articulated buses having a capacity exceeding 22 passengers in addition to the driver, vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats.	僅規範乘客，基準條文不需修正
	2.2 總乘員重量(Mm)：係指所有使用乘員束縛裝置固定在座椅上的乘員與乘客與服務員之總重。	55.2.2. "Total occupant mass" (Mm) means the combined mass of any passengers, crew who occupy seats fitted with occupant restraints.	2.2 總乘員重量(Mm)：係指所有使用乘員束縛裝置固定在座椅上的乘員~~與乘客與服務員~~之總重。
	2.3 總有效車重(Mt)：係指無負載狀態之重量(MK)與牢靠附加在車上之總乘員重量(Mm)的部分（K＝0．五）相加之總和。	55.2.3"Total effective vehicle mass" (Mt) means the unladen kerb mass of the vehicle (Mk) combined with the portion (k = 0.5), of the total occupant mass (Mm), considered to be rigidly attached to the vehicle.	規範乘員，基準條文不需修正
	2.4 殘留空間：係指在翻覆意外發生情況下，乘客、隨車服務員及駕駛等車室所能提供較有助逃生的空間。	55.2.4. "Residual space" means a space to be preserved in the passengers', crew and driver's compartment(s) to provide better survival possibility for passengers, driver and crew in case of a rollover accident.	僅規範乘客，基準條文不需修正
	5.1.6.5 若乘員束縛裝置為車輛的一部	55.5.1.6.5. In the case where occupant restraint devices are part of the	規範乘員，基準條文不需修正

	分，製造廠可選擇下列兩種方法之一，在每一個具乘員束縛裝置的座位配置重量：	vehicle type, a mass shall be attached to each seat fitted with an occupant restraint following one of these two methods, at the choice of the manufacturer:	
	5.1.6.5.1.1 單一座位配以乘員重量六八公斤。 若前述配重係牢靠固定住於座位上且符合 5.1.6.5.1.2，則係為乘員重量六八公斤乘上０．五。	55.5.1.6.5.1.1. the individual occupant mass (Mmi) of 68 kg, If former occupant mass is fixed rigidly and securely to the seat and comply with 55.5.1.6.5.1.2, that mass shall be: 50 % of the individual occupant mass (Mmi) of 68 kg,	規範乘員，基準條文不需修正
	5.2.4 車輛停放在傾斜平台上，鎖定懸吊系統並緩慢翻轉平台直至車輛達到翻覆平衡臨界位置。如車輛型式無任何乘員束縛裝置（Occupant restraints），其以無負載狀態進行檢測。若車輛型式有乘員束縛裝置，則以總有效車重狀態進行檢測。	55.5.2.4. The complete vehicle is standing on the tilting platform, with blocked suspension and is tilted slowly to its unstable equilibrium position. If the vehicle type is not fitted with occupant restraints it will be tested at unladen kerb mass. If the vehicle type is fitted with occupant restraints it will be tested at total effective vehicle mass;	規範乘員，基準條文不需修正
	5.2.9 為觀察車內狀況以確認符合本法規判定基準，應使用高速照相、攝影、可變形樣板、電子接觸式感知器或其他方法。其考量位置應在似乎會危急乘客、駕駛和服務員所處的殘留空間。裝設位置應至少二處，以在乘客室的前方和後方為原則，確切的位置由檢測機構決定。	55.5.2.9. For inside observation high-speed photography, video, deformable templates, electrical contact sensors or other suitable means shall be used to determine. This shall be verified at any places of the passenger, driver's and crew compartment where the residual space seems to be endangered, the exact positions being at the discretion of the technical service. At least two positions, nominally at the front and rear of the passenger compartment shall be used	5.2.9 為觀察車內狀況以確認符合本法規判定基準，應使用高速照相、攝影、可變形樣板、電子接觸式感知器或其他方法。其考量位置應在似乎會危急乘客、駕駛和服務員所處的殘留空間。裝設位置應至少二處，以在車室的前方和後方為原則，確切的位置由檢測機構決定。
	6.1.6.2 若有乘員束縛裝置，乘員的重量應依車身結構強度計算書和 5.整車翻覆試	55.6.1.6.2. In the case where occupant restraints are part of the vehicle type, the occupant masses shall be considered as described in	規範乘員，基準條文不需修正

	驗乘員束縛裝置之相關規定綜合考量。	paragraph 55.5.	
	6.2.1.2 測試車身段的重量量測值，及測試車身段重心與下列重心間之一致狀況確認(需提出量測或分析報告)： 有乘員束縛裝置下總有效車重重心。	55.6.2.1.2. the measured masses of the body sections to be tested, and verification that their centre of gravity positions are the same (measuring or analysis report shall be presented by applicants): with total effective vehicle mass if occupant restraints are fitted	規範乘員，基準條文不需修正
	10.1.2.3 殘留空間的最末端位置為最後排外側座椅 SR 點後方 200mm 的垂直平面；如 SR 點後方小於二００公釐則以車輛後牆內側為準。殘留空間的最前端位置為最前排座椅(無論為乘客、服務員或司機) SR 點前方六００公釐的垂直平面，座椅需調整至其最前端位置。車輛兩側的最後排座椅以及最前排座椅，在不相同的橫向面時，其殘留空間之長度即不相同。	55.10.1.2.3. The rearmost position of the residual space is a vertical plane 200 mm behind the SR point of the rearmost outer seat, or the inner face of the rear wall of the vehicle if this is less than 200 mm behind that SR point. The foremost position of the residual space is a vertical plane 600 mm in front of the SR point of the foremost seat (whether passenger, crew, or driver) in the vehicle set at its fully forward adjustment. If the rearmost and foremost seats on the two sides of the vehicle are not in the same transverse planes, the length of the residual space on each side will be different;	10.1.2.3 殘留空間的最末端位置為最後排外側座椅 SR 點後方 200mm 的垂直平面；如 SR 點後方小於二００公釐則以車輛後牆內側為準。殘留空間的最前端位置為最前排座椅(無論為乘客、服務員或駕駛) SR 點前方六００公釐的垂直平面，座椅需調整至其最前端位置。車輛兩側的最後排座椅以及最前排座椅，在不相同的橫向面時，其殘留空間之長度即不相同。
	10.1.2.4 位於最末端平面與最前端平面間的乘坐室（包括乘客、服務員和駕駛等）之殘留空間為連續的，其是以一垂直的橫向平面直線移動通過 SR 點所形成的界線。在最後排座椅 SR 點之後，及最前排座椅 SR 點之前，所延伸連結的直線為水平。	55.10.1.2.4. The residual space is continuous in the passenger, crew and driver compartment(s) between its rearmost and foremost plane and is defined by moving the defined vertical transverse plane through the length of the vehicle along straight lines through the SR points on both sides of the vehicle. Behind the rearmost and in front of the foremost seat's SR point the straight lines are horizontal.	僅規範乘客，基準條文不需修正
	10.3.2.1 車身骨架吸收之總能量為： ET = 0.75 • M • g • Δh 其中：M = Mk，	55.10.3.2.1. the total energy (ET) to be absorbed by the superstructure is:	規範乘員，基準條文不需修正

	若無乘員束縛裝置，則用無負載車重，或 Mt，若有乘員束縛裝置，則用總有效車重 g = 重力常數 =9.8 公尺/秒平方 Δh = 車輛在翻覆時的重心垂直位移距離（公尺）。	$E_T = 0.75\ M\ g\ \Delta h$ where: M = Mk, unladen kerb mass of the vehicle if there are no occupant restraints; or, Mt, total effective vehicle mass when occupant restraints are fitted, g = gravitational constant, delta h = the vertical movement (in metres) of the vehicle centre of gravity during a rollover test, as determined in appendix 1 to this annex.	
	10.4.1 車身骨架之總能量(ET)吸收：ET = 0.75• M•g•Δh 其中：M =若無乘員束縛裝置，則用無負載車重 Mk，或若有乘員束縛裝置，則用總有效車重 Mtg = 重力常數 =9.8 公尺/秒平方Δh = 車輛在翻覆測驗時的重心垂直位移距離（公尺），可參考 7.3	55.10.4.1. The total energy (ET) to be absorbed by the superstructure shall be determined as follows: $E_T = 0.75\ M\ g\ \Delta h$ where: M = Mk the unladen kerb mass of the vehicle, if there are no restraints, or Mt the total effective vehicle mass when occupant restraints are fitted G = the gravitational constant delta h = the vertical movement (in metres) of the vehicle centre of gravity during a rollover test, as determined in paragraph 55.7.3.	規範乘員，基準條文不需修正
56-1 電磁相容性：	2.11 "耐受力相關功能"為： (a) 車輛有與直接控制相關之功能 (i) 藉降低或改變：例如引擎、入檔、煞車、懸吊、主動轉向及限速裝置。 (ii) 藉影響駕駛位置：例如座位或轉向輪	56-1.2.11. "Immunity related functions" are: (a)Functions related to the direct control of the vehicle: (i)by degradation or change in: e.g. engine, gear, brake, suspension, active steering, speed limitation devices; (ii)by affecting drivers position: e.g. seat or steering wheel positioning; (iii)by affecting driver's visibility: e.g. dipped beam, windscreen wiper. (b)Functions related to driver, passenger and other road user protection:	僅規範乘客，基準條文不需修正

	胎定位。 (iii) 藉影響駕駛視野：例如近光燈及擋風玻璃雨刷。 (b) 駕駛、乘客及其他用路人保護之相關機能。		
	4.10.4 靜電放電：當車輛裝上輪胎時，車輛車體/底盤可被考慮為電力絕緣結構，與車輛外部環境相關之顯著靜電力僅能發生在乘客進出車輛時。當車輛靜止不動時，可免除靜電放電測試。	56-1.4.10.4. Electrostatic discharge For vehicles fitted with tyres, the vehicle body/chassis can be considered to be an electrically isolated structure. Significant electrostatic forces in relation to the vehicle's external environment only occur at the moment of occupant entry into or exit from the vehicle. As the vehicle is stationary at these moments, no type approval test for electrostatic discharge is deemed necessary.	4.10.4 靜電放電：當車輛裝上輪胎時，車輛車體/底盤可被考慮為電力絕緣結構，與車輛外部環境相關之顯著靜電力僅能發生在乘員進出車輛時。當車輛靜止不動時，可免除靜電放電測試。
	5.2.2 其他車輛系統：所有能被駕駛或乘客啟動並產生寬頻擾動之設備應於最大負載操作，例如雨刷馬達或風扇。不包含喇叭及電動窗戶馬達，因為其並無連續使用。	56-1.5.2.2. Other vehicle systems: All equipment capable of generating broadband emissions which can be switched on permanently by the driver or passenger should be in operation in maximum load, e.g. wiper motors or fans. The horn and electric window motors are excluded because they are not used continuously.	僅規範乘客，基準條文不需修正
	6.2.3 所有設備能被駕駛或乘客長時間啟動，且其內部振盪器或重覆的信號大於9kHz，應正常操作。	56-1.6.2.3. All equipment which can be switched on permanently by the driver or passenger with internal oscillators > 9 kHz or repetitive signals should be in normal operation.	僅規範乘客，基準條文不需修正
	9.2.1.2 基本車輛狀態 此段規範最小之測試狀態及車輛耐受力測試失效標準。其他會影響相關功能耐受力之車輛系統，需採用申請者及檢測機構間皆認同之方法測試。 【請參考頁末表格】	56-1.9.2.1.2. Basic vehicle conditions The paragraph defines minimum test conditions (as far as applicable) and failures criteria for vehicle immunity tests. Other vehicle systems, which can affect immunity related functions must be tested in a way to be agreed between manufacturer and Technical Service. 【請參考頁末表格】	若有氣囊及安全束縛系統則~~乘客~~氣囊應關閉且操作正常

	9.2.1.3 所有能被駕駛或乘客永久開啟的配備應於正常操作狀態下。	56-1.9.2.1.3. All equipment which can be switched on permanently by the driver or passenger should be in normal operation.	僅規範乘客，基準條文不需修正
56-2 電磁相容性：	2.11 "耐受力相關功能"為： (a) 車輛有與直接控制相關之功能 (i) 藉降低或改變：例如引擎、入檔、煞車、懸吊、主動轉向及限速裝置。 (ii) 藉影響駕駛位置：例如座位或轉向輪胎定位。 (iii) 藉影響駕駛視野：例如近光燈及擋風玻璃雨刷。 (b) 駕駛、乘客及其他用路人保護之相關機能。	56-2.2.11. "Immunity related functions" are: (a)Functions related to the direct control of the vehicle: (i)by degradation or change in: e.g. engine, gear, brake, suspension, active steering, speed limitation devices; (ii)by affecting drivers position: e.g. seat or steering wheel positioning; (iii)by affecting driver's visibility: e.g. dipped beam, windscreen wiper. (b) Functions related to driver, passenger and other road user protection:	僅規範乘客，基準條文不需修正
	4.10.4 靜電放電：當車輛裝上輪胎時，車輛車體/底盤可被考慮為電力絕緣結構，與車輛外部環境相關之顯著靜電力僅能發生在乘客進出車輛時。當車輛靜止不動時，可免除靜電放電測試。	56-2. 4.10.4. Electrostatic discharge For vehicles fitted with tyres, the vehicle body/chassis can be considered to be an electrically isolated structure. Significant electrostatic forces in relation to the vehicle's external environment only occur at the moment of occupant entry into or exit from the vehicle. As the vehicle is stationary at these moments, no type approval test for electrostatic discharge is deemed necessary.	4.10.4 靜電放電：當車輛裝上輪胎時，車輛車體/底盤可被考慮為電力絕緣結構，與車輛外部環境相關之顯著靜電力僅能發生在乘員進出車輛時。當車輛靜止不動時，可免除靜電放電測試。
	6.2.1.2 其他車輛系統：所有能被駕駛或乘客啟動並產生寬頻擾動之設備應於最大負載操作，例如雨刷馬達或風扇。不包含喇叭及電動窗戶馬達，因為其並無連續使用。	56-2.6.2.1.2. Other vehicle systems All equipment capable of generating broadband emissions which can be switched on permanently by the driver or passenger should be in operation in maximum load, e.g. wiper motors or fans. The horn and electric window motors are excluded because they are not used continuously.	僅規範乘客，基準條文不需修正
	7.2.3 所有設備能被駕駛或乘客長時間啟	56-2.7.2.3. All equipment which can be switched on permanently by the driver or passenger with internal oscillators > 9 kHz or repetitive	僅規範乘客，基準條文不需修正

	動，且其內部振盪器或重覆的信號大於9kHz，應正常操作。	signals should be in normal operation.	
	10.2.2.1.3 所有能被駕駛或乘客常態開啟的配備應關閉。	56-2.10.2.2.1.3. All other equipment which can be switched on permanently by the driver or passenger should be OFF.	僅規範乘客，基準條文不需修正
	10.2.3.2 基本車輛狀態 此段規範最小之測試狀態及車輛免疫力測試失效標準。其他會影響相關功能免疫力之車輛系統，需採用申請者及檢測機構間皆認同之方法測試。 【請參考頁末表格】	56-2.10.2.3.2. Basic vehicle conditions The paragraph defines minimum test conditions (as far as applicable) and failures criteria for vehicle immunity tests. Other vehicle systems, which can affect immunity related functions must be tested in a way to be agreed between manufacturer and Technical Service. 【請參考頁末表格】	若有氣囊及安全束縛系統則~~乘客~~氣囊應關閉且操作正常
	10.2.3.3 所有能被駕駛或乘客永久開啟的配備應於車輛之正常運作狀態下。	56-2. 10.2.3.3. All equipment which can be switched on permanently by the driver or passenger should be in normal operation.	僅規範乘客，基準條文不需修正
	17.2.1.3 所有能被駕駛或乘客常態開啟的設備應關閉。	56-2. 17.2.1.3. All other equipment which can be switched on permanently by the driver or passenger should be OFF.	僅規範乘客，基準條文不需修正
	18.2.1.3 所有其它能被駕駛或乘客永久開啟的配備應關閉。	56-2. 18.2.1.3. All other equipment which can be switched on permanently by the driver or passenger should be OFF.	僅規範乘客，基準條文不需修正
63 低地板大客車規格規定	2. 名詞釋義：低地板大客車：指下列各類設有立位且其至少有一扇車門使乘客由地面無須經由車內階梯即可進入一平坦立位區域，而該區域面積至少為總立位面積之百分之三五之大客車。	63.2. "Low floor vehicle" is a vehicle in which at least 35 per cent of the area available for standing passengers forms an area without steps and includes access to at least one service door.	僅規範乘客，基準條文不需修正
	2.1 第一類：指乘客數逾二二人(不包含駕駛員)，且設有利於乘客頻繁上下車之立位區域之低地板大客車。	63.2.1. "Class I": For low floor vehicles having a capacity exceeding 22 passengers in addition to the driver, vehicles constructed with areas for standing passengers, to allow frequent passenger movement.	僅規範乘客，基準條文不需修正
	2.2 第二類：指乘客數逾二二人(不包含駕	63.2.2. "Class II": For low floor vehicles having a capacity exceeding 22 passengers in addition to the driver, vehicles constructed	僅規範乘客，基準條文不需修正

	駛員)，且以承載乘坐於座位之乘客為主，但其於走道或其他空間設有立位，而該其他空間不超過相當於二個雙人座椅空間之低地板大客車。	principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats.	
	2.3 第三類:指乘客數未逾二二人(不包含駕駛員)，且設有立位空間（車內亦可另設有座位）之低地板大客車。	63.2.3. "Class Ⅲ": For low floor vehicles having a capacity not exceeding 22 passengers in addition to the driver; a vehicle of this class may has seats and shall have provision for standing passengers.	僅規範乘客，基準條文不需修正
	4.5 各類低地板大客車之外側座椅位置底部置腳空間，其允許被侵入之截面面積不得超過０．０三平方公尺，且其最大寬度不得超過一五０公釐，如圖一。【請參考頁末表格】	63.4.5. The foot well of an outboard seating position for every class low floor vehicle, a zone of a cross-sectional area shall not exceeding, 0.03 m^2 and having a maximum width not exceeding 150 mm(Refer to Figure 1).	僅規範乘客，基準條文不需修正
	5.1.1 至少一個供乘客上下車之車門，其進入車內處地板距地高應不得大於二五０公釐，而若是僅有一個供乘客上下車的車門符合此規定，則應不能有障礙影響乘客使用該車門上車與下車。可使用跪傾系統和/或可伸縮式之階梯，設有跪傾系統者亦需符合本基準 13 之相關規定。	63.5.1.1. The height of the first step from the ground of at least one service door shall not exceed 250 mm. In the case where only one service door meets this requirement there must be no barrier or sign which prevents that door from being used as both an entrance and an exit. A kneeling system and/or retractable step may be engaged, and that kneeling system shall comply with paragraph 63.13.	僅規範乘客，基準條文不需修正
	5.1.2 若為兩個車門分別供乘客上車與下車，則進入車內處之地板距地高應不得大於二七０公釐。可使用跪傾系統和/或可伸縮式之階梯，設有跪傾系統者亦需符合本基準 13 之相關規定。	63.5.1.2. The first step from the ground shall not exceed 270 mm in two door openings, one entrance and one exit. A kneeling system and/ or retractable step may be engaged, and having kneeling system shall comply with paragraph 63.13.	僅規範乘客，基準條文不需修正

	5.2.1 至少一個供乘客上下車之車門，其進入車內處地板距地高應不得大於三二0公釐，而若是僅有一個供乘客上下車的車門符合此規定，則應不能有障礙影響乘客使用該車門上車與下車。可使用跪傾系統和/或可伸縮式之階梯，設有跪傾系統者亦需符合本基準 13 之相關規定。	63.5.2.1. The height of the first step from the ground of at least one service door shall not exceed 320 mm. In the case where only one service door meets this requirement there must be no barrier or sign which prevents that door from being used as both an entrance and an exit. A kneeling system and/or retractable step may be engaged, and that kneeling system shall comply with paragraph 63.13.	僅規範乘客，基準條文不需修正
	6.2 座椅扶手須安裝在走道和座位之間，並為活動式以使乘客能容易進出該座位。對於面向走道之座椅得可使用垂直之欄杆作替代。欄杆應被固定，使乘坐之乘客能安全及容易的進出座位。	63.6.2. Armrests shall be fitted on seats between the seating position and the gangway and shall be capable of being moved easily out of the way to permit clear access to the seat.	僅規範乘客，基準條文不需修正
	8.2 扶手/欄杆或握環應設置於博愛座旁，以方便乘客進出，且應能使乘客容易使用。	63.8.2. Handrails or handholds shall be placed adjacent to priority seating positions to facilitate entry and exit of the seat, and shall be designed in such a way as to allow the passenger to grasp them easily.	僅規範乘客，基準條文不需修正
	11.1 輪椅區可安裝由駕駛者或車上乘員即可易於拆卸之可拆式座椅。	63.11.1. A vehicle may be equipped with demountable seats fitted in the wheelchair space provided that such seats may be easily removed by the driver or a crew member.	規範乘員，基準條文不需修正
	12.3.1 每個輪椅區應提供能束縛輪椅及其乘員的束縛系統。	63.12.3.1. Each wheelchair space shall be provided with a restraint system capable of restraining the wheelchair and the wheelchair user.	規範乘員，基準條文不需修正
	12.3.2 此束縛系統及其固定件應設計成能承受相當於乘客座椅及其乘員束縛系統要求之力。	63. 12.3.2. This restraint system and its anchorages shall be designed to withstand forces equivalent to the ones required for the passenger seats and occupant restraint systems.	僅規範乘客，基準條文不需修正
64 電動汽車之電	2.21 車室：指車輛內由車頂、地板、側板、	R100	規範乘員，基準條文不需修正

氣安全	車門、玻璃、前方隔板、後方隔板、後方閘門等可保護避免帶電體與乘員直接接觸之屏障與外殼等所圍成供乘員使用之空間。	"2.21. "Passenger compartment means the space for occupant accommodation, bounded by the roof, floor, side walls, doors, window glass, front bulkhead and rear bulkhead, or rear gate, as well as by the barriers and enclosures provided for protecting the occupants from direct contact with live parts."	(此為 102 年下半年度基準內容檢討(三)會議修訂之內容)
	4.1.1.1 在乘客室或載貨空間之帶電體應 IPXXD 等級之保護。	64.4.1.1.1. For protection of live parts inside the passenger compartment or luggage compartment, the protection degree IPXXD shall be provided.	4.1.1.1 在車室或載貨空間之帶電體應 IPXXD 等級之保護。
	4.1.1.2 車輛在乘客室或載貨空間以外之其他空間應至少有 IPXXB 等級之保護。	64.4.1.1.2. For protection of live parts in areas other than the passenger compartment or luggage compartment, the protection degree IPXXB shall be satisfied.	4.1.1.2 車輛在車室或載貨空間以外之其他空間應至少有 IPXXB 等級之保護。 (??請查找此基準項目內原乘客室應同步配合改為車室的內容) 【已同步配合將原乘客室改為車室】

02 車輛規格規定 4.4.2.3

每個分隔艙內的乘客和駕駛及服務員等人員數量	出口的最少數量
17～30	4
31～45	5
46～60	6
61～75	7
76～90	8
91～110	9
111～130	10
＞130	11

Number of passengers and crew to be accommodated in each compartment	Minimum total number of exits
17~30	4
31~45	5
46~60	6
61~75	7
76~90	8
91~110	9
111~130	10
>130	11

02 車輛規格規定 4.4.2.10

乘客數量	車頂逃生口數量
不超過 50	1
超過 50	2

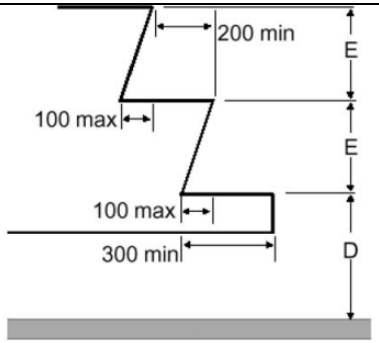
Number of passengers (in the upper deck in the case of double-deck vehicles)	Number of hatches
not exceeding 50	1
exceeding 50	2

02 車輛規格規定 4.4.14.7.5

乘客數量		＞22	≦22
面積	第一級階梯（mm）	400 × 300	400 × 200
	其它階梯（mm）	400 × 200	400 × 200

Number of passengers		> 22	≤ 22
Area	First step (mm)	400 x 300	400 x 200
	Other steps (mm)	400 x 200	400 x 200

02 車輛規格規定 4.4.14.7.1

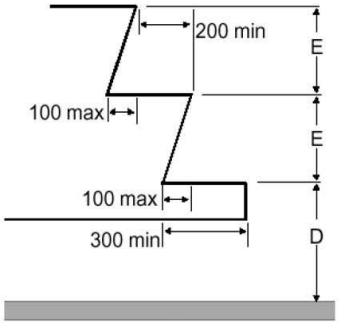


類別		尺度
第一階距地高”D”	最大高度(公釐)	340[/1]
	最小深度(公釐)	300
其他階梯高”E”	最大高度(公釐)	250[/2]
	最小高度(公釐)	120
	最小深度(公釐)	200

備註：1/若為安全門則為七００公釐。

2/若為位於車輛最後軸之後車門的階梯則為三００公釐。

圖三：乘客用階梯尺度

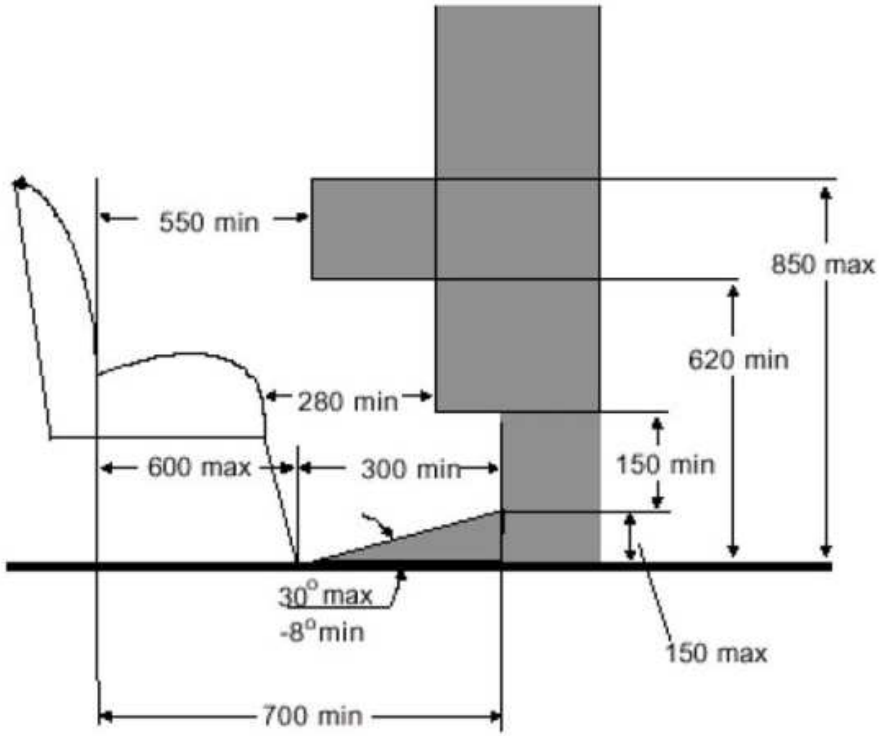


Classes		Dimension
First step from ground "D"	Max. height (mm)	340[/1]
	Min. depth (mm)	300
Other steps "E"	Max. height (mm)	250[/2]
	Min. height (mm)	120
	Min. depth (mm)	200

[1/] 700 mm in the case of an emergency door.

[2/] 300 mm in the case of steps at a door behind the rearmost axle.

02 車輛規格規定 4.4.14.8.5.1



圖四：位於隔板或除座椅以外剛性結構物後座椅之乘客空間

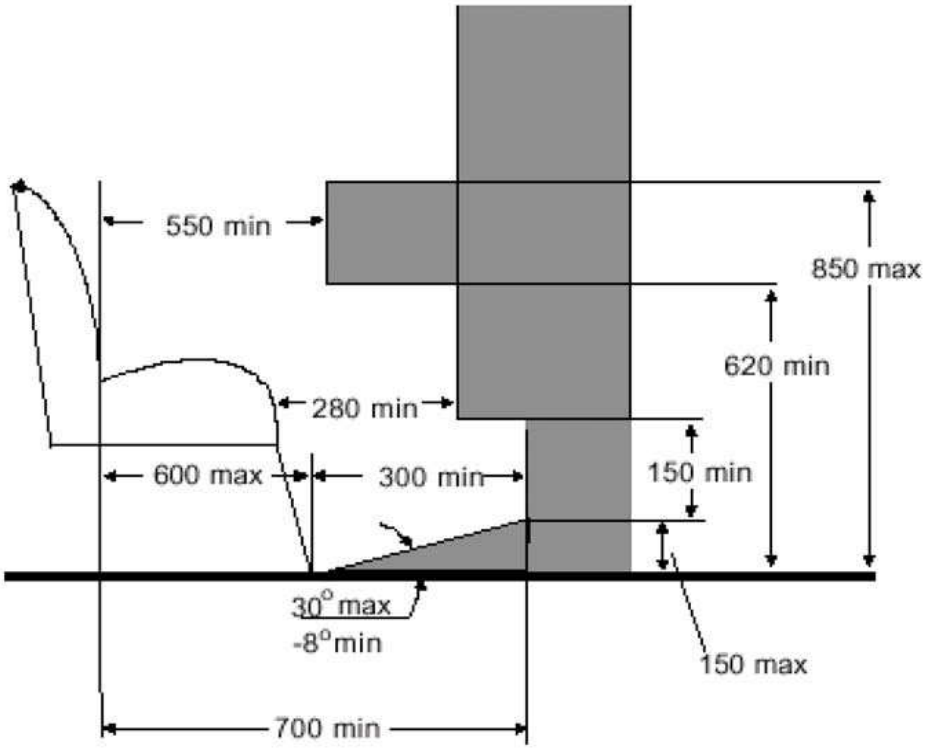


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Figure 4: Space for seated passengers behind a partition or other rigid structure other than a seat

23 間接視野裝置安裝規定 4.1 表一

車輛總類	車內視鏡	車外視鏡					
	I 類車內視鏡 (Interior mirror class I)	II 類主視鏡(大)(Main mirror(large) class II)	III 類主視鏡(小) (Main mirror(small) class III)	IV 類廣角視鏡 (Wide-angle mirror class IV)	V 類近側視鏡 (Close-proximity mirror class V)	VI 類前視鏡 (Front mirror class VI)	VI-A 類平頭車輛車前照鏡
M1	強制 (Compulsory): 除非在 7.1 規定的視野內裝設有非安全玻璃者	選配(Optional):	強制 (Compulsory): 駕駛側 1 個及乘客側 1 個，II 類可做為擇選的裝置	選配(Optional): 駕駛側 1 個及(或)乘客側 1 個	選配(Optional): 駕駛側 1 個及乘客側 1 個(兩者皆應距地高至少 2 公尺)	選配 (Optional): (應距地高至少 2 公尺)	選配： 前照鏡 1 個； 裝設有符合 VI 類前視鏡者得免本項
M2	選配(Optional):	強制 (Compulsory): 駕駛側 1 個及乘客側 1 個	不允許(Not permitted)	選配(Optional): 駕駛側 1 個及(或)乘客側 1 個	選配(Optional): 駕駛側 1 個及乘客側 1 個(兩者皆應距地高至少 2 公尺)	選配 (Optional): (應距地高至少 2 公尺)	強制： 前照鏡 1 個； 裝設有符合 VI 類前視鏡者得免本項
M3	選配(Optional):	強制 (Compulsory): 駕駛側 1 個及乘客側 1 個	不允許(Not permitted)	選配(Optional): 駕駛側 1 個及(或)乘客側 1 個	選配(Optional): 駕駛側 1 個及乘客側 1 個(兩者皆應距地高至少 2 公尺)	選配 (Optional): (應距地高至少 2 公尺)	強制： 前照鏡 1 個； 裝設有符合 VI 類前視鏡者得免本項
N1	強制 (Compulsory): 除非在 7.1 規定的視野內裝設有非安全玻璃者	選配(Optional)	強制 (Compulsory): 駕駛側 1 個及乘客側 1 個，II 類可做為擇選的裝置	選配(Optional): 駕駛側 1 個及(或)乘客側 1 個	選配(Optional): 駕駛側 1 個及乘客側 1 個(兩者皆應距地高至少 2 公尺)	選配 (Optional): (應距地高至少 2 公尺)	選配： 前照鏡 1 個； 裝設有符合 VI 類前視鏡者得免本項
N2 ≦ 7.5t	選配(Optional):	強制 (Compulsory): 駕駛側 1 個及乘客側 1 個	不允許(Not permitted)	強制 (Compulsory): 若能安裝 V 類視鏡，則兩側皆應裝設	強制 (Compulsory): (依備註規定)乘客側 1 個 選配(Optional):	選配 (Optional): 車前視鏡 1 個 (應距地高至少 2 公尺)	強制： 前照鏡 1 個； 裝設有符合 VI 類前視鏡者得免本項

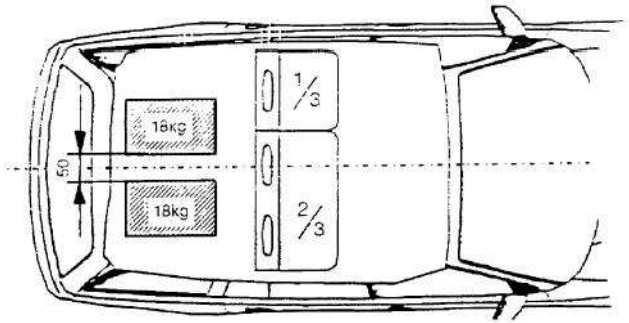
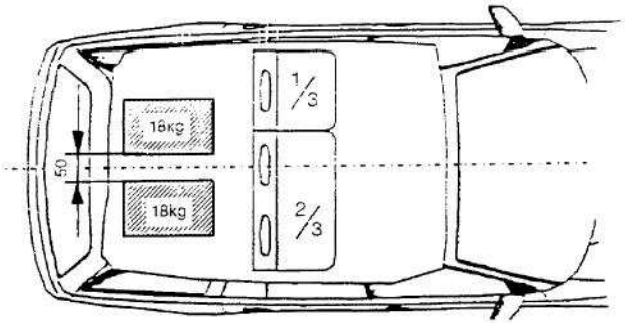
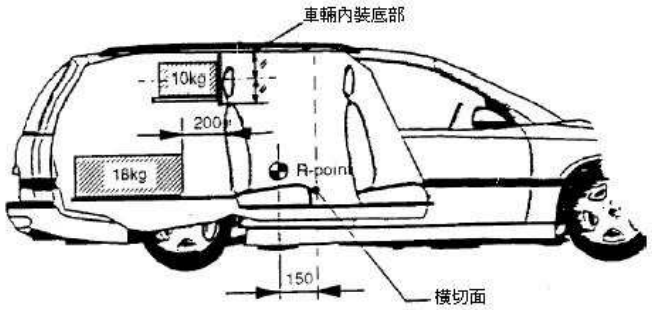
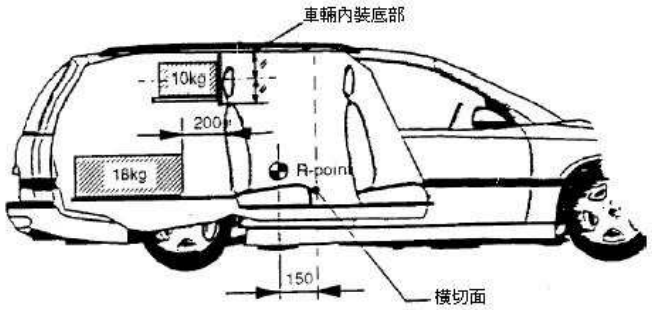
				選配(Optional):若無安裝 V 類視鏡,則兩側可選配	駕駛側 1 個 (皆應距地高至少 2 公尺)。誤差可為 + 10 公分		
N2 > 7.5t	選配(Optional):	強制(Compulsory):駕駛側 1 個及乘客側 1 個	不允許(Not permitted)	強制(Compulsory):駕駛側 1 個及乘客側 1 個	強制(Compulsory):(依備註規定)乘客側 1 個 選配(Optional):駕駛側 1 個(皆應距地高至少 2 公尺)	強制(Compulsory):車前視鏡 1 個(應距地高至少 2 公尺)	強制:前照鏡 1 個;裝設有符合 VI 類前視鏡者得免本項
N3	選配(Optional):	強制(Compulsory):駕駛側 1 個及乘客側 1 個	不允許(Not permitted)	強制(Compulsory):駕駛側 1 個及乘客側 1 個	強制(Compulsory):(依備註規定)乘客側 1 個 選配(Optional):駕駛側 1 個(皆應距地高至少 2 公尺)	強制(Compulsory):車前視鏡 1 個(應距地高至少 2 公尺)	強制:前照鏡 1 個;裝設有符合 VI 類前視鏡者得免本項

Chart 1 :The amount of installation devices' table

Vehicle category	**Interior mirror**	**Exterior mirrors**					
	Interior mirror Class I	Main mirror (large) Class II	Main mirror (small) Class III	Wide-angle mirror Class IV	Close-proximity mirror Class V	Front mirror Class VI	Front mirror of cab-over-type vehicle class VI-A
M1	**Compulsory** Unless the vehicle is fitted with anything other than safety glazing material in the field of	**Optional**	**Compulsory** 1 on the driver's side and 1 on the passenger's side Class II mirrors may	**Optional** 1 on the driver's side and / or 1 on the passenger's side	**Optional** 1 on the driver's side and 1 on the passenger's side (both must be fitted at least	**Optional** (must be fitted at least 2 m above the ground)	**Optional** 1 front mirror; except the vehicle having front mirror of class VI.

	vision prescribed in paragraph 23.7.1		be fitted as an alternative.		2 m above the ground)		
M2	**Optional**	**Compulsory** 1 on the driver's side and 1 on the passenger's side	Not permitted	**Optional** 1 on the driver's side and / or 1 on the passenger's side	**Optional** 1 on the driver's side and 1 on the passenger's side (both must be fitted at least 2 m above the ground)	**Optional** (must be fitted at least 2 m above the ground)	**Compulsory** 1 front mirror; except the vehicle having front mirror of class VI.
M3	**Optional**	**Compulsory** 1 on the driver's side and 1 on the passenger's side	Not permitted	**Optional** 1 on the driver's side and / or 1 on the passenger's side	**Optional** 1 on the driver's side and 1 on the passenger's side (both must be fitted at least 2 m above the ground)	**Optional** (must be fitted at least 2 m above the ground)	**Compulsory** 1 front mirror; except the vehicle having front mirror of class VI.
N1	Compulsory Unless the vehicle is fitted with anything other than safety glazing material in the field of vision prescribed in paragraph 23.7.1	**Optional**	**Compulsory** 1 on the driver's side and 1 on the passenger's side Class II mirrors may be fitted as an alternative.	**Optional** 1 on the driver's side and / or 1 on the passenger's side	**Optional** 1 on the driver's side and 1 on the passenger's side (both must be fitted at least 2 m above the ground)	**Optional** (must be fitted at least 2 m above the ground)	**Optional** 1 front mirror; except the vehicle having front mirror of class VI.
N2≦7.5t	**Optional**	**Compulsory**	Not permitted	Compulsory:	Compulsory:	Optional	**Compulsory**

		1 on the driver's side and 1 on the passenger's side		For both sides if a Class V mirror can be fitted Optional: For both sides together if not	（See the note）1 on the passenger's side Optional: 1 on the driver's side (both must be fitted at least 2 m above the ground). A tolerance of +10 cm may be applied.	1 front mirror (must be fitted at least 2 m above the ground.	1 front mirror; except the vehicle having front mirror of class VI.
N2＞7.5t	Optional	**Compulsory** 1 on the driver's side and 1 on the passenger's side	Not permitted	**Compulsory** 1 on the driver's side and 1 on the passenger's side	**Compulsory,** （See the note）1 on the passenger's side **Optional** 1 on Driver's side (both must be fitted at least 2 m above the ground)	**Compulsory,** 1. front mirror (must be fitted at least 2 m above the ground)	**Compulsory** 1 front mirror; except the vehicle having front mirror of class VI.
N3	**Optional**	**Compulsory** 1 on the driver's side and 1 on the passenger's side	Not permitted	**Compulsory** 1 on the driver's side and 1 on the passenger's side	**Compulsory,** （See the note）1 on the passenger's side **Optional** 1 on driver's side (both must be fitted at least 2 m above the ground)	**Compulsory,** 1. front mirror (must be fitted at least 2 m above the ground)	**Compulsory** 1 front mirror; except the vehicle having front mirror of class VI.

49 座椅強度 4.5.1.1	
	
圖二：避免移動行李傷害乘員之椅背測試	Fig. 2 Position of test blocks before test of rear seat-backs
49 座椅強度 4.5.1.2	
	
圖三：避免移動行李傷害乘員之分隔系統測試	Fig 3. Testing of a partitioning system above the backrest regarding hazard-prevention from the moving luggage

56-1 電磁相容性：9.2.1.2

車輛測試狀況(五０公里/小時循環)	失效標準
車速五０公里/小時(L1、L2 為二五公里/小時)正負百分之二０(車輛在滾輪上行駛時)。若車輛裝配循跡系統，應能作動。	速度變化超過正常速度正負百分之一０。對自排檔：包含檔位變換率超過正常速度正負百分之一０
打開駕駛側方向燈	頻率改變(低於 0.75Hz 或高於 2.25Hz) 循環改變(低於百分之二五或高於百分之七五)
打開近光燈(手動模式)	關閉燈光
前雨刷開啟至最大速度(手動模式)	前雨刷完全關閉
可調式懸吊在正常位置	非預期重大變化
警示燈重置	警示燈非預期作動
關閉喇叭	喇叭非預期作動
若有氣囊及安全束縛系統則~~乘客~~氣囊應關閉且操作正常	非預期作動
自動門關閉	非預期開啟
手煞車在正常位置	非預期作動
"煞車循環"車輛測試狀態	失效尺度
為定義煞車循環測試計畫。此必須包含煞車踏板(除非有技術推論不如此做)，但不一定要有 ABS	在循環中煞車燈不作動 煞車警示燈在功能失效仍亮著 非預期作動

"50 km/h cycle" vehicle test conditions	Failure criteria
Vehicle speed 50 km/h (respectively 25 km/h for L_1, L_2 vehicles) +/- 20 per cent (vehicle driving the rollers). If the vehicle is equipped with a cruise control system, it shall be operational.	Speed variation greater than +/- 10 per cent of the nominal speed. In case of automatic gearbox: change of gear ratio inducing a speed variation greater than +/- 10 per cent of the nominal speed.
Dipped beams ON (manual mode)	Lighting OFF

"50 km/h cycle" vehicle test conditions	Failure criteria
Front wiper ON (manual mode) maximum speed	Complete stop of front wiper
Direction indicator on driver's side ON	Frequency change (lower than 0.75 Hz or greater than 2.25 Hz). Duty cycle change (lower than 25 per cent or greater than 75 per cent).
Adjustable suspension in normal position	Unexpected significant variation
Driver's seat and steering wheel in medium position	Unexpected variation greater than 10 per cent of total range
Alarm unset	Unexpected activation of alarm
Horn OFF	Unexpected activation of horn
Airbag and safety restraint systems operational with inhibited passenger airbag if this function exists	Unexpected activation
Automatic doors closed	Unexpected opening
Adjustable endurance brake lever in normal position	Unexpected activation

"Brake cycle" vehicle test conditions	Failure criteria
To be defined in brake cycle test plan. This must include operation of the brake pedal (unless there are technical reasons not to do so) but not necessarily an anti-lock brake system action.	Stop lights inactivated during cycle Brake warning light ON with loss of function. Unexpected activation

56-2 電磁相容性： 10.2.3.2

車輛測試狀況(五０公里/小時循環)	失效標準
車速五０公里/小時(L1、L2 為二五公里/小時)正負百分之二０(車輛在滾輪上行駛時)。若車輛裝配循跡系統，應能作動。	速度變化超過正常速度正負百分之一０。對自排檔：包含檔位變換率超過正常速度正負百分之一０
打開駕駛側方向燈	頻率改變(低於 0.75Hz 或高於 2.25Hz) 循環改變(低於百分之二五或高於百分之七五)
打開近光燈(手動模式)	關閉燈光
前雨刷開啟至最大速度(手動模式)	前雨刷完全關閉
可調式懸吊在正常位置	非預期重大變化
警示燈重置	警示燈非預期作動
關閉喇叭	喇叭非預期作動
若有氣囊及安全束縛系統則~~乘客~~氣囊應關閉且操作正常	非預期作動
自動門關閉	非預期開啟
手煞車在正常位置	非預期作動
"煞車循環"車輛測試狀態	失效尺度
為定義煞車循環測試計畫。此必須包含煞車踏板(除非有技術推論不如此做)，但不一定要有 ABS	在循環中煞車燈不作動 煞車警示燈在功能失效仍亮著 非預期作動

"50 km/h cycle" vehicle test conditions	Failure criteria
Vehicle speed 50 km/h (respectively 25 km/h for L_1, L_2 vehicles) +/- 20 per cent (vehicle driving the rollers). If the vehicle is equipped with a cruise control system, it shall be operational.	Speed variation greater than +/- 10 per cent of the nominal speed. In case of automatic gearbox: change of gear ratio inducing a speed variation greater than +/- 10 per cent of the nominal speed.
Dipped beams ON (manual mode)	Lighting OFF

"50 km/h cycle" vehicle test conditions	Failure criteria
Front wiper ON (manual mode) maximum speed	Complete stop of front wiper
Direction indicator on driver's side ON	Frequency change (lower than 0.75 Hz or greater than 2.25 Hz). Duty cycle change (lower than 25 per cent or greater than 75 per cent).
Adjustable suspension in normal position	Unexpected significant variation
Driver's seat and steering wheel in medium position	Unexpected variation greater than 10 per cent of total range
Alarm unset	Unexpected activation of alarm
Horn OFF	Unexpected activation of horn
Airbag and safety restraint systems operational with inhibited passenger airbag if this function exists	Unexpected activation
Automatic doors closed	Unexpected opening
Adjustable endurance brake lever in normal position	Unexpected activation

"Brake cycle" vehicle test conditions	Failure criteria
To be defined in brake cycle test plan. This must include operation of the brake pedal (unless there are technical reasons not to do so) but not necessarily an anti-lock brake system action.	Stop lights inactivated during cycle Brake warning light ON with loss of function. Unexpected activation

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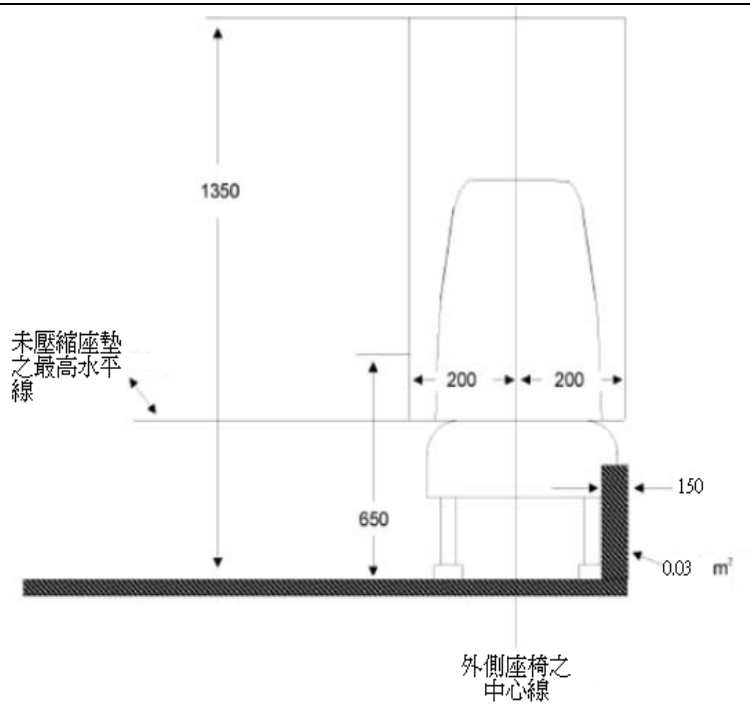
63 低地板大客車規格規定 4.5



圖一：下方乘客空間之允許侵入範圍

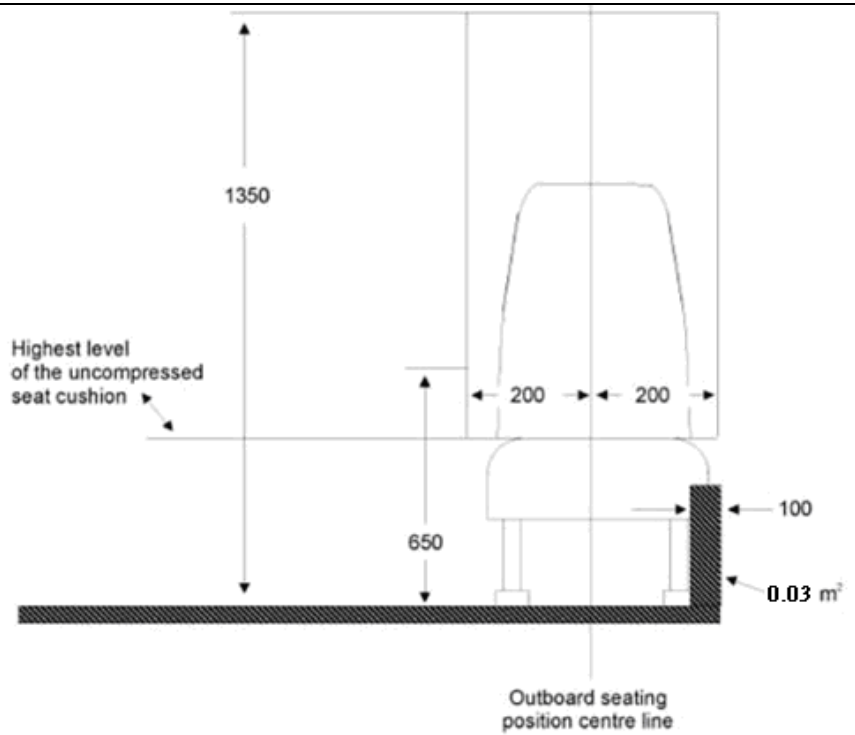


Figure 1: Permitted intrusion in lower part of passenger space