

103 年上半年度「車輛安全檢測基準」部分條文修正草案討論（二）暨（三）

會議紀錄

- 一、 開會時間：(1)中華民國 103 年 9 月 19 日星期五上午 10 時
(2)中華民國 103 年 9 月 24 日星期三下午 1 時 30 分
- 二、 開會地點：台北基督教女青年會 901 會議室
- 三、 會議主席：許志成 處長
- 四、 會議記錄：黃聖智
- 五、 出席人員：如簽到表
- 六、 會議結論：

(一) 「103 年上半年度『車輛安全檢測基準』部分條文修正草案討論（二）」會議討論內容係有：(1)UN 法規增修涉及國內車輛檢測基準 14 項，及(2)其他建議修訂國內車輛檢測基準 14 項。。

(二) 「103 年上半年度『車輛安全檢測基準』部分條文修正草案討論（三）」會議討論內容係有：(1)UN 法規增修涉及國內車輛檢測基準 9 項、(2)其他建議修訂國內車輛檢測基準 3 項、及(3)檢測基準條文有關乘員、乘客、乘客室、車室等用詞之確認及調整。

(三) 「103 年上半年度『車輛安全檢測基準』部分條文修正草案討論(二)暨（三）」會議綜合修訂意見如下：

1. 基準「三之三、車輛燈光與標誌檢驗規定」

- (1) 原「2.36 序列致動式(Sequential activation):…」
修訂為「2.36 序列式致動 (Sequential activation):…」
- (2) 原「4.21.3 類型…5.1.9.4 規定之光源序列致動式產生…」
修訂為「4.21.3 類型…5.1.9.4 規定之光源序列式致動產生…」

2. 基準「三之四、車輛燈光與標誌檢驗規定」

- (1) 原「2.36 序列致動式(Sequential activation):…」
修訂為「2.36 序列式致動 (Sequential activation):…」
- (2) 原「4.21.3 類型…5.1.9.4 規定之光源序列致動式產生…」
修訂為「4.21.3 類型…5.1.9.4 規定之光源序列式致動產生…」
- (3) 原「4.19.1.4 若係以相依燈組…對於方向燈，申請者所指定之

相依燈具於單品裝置認證時，在可動件之所有固定…」

修訂為「4.19.1.4 若係以相依燈組…對於方向燈，申請者於單品裝置認證時所指定之相依燈具者，在可動件之所有固定…」

3. 基準「二十五之二、安全玻璃」

原「1.1 中華民國一〇五年…本項規定，若符合本基準項次「二十五之一」規定，得視同符合本項規定。」

修訂為「1.1 中華民國一〇五年…本項規定，已符合本基準項次「二十五之一」規定之既有型式，得視同符合本項規定。」

4. 基準「三十一、方向燈」

原「3.5 光源之序列致動式相同。(如適用)」

修訂為「3.5 光源之序列式致動相同。(如適用)」

5. 基準「六十四、電動汽車之電氣安全」

(1) 原「2.15 高電壓匯流排…帶電體和外露導電元件…」

修訂為「2.15 高電壓匯流排…帶電體和外露可導電元件…」

(2) 原「4.1.3.5 本項不適用…帶電體和外露導電元件…」

修訂為「4.1.3.5 本項不適用…帶電體和外露可導電元件…」

6. 基準「六十四之一、電動汽車之電氣安全」

(1) 原「2.15 高電壓匯流排…帶電體和外露導電元件…」

修訂為「2.15 高電壓匯流排…帶電體和外露可導電元件…」

(2) 原「4.1.3.5 本項不適用…帶電體和外露導電元件…」

修訂為「4.1.3.5 本項不適用…帶電體和外露可導電元件…」

7. 基準「四十五之二、側方碰撞乘員保護」(草案)：自一〇六年一月一日起實施

(1) 原「1.2 已取得基準四十五項『側方碰撞乘員保護』合格文件…」

修訂為「1.2 已取得基準四十五之一『側方碰撞乘員保護』合格文件…」

(2) 原「6.2.1.1 依照…申請者應額外向檢測機構示範…」

修訂為「6.2.1.1 依照…申請者應額外向檢測機構證明…」

- (3) 原「6.2.1.2 若依照…申請者應額外示範在…」
修訂為「6.2.1.2 若依照 4…申請者應額外證明在…」
- (4) 原「6.3.1 若車輛…撞擊測試後，車門應解鎖。」
修訂為「6.3.1 若車輛…撞擊測試後，非撞擊側車門應未上鎖。」
- (5) 原「6.3.2.1 依照…申請者應額外向檢測機構示範…」
修訂為「6.3.2.1 依照…申請者應額外向檢測機構證明…」
- (6) 原「4.4.2 若車輛…自動門鎖系統時，申請者應符合下述中任一項之測試程序。」
修訂為「4.4.2 若車輛…自動門鎖系統時，應依申請者選擇之以下任一項試驗程序。」
8. 基準「四十六之二、前方碰撞乘員保護」(草案)：自一〇六年一月一日起實施
- (1) 原「6.2.1.1 依照…申請者應額外向檢測機構示範…」
修訂為「6.2.1.1 依照…申請者應額外向檢測機構證明…」
- (2) 原「6.3.2.1 依照…申請者應額外向檢測機構示範…」
修訂為「6.3.2.1 依照…申請者應額外向檢測機構證明…」
9. 有關基準「四十七、轉向系統」常用煞車性能及第二/殘餘煞車性能測試速度提高，請國內檢測機構確認檢測能量是否可以對應。本項於會後與檢測機構財團法人車輛研究測試中心聯繫，該中心表示現有檢測能量可以對應。
10. 增修訂條文實施日期：
- (1) 基準「二十三之一、間接視野裝置安裝規定」
- i. 條文 1.1「中華民國一〇六年一月一日起，新型式之 M、N1 及 L 類車輛，其間接視野裝置(照後鏡)安裝應符合本項規定，且除 VI-A 類外應使用符合本基準規定之間接視野裝置。」
- ii. 條文 1.2「中華民國一〇六年一月一日起，新型式之 N2 及 N3 類車輛，其間接視野裝置安裝應符合本項規定，應

使用符合本基準規定之間接視野裝置；中華民國一〇七年一月一日起，已符合本基準項次「二十三」規定之既有型式 N2 及 N3 類車輛，另應符合 7.5.6 至 7.5.12 之規定。」

(2) 基準「二、車輛規格規定」

- i. 條文 8.1.1 「自中華民國一〇六年一月一日起，總重量大於二．五公噸之 M1 類車輛，應符合本項規定。」
- ii. 條文 4.1 「自中華民國一〇八年一月一日起之新型式大客車，應符合本項規定，且其緊急出口數量及車頂逃生口有效面積應分別符合 4.1.2.2.1 及 4.1.11.1.1 規定。
自中華民國一〇九年一月一日起之各型式大客車，其夜停鎖定系統、嬰幼兒車區、車內人工照明、車頂逃生口有效面積(指 4.1.11.1.1)、緊急出口數量(指 4.1.2.2.1)、安全裝置操作標識、安全窗的通過性、動力控制式車門之額外技術要求、博愛座及呼叫設備，另應符合本項規定。」
- iii. 條文 4.4 「雙節式大客車車身各部規格：自中華民國一〇八年一月一日起之新型式雙節式大客車應符合本項規定，且其安全門尺寸、車頂逃生口數量及車頂逃生口面積應分別符合 4.4.4.2.1、4.4.2.10.1 及 4.4.4.4.1 規定。
自中華民國一〇九年一月一日起之各型式雙節式大客車，其夜停鎖定系統、嬰幼兒車區、緊急照明系統、安全門尺寸(指 4.4.4.2.1)、車頂逃生口面積(指 4.4.4.4.1)、車頂逃生口數量(指 4.4.2.10)及安全裝置操作標識，另應符合本項規定。」

(3) 基準「六十三之一、低地板大客車規格規定(草案)」

- i. 條文 1.1 「自中華民國一〇六年一月一日起，下述設有立位之新型式低地板大客車，應符合本項規定。」
- ii. 條文 1.2 「自中華民國一〇七年一月一日起，已符合本基準項次「六十三」規定之既有型式低地板大客車，其嬰幼

兒車區及博愛座數量，另應符合本項規定。」

- (4) 基準「四十五之二、側方碰撞乘員保護」(草案)：自一〇六年一月一日起實施

條文 1.1「中華民國一〇六年一月一日起，最低座椅R點於參考車重下距地高度小於或等於七〇〇公釐之M1及N1類車輛，其側方碰撞乘員保護，應符合本項規定。」

- (5) 基準「四十六之二、前方碰撞乘員保護」(草案)：自一〇六年一月一日起實施

條文 1.1「中華民國一〇六年一月一日起，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。」

11. 基準「二十三之一、間接視野裝置安裝規定(草案)」、「二十八之一、輪胎」、「四十二之二、動態煞車」、「四十二之三、動態煞車」、「四十四之一、轉向控制系駕駛人碰撞保護」、「四十八之二、安全帶固定裝置」、「二、車輛規格規定」、「二十六、安全帶」、「二十六之一、安全帶(草案)」、「四十七、轉向系統」、「四十九、座椅強度」、「四十九之一、座椅強度(草案)」及「六十三之一、低地板大客車規格規定(草案)」並無相關修訂意見。

(四) 其他建議修訂國內車輛檢測基準部分：

1. 基準「二十八之一、輪胎」經討論內容修正並未明確，尚請提案單位重新提案，俟下次基準討論會議再行討論。
2. 基準「三十之二、氣體放電式頭燈」、「三十一、方向燈」、「三十四、車寬燈(前位置燈)」、「三十五、尾燈(後位置燈)」、「三十七、煞車燈」、「四十四之一、轉向控制系駕駛人碰撞保護」、「四十五之一、側方碰撞成員保護」、「四十六之一、前方碰撞乘員保護」、「五十二之二、非氣體放電式頭燈」、「五十六、電磁相容性」、「五十六之一、電磁相容性」、「五十六之二、電磁相容性」、「六十四、電動汽車之電氣安全」、「六十四之一、電動汽車之電氣安全(草

案)」及「二、車輛規格規定」並無相關修訂意見。

(五) 檢測基準條文有關乘員、乘客、乘客室、車室等用詞之確認及調整部分，並無相關修訂意見。

七、 散會(草案討論(二)：上午 11 時 45 分；草案討論(三)：下午 15 時 50 分)

103 年度上半年「車輛安全檢測基準」增修條文內容檢討(三)

會議資料（103/9/24 會議修正）

- 1.103 年度（103/01~103/06）UN 法規增修涉及國內車輛檢測基準內容彙整・P.2
- 2.其他建議修訂國內車輛檢測基準內容彙整・・・・・P.83
- 3.基準實施日期列表・・・・・P.98
- 4.待公告車輛安全檢測基準增修案規劃表・・・・・P.118

中華民國一〇三年九月二十四日

103年度（103/01~103/06）UN法規增修涉及國內車輛安全法規內容彙整（計9項）

項次	法規名稱	修訂法規內容	新增之法規項目	頁碼	UN 版本別	內容摘要
1	二、車輛規格規定	◎		P.5	UN R16 06-S5 2014/06/26 UN R107 04-S3 2014/06/20、 05-S1 2014/06/20、06 2014/06/20	1.參考 UN R16 06-S5 版，條文 8.建立 020 條文 8.1.1 針對總重量大於二・五公噸之 M1 類車輛另訂實施日期。 2.參考 UN R107 04-S3 版，修訂車內控制裝置安裝高度。 4.參考 UN R107 05-S1 版，增訂嬰幼兒車區之相關規定，並配合增訂新型式及各型式大客車應符合各項規定之實施日期。 5.參考 UN R107 06 版，修訂 4.4 雙節式大客車之夜停鎖定系統、雙層式大客車上層結構車頂逃生口數量、安全裝置操作標識及緊急照明系統、安全門尺寸及車頂逃生口有效面積、車頂逃生口數量門檻(4.4.2.10)，並配合增訂新型式及各型式雙節式大客車應符合各項規定之實施日期。 6.參考 UN R107 06 版，增訂 4.1 一般大客車之夜停鎖定系統、車頂逃生口有效面積、緊急出口數量門檻(4.1.2.2)、安全裝置操作標識及車內人工照明；以及參考 4.4 規定，納入 R107 關於安全窗的通過性、動力控制式車門之額外技術要求、及博愛座及呼叫設備等設施規定。並配合增訂新型式及各型式一般大客車應符合各項規定之實施日期。
2	二十六、安全帶	◎		P.54	UN R16 06-S4 2014/02/24	參考 UN R16 06-S4 版，修訂捲收器試驗內容。
3	二十六之一、安全帶(草案)	◎		P.54	UN R16 06-S4 2014/02/24	參考 UN R16 06-S4 版，修訂捲收器試驗內

項次	法規名稱	修訂法規內容	新增之法規項目	頁碼	UN 版本別	內容摘要
						容。
4	四十五之二、側方碰撞乘員保護(草案)：自一〇六年一月一日起實施		◎	P.57	UN R95 03-S3 2014/02/13 UN R95 03-S4 2013/11/13	1.以基準四十五之一、側方碰撞乘員保護為基礎。 2.所調整與基準四十五之一條文內容差異如下： (1)參考 UN R95 03-S3 版，增訂自動門鎖系統之名詞釋義。 (2)增訂撞擊過程中及試驗後之檢測標準。 (3)增訂車門關上但不上鎖，變速箱置於空檔時，受測車輛整備要求。 (4)參考 UN R95 03-S4 版，修訂電能動力傳動系統及與該系統之高電壓匯流排連接之高電壓零組件/系統之觸電保護。
5	四十六之二、前方碰撞乘員保護(草案)：自一〇六年一月一日起實施		◎	P.62	UN R94 02-S4 2013/06/26 UN R94 02-S5 2013/11/13	1.以基準四十六之一、前方碰撞乘員保護為基礎。 2.所調整與基準四十六之一條文內容差異如下： (1)參考 UN R94 02-S4 版，增訂自動門鎖系統之名詞釋義。 (2)增訂撞擊過程中及試驗後之檢測標準。 (3)增訂車門關上但不上鎖，變速箱置於空檔時，受測車輛整備要求。 (4)參考 UN R94 02-S5 版，修訂電能動力傳動系統及與該系統之高電壓匯流排連接之高電壓零組件/系統之觸電保護。
6	四十七、轉向系統	◎		P.67	UN R79 01-S4 2014/02/04	參考 UN R79 01-S4 版，修訂常用煞車性能及第二/殘餘煞車性能之能量供給失效和性能規定。

項次	法規名稱	修訂法規內容	新增之法規項目	頁碼	UN 版本別	內容摘要
7	四十九、座椅強度	◎		P.70	UN R17 08-S2 2014/06/26	參考 UN R17 08-S2 版，修訂折疊式輔助座椅定義及一般規範。
8	四十九之一、座椅強度(草案)	◎		P.70	UN R17 08-S2 2014/06/26	參考 UN R17 08-S2 版，修訂折疊式輔助座椅定義及一般規範。
9	六十三之一、低地板大客車規格規定(草案)		◎	P.71	UN R107 05-S1 2014/06/20、06 2014/06/20	1.以基準六十三、低地板大客車規格規定為基礎。 2.所調整與基準六十三條文內容差異如下 (1)參考UN R107 05-S1版，增訂嬰幼兒車區及博愛座數量之相關規定。 (2)參考UN R107 06版，增訂背擋與支撐件要求之規定。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
R16 06-S5			
8. Requirements concerning the installation in the vehicle 8.1.1. With the exception of seating intended solely for use when the vehicle is stationary, the seats of vehicles of categories M1, M2 (of Class III or B⁹), M3 (of Class III or B⁹) and N shall be equipped with safety-belts or restraint systems which satisfy the requirements of this Regulation. ... 8.1.8. <u>Every passenger seating position which is fitted with a frontal protection airbag shall be provided with a warning against the use of a rearward-facing child restraint in that seating position. As a minimum, this information shall consist of a label containing clear warning pictograms as indicated below:</u> 8.1.9. <u>In the case of a frontal protection airbag in the front passenger seat, the warning shall be durably affixed to each face of the passenger front sun visor in such</u>	8. Requirements concerning the installation in the vehicle 8.1.8. <u>With the exception of the case covered by paragraph 8.1.9., every passenger seating position which is fitted with an airbag shall be provided with a warning against the use of a rearward-facing child restraint in that seating position. The warning label, in the form of a pictogram which may include explanatory text, shall be durably affixed and located such that it is easily visible in front of a person about to install a rearward-facing child restraint on the seat in question. An example of a possible design of a pictogram is shown in</u>	二、車輛規格規定 8. 乘載安全資訊相關規定： 8.1 實施時間及適用範圍：自中華民國一〇四年一月一日起之新型式及中華民國一〇五年一月一日起之各型式，總重量小於或等於二·五公噸之 M1 類車輛，應符合本項規定。 <u>8.1.1 自中華民國一〇六年一月一日起，總重量大於二·五公噸之 M1 類車輛，應符合本項規定。</u> ... 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。 8.2.2.2.1該資訊應至少包含清晰警告圖示組成之標識(如圖一〇所示)。 8.2.2.2.2其應於該座椅之前方裝設有警告標識，且使該座椅上安裝後向式兒童保護裝置者，於任何時候都清晰可見該警告。 若於該等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，則前述8.2.2.2.1及8.2.2.2.2	二、車輛規格規定 8. 乘載安全資訊相關規定： 8.1 實施時間及適用範圍：自中華民國一〇四年一月一日起之新型式及中華民國一〇五年一月一日起之各型式，總重量小於或等於二·五公噸之 M1 類車輛，應符合本項規定。 ... 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。 8.2.2.2.1該資訊應至少包含清晰警告圖示組成之標識(如圖一〇所示)。 8.2.2.2.2其應於該座椅之前方裝設有警告標識，且使該座椅上安裝後向式兒童保護裝置者，於任何時候都清晰可見該警告。 若於該等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，則前述8.2.2.2.1及8.2.2.2.2

增/修內容	原內容	修訂國內法規條文案草案	對應國內法規條文
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. If the vehicle does not have a sun visor or roof, the warning label shall be positioned in a location where it is clearly visible at all times. In the case of a frontal protection airbag for other seats in the vehicle, the warning shall be directly ahead of the relevant seat, and clearly visible at all times to someone installing a rear-facing child restraint on that seat. The requirements of paragraphs 8.1.8. and 8.1.9. do not apply to those seating positions equipped with a device which automatically deactivates the frontal protection airbag assembly when any rearward facing child restraint is installed. 8.1.10. Detailed information, making	Figure 1. A permanent reference should be visible at all times, in case the warning is not visible when the door is closed. 8.1.9. The requirements of paragraph 8.1.8. shall not apply if the vehicle is fitted with a mechanism which senses automatically the presence of any rearward-facing child restraint, and ensures that the airbag will not be deployed when such a child restraint system is fitted.	之規定不適用。 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(顏色可為黑白對比、灰階或彩色顯示；尺寸可為等比例縮放；文字可配合版面調整)。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。 (8.2.3為103/7/30討論定案之內容)	之規定不適用。 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(顏色可為黑白對比、灰階或彩色顯示；尺寸可為等比例縮放；文字可配合版面調整)。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。 (8.2.3 為 103/7/30 討論定案之內容)

增/修內容	原內容	修訂國內法規條文案	對應國內法規條文
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 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 paragraph 8.1.10. 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. 8.1.11. In the case of seats capable of being			
designed for use when the vehicle is	8.1.10. In the case of seats capable of being turned to or placed in other orientations, designed for use when the vehicle is		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
stationary, the requirements of paragraph 8.1.1. shall only apply to those orientations designated for normal use when the vehicle is travelling on a road, in accordance with this Regulation.	stationary, the requirements of paragraph 8.1.1. shall only apply to those orientations designated for normal use when the vehicle is travelling on a road, in accordance with this Regulation.		
15. Transitional provisions ... 15.3.7. As from the official date of entry into force of Supplement 5 to the 06 series of amendments, no Contracting Party applying this Regulation shall refuse to grant type approvals under this Regulation as amended by Supplement 5 to the 06 series of amendments. 15.3.8. Until 12 months after the date of entry into force of the Supplement 5 to the 06 series of amendments to this Regulation, Contracting Parties applying this Regulation can continue to grant type approvals to the 06 series of amendments to this Regulation without taking into account the provisions of Supplement 5. (聯合國ECE R16 06-S5版法規之生效日期為2014/06/10; 新型式為12個月(即104/06/10);	15. Transitional provisions ...	修訂內容為過渡條款，實施日期如上方條文8.1.1。	
R107 04-S3			
Annex 3 Requirements to be met by all vehicles 7.6.5. Additional technical requirements for power-operated service doors 7.6.5.1.2. In the case of interior controls, are placed on, or within 300 mm of, the door,	Annex 3 Requirements to be met by all vehicles 7.6.5. Additional technical requirements for power-operated service doors 7.6.5.1.2. In the case of interior controls, are placed on, or within 300 mm of, the door,	二、車輛規格規定： 4. 車身各部規格： 4.4 雙節式大客車車身各部規格： <u>自中華民國一〇八年一月一日起之新型式雙節式大客車應符合本項規</u>	二、車輛規格規定： 4. 車身各部規格： 4.4 雙節式大客車車身各部規格： 4.4.6 動力控制車門之額外技術要求 ...

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
at a height (except in the case of interior controls for the door referred to in Annex 8, paragraph 3.9.1.) of not less than 1,000 mm above the first step;	at a height (except in the case of interior controls for the door referred to in Annex 8, paragraph 3.9.1) of not less than 1,600 mm above the first step;	<u>定，且其安全門尺寸、車頂逃生口數量及車頂逃生口面積應分別符合4.4.4.2.1、4.4.2.10.1及4.4.4.4.1規定。</u> <u>自中華民國一〇九年一月一日起之各型式雙節式大客車，其夜停鎖定系統、嬰幼兒車區、緊急照明系統、安全門尺寸(指4.4.4.2.1)、車頂逃生口面積(指4.4.4.4.1)、車頂逃生口數量(指4.4.2.10.1)及安全裝置操作標識，另應符合本項規定。</u> ... 4.4.6 動力控制<u>式</u>車門之額外技術要求 ... 4.4.6.1.2 車內控制裝置應安裝在車門上或距車門三〇〇公釐以內，且從第一階階梯向上不小於<u>一〇〇〇</u>公釐高度之位置；	4.4.6.1.2 車內控制裝置應安裝在車門上或距車門三〇〇公釐以內，且從第一階階梯向上不小於 <u>一六〇〇</u> 公釐高度之位置；
R107 05-S1			
5. Requirements ... 5.2. Vehicles of Class I shall be accessible for people with reduced mobility, including at least one wheelchair user and one pram or unfolded pushchair according to the technical provisions laid down in Annex 8. In rigid vehicles of Class I the area for the accommodation of a wheelchair may be combined with the area for the accommodation of an unfolded pushchair or pram. In such a case, the area shall have	5. Requirements ... 5.2. Vehicles of Class I shall be accessible for people with reduced mobility, including at least one wheelchair user, according to the technical provisions laid down in Annex 8.	4.1 大客車車身各部規格： <u>自中華民國一〇八年一月一日起之新型式大客車，應符合本項規定，且其緊急出口數量及車頂逃生口有效面積應分別符合4.1.2.2.1及4.1.11.1.1規定。</u> <u>自中華民國一〇九年一月一日起之各型式大客車，其夜停鎖定系統、嬰幼兒車區、車內人工照明、車頂</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
signs fixed on or adjacent to the area with the following text, equivalent text or pictogram: "Please give up this space for a wheelchair user". "Figure 23 C: Pictogram for pram and pushchair area  Colour: blue basis with white symbol Size: at least diameter 130 mm Reference for the design principles of safety symbols: ISO 3864-1:2011" (R107 05-S1 版，實施日期為 2014/06/20)		<u>逃生口有效面積(指 4.1.11.1.1)、緊急出口數量(指 4.1.2.2.1)、安全裝置操作標識、安全窗的通過性、動力控制式車門之額外技術要求、博愛座及呼叫設備，另應符合本項規定。</u> ... <u>4.1.18.1 乘客數逾二二人，且設有利於乘客頻繁上下車之立位區域者，應至少設置有一個區域可供嬰幼兒車使用。應於該區域或其附近設有下方圖像之固定標識(Sign)：</u>  <u>尺寸：直徑至少一三〇公釐</u> <u>顏色：藍底白圖</u> 圖一—：嬰幼兒車區圖像	
Annex 8 Accommodation and accessibility for passengers with reduced mobility 3.10. Provisions for the accommodation of unfolded prams and pushchairs 3.10.1. A dedicated area shall be provided for the accommodation of at least one unfolded pram or pushchair. 3.10.2. The dimensions of the unfolded pram or pushchair area shall not be less than 750 mm wide and 1,300 mm long. Its longitudinal plane shall be parallel to the		<u>4.1.18. 嬰幼兒車區規定</u> <u>...(4.1.18.1請參上述)</u> <u>4.1.18.2 應為至少容納一個嬰幼兒車之區域(以下簡稱嬰幼兒車區)。</u> <u>4.1.18.3 嬰幼兒車區之寬度應不小於七五〇公釐且長度不小於一三〇〇公釐。其長度方向需與車輛行駛方</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
longitudinal plane of the vehicle and the floor surface shall be slip resistant. 3.10.3. Accessibility to prams and pushchairs areas shall be provided in accordance with the following provisions: 3.10.3.1. It shall be possible for an unfolded pram or pushchair to be moved freely and easily from the outside of the vehicle through at least one of the service doors into the special area(s) 3.10.3.1.1. By "<i>moving freely and easily</i>", it is meant that: (a) There is sufficient space available for the pram or pushchair to be manoeuvred; (b) There are no steps, gaps or stanchions which could be an obstacle to the free movement of the pram or pushchair. 3.10.4. The area shall be fitted with the pictogram shown in Annex 4, Figure 23 C. 3.10.4.1. The same pictogram shall be placed both on the front nearside of the vehicle and adjacent to the service door that gives access to the pram or pushchair area. 3.10.5. The following requirements shall apply to the stability of the unfolded pram or pushchair: 3.10.5.1. One of the longitudinal sides of the space for a pram or pushchair shall rest against a side or wall of the vehicle or a partition; 3.10.5.2. A support or backrest perpendicular to the longitudinal axis of the vehicle shall be provided in the forward end of the pram or pushchair space; 3.10.5.3. The support or backrest shall be designed to avoid the pram or pushchair from tipping over and shall comply with the provisions of paragraph 3.8.5.;		<u>向平行且地板表面應具防滑功能。</u> <u>4.1.18.4 嬰幼兒車區之進出移動順暢性 (Accessibility) 應符合下述規定：</u> <u>4.1.18.4.1 應至少能從車外經由一個車門自由且容易地移動嬰幼兒車進入此區域 (Special area(s))。</u> <u>4.1.18.4.1.1 “自由且容易地移動”，係指：</u> <u>(1)有足夠區域供嬰幼兒車之移動；</u> <u>(2)無妨礙嬰幼兒車自由且容易地移動之階梯、間隙或欄杆。</u> <u>4.1.18.5 應於此區域設置圖一一之圖像。</u> <u>4.1.18.5.1 應於車外及其進出之車門鄰近處設置與4.1.18.4規定相同之圖像。</u> <u>4.1.18.6 嬰幼兒車穩定性試驗：</u> <u>4.1.18.6.1 嬰幼兒車區域之縱向側邊，應緊靠車內側壁或隔板。</u> <u>4.1.18.6.2 於嬰幼兒車區域之前端，應提供支撐件 (Support) 或背擋 (Backrest)，且其垂直於車輛縱向軸線。</u> <u>4.1.18.6.3 支撐件或背擋之設計應能避免嬰幼兒車傾倒，且其應符合本基準「低地板大客車規格規定」之</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
3.10.5.4. A handrail or handhold shall be fitted to the side or wall of the vehicle or a partition in such a way to allow the accompanying person to grasp it easily. This handrail shall not extend over the vertical projection of the pram or pushchair space, except by not more than 90 mm and only at a height not less than 850 mm above the floor of the pram or pushchair space; 3.10.5.5. A retractable handrail or any equivalent rigid device shall be fitted on the opposite side of the pram or pushchair space in order to restrict any lateral shift of the pram or pushchair. 3.10.6. The area shall be provided with a specific control, e.g. a push-button, to enable the passenger with an unfolded pram or pushchair to request that the vehicle be stopped at the next bus stop. The general requirements of paragraph 7.7.9.1. of Annex 3 shall apply. 3.10.7. The control shall be fitted with the pictogram described in Figure 23 C of Annex 4. The dimensions of the pictogram may be reduced as needed. 3.10.8. The area to accommodate the unfolded pram or pushchair may adjoin the area for the wheelchair and be in its extension. Intrusions of stanchions to provide handholds for standing passengers may be permitted provided the requirement of paragraph 3.10.3. of this Annex is met. 3.10.9. Additional wheelchair areas may be combined with the area for the accommodation of an unfolded pram or pushchair provided the relevant requirements are met. In such a case, the		背擋與支撐件要求規定。 <u>4.1.18.6.4 應於車內側壁或隔板設置扶手/把手，讓其陪同人員易於抓握。該扶手不應延伸侵入嬰幼兒車區之垂直投影空間，而於嬰幼兒車區地板上方八五〇公釐以上空間，侵入不大於九〇公釐者除外；</u> <u>4.1.18.6.5 應於嬰幼兒車區相反側設置可伸縮式扶手或任何等效剛性裝置，以限制其任何橫向位移。</u> <u>4.1.18.7 嬰幼兒車區應設置特定之控制器，例如提供按鈕方式，以供嬰幼兒車之陪同人員通知駕駛於下一個站牌停靠，且應符合條文4.1.20之規定。</u> <u>4.1.18.8 該控制器應有圖像，如圖一</u> <u>一所示，其可於必要時調整圖像尺寸大小。</u> (項次依序往後順延) 4.4 雙節式大客車車身各部規格 <u>4.4.24. 嬰幼兒車區規定</u> <u>4.4.24.1 雙節式大客車應至少設置有一個區域可供嬰幼兒車使用。應於該區域或其附近設有圖一</u> <u>一之固定標識(Sign)。</u> <u>4.4.24.2 應為至少容納一個嬰幼兒車安置之區域(以下簡稱嬰幼兒車區)。</u> <u>4.4.24.3 嬰幼兒車區之寬度應不小於七五〇公釐且長度不小於一三〇〇</u>	4.4 雙節式大客車車身各部規格

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
area shall have signs fixed on or adjacent to them with the following text, equivalent text or pictogram: "Please give up this space for a wheelchair user". "		<u>公釐。其長度方向需與車輛行駛方向平行且地板表面應具防滑功能。</u> <u>4.4.24.4 嬰幼兒車區之進出移動順暢性 (Accessibility) 應符合下述規定：</u> <u>4.4.24.4.1 應至少能從車外經由一個車門自由且容易地移動嬰幼兒車進入此區域 (Special area(s))。</u> <u>4.4.24.4.1.1 “自由且容易地移動”，係指：</u> <u>(1)有足夠區域供嬰幼兒車之移動；</u> <u>(2)無妨礙嬰幼兒車自由且容易地移動之階梯、間隙或欄杆。</u> <u>4.4.24.5 應於此區域設置圖一—之圖像。</u> <u>4.4.24.5.1 應於車外及其進出之車門鄰近處設置與4.4.24.4規定相同之圖像。</u> <u>4.4.24.6 嬰幼兒車穩定性試驗：</u> <u>4.4.24.6.1 嬰幼兒車區域之縱向側邊，應緊靠車內側壁或隔板。</u> <u>4.4.24.6.2 於嬰幼兒車區域之前端，應提供支撐件 (Support) 或背擋 (Backrest)，且其垂直於車輛縱向軸線。</u> <u>4.4.24.6.3 支撐件或背擋之設計應能避免嬰幼兒車傾倒，且其應符合本基準「低地板大客車規格規定」之背擋與支撐件要求規定。</u> <u>4.4.24.6.4 應於車內側壁或隔板設置扶手/把手，讓其陪同人員易於抓</u>	

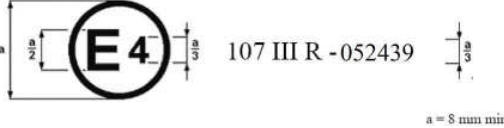
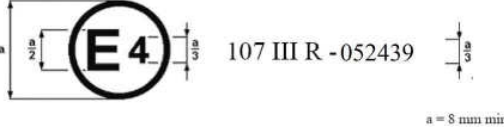
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		<u>握。該扶手不應延伸侵入嬰幼兒車區之垂直投影空間，而於嬰幼兒車區地板上方八五〇公釐以上空間，侵入不大於九〇公釐者除外；</u> <u>4.4.24.6.5 應於嬰幼兒車區相反側設置可伸縮式扶手或任何等效剛性裝置，以限制其任何橫向位移。</u> <u>4.4.24.7 嬰幼兒車區應設置特定之控制器，例如提供按鈕方式，以供嬰幼兒車之陪同人員通知駕駛於下一個站牌停靠，且應符合條文4.4.14.9之規定。</u> <u>4.4.24.8 該控制器應有圖像，如圖一所示，其可於必要時調整圖像尺寸大小。</u>	
R107 06			
2. Definitions For the purpose of this Regulation: 2.40. "Service-door lighting" means a lighting device(s) of the vehicle designed to illuminate the exterior vicinity of service doors and wheels. 2.41. "Overnight locking system" means a system designed to provide the possibility to secure the service and emergency doors of the vehicle against opening. Systems that are intended to be operated by passengers from inside the vehicle shall not be regarded as overnight locking systems. 2.42. "Emergency lighting system" means a system that provides a minimum level of lighting necessary to enable occupants to safely egress from the vehicle, including the emergency exits.	2. Definitions For the purpose of this Regulation: 2.40. "Service-door lighting" means a lighting device(s) of the vehicle designed to illuminate the exterior vicinity of service doors and wheels.	<u>4.4.1 名詞釋義：</u> <u>4.4.1.1 雙節式大客車（Articulated buses）：</u>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。 <u>4.4.1.2 夜停鎖定系統 (Overnight locking system)：</u>係指車門和安全門之防開啟安全設計。若為提供乘客於車內操作者，則不應視為夜停鎖定系統。	<u>4.4.1 雙節式大客車（Articulated buses）：</u>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。

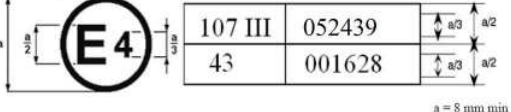
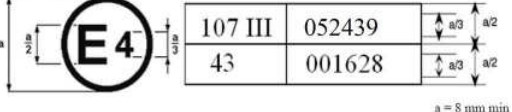
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.43. "Safety sign" means a configuration of visual elements intended to convey a safetyrelated message.		4.4.1.3 緊急照明系統(Emergency lighting system)：係指能提供最低程度之照明，使乘員得以安全地從車內通往車門出口，包括緊急出口。 4.4.1.4 安全裝置操作標識 (Safety sign)：係指藉由視覺元件之組合配置，傳達相關安全訊息。	
4. Approval 4.2. An approval number shall be assigned to each vehicle type-approved. Its first two digits (at present 06, corresponding to the 06 series of amendments) shall indicate the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another vehicle or bodywork type within the meaning of paragraph 2.2."	4. Approval 4.2. An approval number shall be assigned to each vehicle type approved. Its first two digits (at present 05, corresponding to the 05 series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendment made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another vehicle or bodywork type within the meaning of paragraph 2.2.	認證部分不影響國內檢測基準	無
10. Transitional provisions 10.1. (deleted.) 10.2. (deleted.) 10.3. (deleted.) 10.4. (deleted.) 10.5. (deleted.) 10.6. (deleted.) 10.7. (deleted.) 10.8. (deleted.) 10.9. (deleted.) 10.10. (deleted.) 10.11. (deleted.) 10.12. (deleted.) 10.13. (deleted.) 10.14. (deleted.) 10.15. (deleted.) 10.1. As from the official date of entry into	10. Transitional provisions 10.1. As from the official date of entry into force of the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by the 02 series of amendments. 10.2. No Contracting Party applying this Regulation shall refuse national type approval of a vehicle type approved to the 02 series of amendments to this Regulation. 10.3. As from 1 April 2008, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 02 series of amendments.	過渡條款不影響國內檢測基準	無

増/修内容	原内容	修訂國內法規條文案	對應國內法規條文
force of the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by the 04 series of amendments. 10.2. As from 24 months after the date of entry into force of the 04 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the vehicle Btype to be approved meets the requirements of this Regulation as amended by of the 04 series of amendments. 10.3. As from 36 months after the entry into force of the 04 series of amendments, Contracting Parties applying this Regulation may refuse to grant national/regional approvals and first national registration (first entry into service) of a vehicle which does not meet the requirements of the 04 series of amendments to this Regulation. 10.4. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval to the 03 series of amendments to this Regulation for vehicles which are not affected by the 04 series of amendments. 10.5. Notwithstanding paragraphs 10.17 and 10.18, approvals of vehicles granted to the 03 Mseries of amendments to the Regulation, which are not affected by the 04 series of amendments, shall remain valid and Contracting Parties applying the Regulation shall continue to accept them. 10.6. As from the official date of entry into force of the 05 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approval under this	10.4. As from 12 August 2010, Contracting Parties applying this Regulation may refuse first national registration (first entry into service) of a vehicle which does not meet the requirements of the 02 series of amendments to this Regulation. 10.5. As from the date mentioned in paragraph 10.3., Contracting Parties applying this Regulation shall no longer grant new approvals in accordance with Regulation No. 36 or Regulation No. 52. 10.6. As from the official date of entry into force of Supplement 5 to the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by Supplement 5 to the 02 series of amendments. 10.7. As from 12 months after the date of entry into force of Supplement 5 to the 02 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by Supplement 5 to the 02 series of amendments. 10.8. As from 24 months after the date of entry into force of Supplement 5 to the 02 series of amendments, Contracting Parties applying this Regulation may refuse first national registration (first entry into service) of a vehicle which does not meet the requirements of Supplement 5 to the 02 series of amendments to this Regulation. 10.9. As from the official date of entry into force of the 03 series of amendments, no Contracting Party applying this Regulation		

增/修內容	原內容	修訂國內法規條文案	對應國內法規條文
Regulation as amended by the 05 series of amendments. 10.7. As from 24 months after the date of entry into force of the 05 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 05 series of amendments. 10.8. As from 36 months after the entry into force of the 05 series of amendments, Contracting Parties applying this Regulation may refuse to grant national/regional approvals and first national registration (first entry into service) of a vehicle which does not meet the requirements of the 05 series of amendments to this Regulation. 10.9. As from the official date of entry into force of the 06 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 06 series of amendments. 10.10. As from 48 months after the date of entry into force of the 06 series of amendments, Contracting Parties applying this Regulation shall grant type-approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 06 series of amendments. 10.11. Contracting Parties applying this Regulation shall not refuse to grant extensions of typeapprovals for existing types which have been issued according to the 05 series of amendments to this Regulation.	shall refuse to grant ECE approval under this Regulation as amended by the 03 series of amendments. 10.10. No Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the 03 series of amendments to this Regulation. 10.11. As from 31 December 2012, Contracting Parties applying this Regulation shall grant ECE approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 03 series of amendments. 10.12. As from 31 December 2013, Contracting Parties applying this Regulation may refuse to grant national or regional approvals and may refuse first national or regional registration (first entry into service) of a vehicle which does not meet the requirements of the 03 series of amendments to this Regulation. 10.13. As from the official date of entry into force of the Supplement 6 to the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by the Supplement 6 to the 02 series of amendments. 10.14. As from 12 months after the date of entry into force of the Supplement 6 to the 02 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by Supplement 6 to the 02 series of amendments. 10.15. As from 30 months after the entry into		

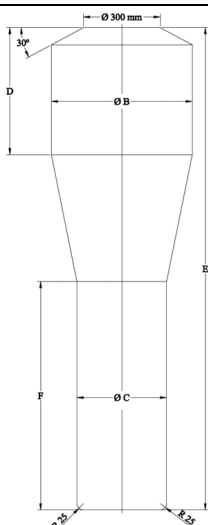
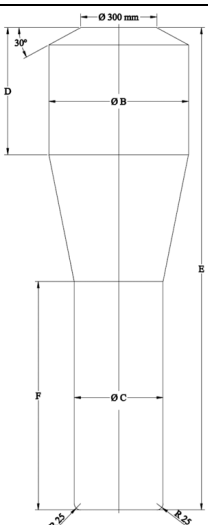
增/修內容	原內容	修訂國內法規條文案	對應國內法規條文
10.12. As from 60 months after the date of entry into force of the 06 series of amendments to this Regulation, Contracting Parties applying this Regulation shall not be obliged to accept, for the purpose of national or regional type-approval, a vehicle type-approved to the 05 series of amendments to this Regulation." (聯合國法規之生效日期為2014/06/10(即103/06/10)；新型式緩衝48個月(即107/06/10)；不追溯UN 107 05版本。	force of Supplement 6 to the 02 series of amendments, Contracting Parties applying this Regulation may refuse to grant national/ regional approvals and first national registration (first entry into service) of a vehicle which does not meet the requirements of Supplement 6 to the 02 series of amendments to this Regulation. 10.16. As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by the 04 series of amendments. 10.17. As from 24 months after the date of entry into force of the 04 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the vehicle Btype to be approved meets the requirements of this Regulation as amended by of the 04 series of amendments. 10.18. As from 36 months after the entry into force of the 04 series of amendments, Contracting Parties applying this Regulation may refuse to grant national/regional approvals and first national registration (first entry into service) of a vehicle which does not meet the requirements of the 04 series of amendments to this Regulation. 10.19. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval to the 03 series of amendments to this Regulation for vehicles which are not affected by the 04 series of amendments. 10.20. Notwithstanding paragraphs 10.17 and 10.18, approvals of vehicles granted to the		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	03 Mseries of amendments to the Regulation, which are not affected by the 04 series of amendments, shall remain valid and Contracting Parties applying the Regulation shall continue to accept them. 10.21. As from the official date of entry into force of the 05 series of amendments, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by the 05 series of amendments. 10.22. As from 24 months after the date of entry into force of the 05 series of amendments, Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 05 series of amendments. 10.23. As from 36 months after the entry into force of the 05 series of amendments, Contracting Parties applying this Regulation may refuse to grant national/regional approvals and first national registration (first entry into service) of a vehicle which does not meet the requirements of the 05 series of amendments to this Regulation.		
Annex 2 Arrangements of Approval Marks Model A  The above approval mark affixed to a vehicle cerned has, with regard to its shows that the vehicle type concerned has, with regard to its constructional features, been approved in	Annex 2 Arrangements of approval marks Model A  The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to its constructional features, been approved in the Netherlands (E4) for	認證標誌的佈置不影響國內檢測基準	無

增/修内容	原内容	修訂國內法規條文草案	對應國內法規條文
the Netherlands (E4) for Class III, pursuant to Regulation No. 107 under approval number 052439. The approval number indicates that the approval was granted according to the requirements of Regulation No. 107 as amended by the 05 series of amendments. Model B  The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E4) pursuant to Regulations Nos. 107 and 43*. The first two digits of the approval numbers indicate that, on the dates on which these approvals were granted Regulation No. 107 included the 05 series of amendments and Regulation No. 43 was in its original form. Model C  The above approval mark affixed to a vehicle bodywork shows that the bodywork type concerned has, with regard to its constructional features, been approved separately in the Netherlands (E4) for Class III as a separate bodywork (letter S), pursuant to Regulation No. 107 under approval number 052439. The approval number indicates that the approval was granted according to the requirements of Regulation No. 107 as amended by the 05	Class III, pursuant to Regulation No. 107 under approval number 052439. The approval number indicates that the approval was granted according to the requirements of Regulation No. 107 as amended by the 05 series of amendments. Model B  The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E4) pursuant to Regulations Nos. 107 and 43*. The first two digits of the approval numbers indicate that, on the dates on which these approvals were granted Regulation No. 107 included the 05 series of amendments and Regulation No. 43 was in its original form. Model C  The above approval mark affixed to a vehicle bodywork shows that the bodywork type concerned has, with regard to its constructional features, been approved separately in the Netherlands (E4) for Class III as a separate bodywork (letter S), pursuant to Regulation No. 107 under approval number 052439. The approval number indicates that the approval was granted according to the requirements of Regulation No. 107 as amended by the 05 series of amendments.		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文																																																
series of amendments.																																																			
Annex 3 Requirements to be met by all vehicles 7.6.1.1. The minimum number of doors in a vehicle shall be two, either two service doors or one service door and one emergency door. Every double-deck vehicle shall have two doors on the lower deck (see also paragraph 7.6.2.3.). The minimum number of service doors required is as follows:	Annex 3 Requirements to be met by all vehicles 7.6.1.1. The minimum number of doors in a vehicle shall be two, either two service doors or one service door and one emergency door. Every double-deck vehicle shall have two doors on the lower deck (see also paragraph 7.6.2.2.). The minimum number of service doors required is as follows:	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，其第一節剛性車廂應至少二個車門）。 (修訂部分不影響國內基準)	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，其第一節剛性車廂應至少二個車門）。																																																
<table><tr><th rowspan="2">Number of passengers</th><th colspan="3">Number of service doors</th></tr><tr><th>Class I & A</th><th>Class II</th><th>Class III & B</th></tr><tr><td>9 - 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 rowspan="2">71 - 100</td><td>3</td><td rowspan="2">2</td><td rowspan="2">1</td></tr><tr><td>(2 in the case of a double-deck vehicle)</td></tr><tr><td>> 100</td><td>4</td><td>3</td><td>1</td></tr></table>	Number of passengers	Number of service doors			Class I & A	Class II	Class III & B	9 - 45	1	1	1	46 - 70	2	1	1	71 - 100	3	2	1	(2 in the case of a double-deck vehicle)	> 100	4	3	1	<table><tr><th rowspan="2">Number of passengers</th><th colspan="3">Number of service doors</th></tr><tr><th>Class I & A</th><th>Class II</th><th>Class III & B</th></tr><tr><td>9 - 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 rowspan="2">71 - 100</td><td>3</td><td rowspan="2">2</td><td rowspan="2">1</td></tr><tr><td>(2 in the case of a double-deck vehicle)</td></tr><tr><td>> 100</td><td>4</td><td>3</td><td>1</td></tr></table>	Number of passengers	Number of service doors			Class I & A	Class II	Class III & B	9 - 45	1	1	1	46 - 70	2	1	1	71 - 100	3	2	1	(2 in the case of a double-deck vehicle)	> 100	4	3	1		
Number of passengers		Number of service doors																																																	
	Class I & A	Class II	Class III & B																																																
9 - 45	1	1	1																																																
46 - 70	2	1	1																																																
71 - 100	3	2	1																																																
	(2 in the case of a double-deck vehicle)																																																		
> 100	4	3	1																																																
Number of passengers	Number of service doors																																																		
	Class I & A	Class II	Class III & B																																																
9 - 45	1	1	1																																																
46 - 70	2	1	1																																																
71 - 100	3	2	1																																																
	(2 in the case of a double-deck vehicle)																																																		
> 100	4	3	1																																																
7.6.1.3. For the purpose of this requirement, service doors equipped with a power-operated control system shall not be deemed to be emergency doors unless they can be readily opened by hand, once the control prescribed in paragraph 7.6.5.1. has been actuated, if necessary.	7.6.1.3. For the purpose of this requirement, service doors equipped with a power-operated control system shall not be deemed to be emergency doors unless they can be readily opened by hand, once the control prescribed in paragraph* has been actuated, if necessary.	4.4.2.2 為達到本規定的要求，裝有動力控制系統的車門一般不計入出口數量，除非在緊急情況下啟動	4.4.2.2 為達到本規定的要求，裝有動力控制系統的車門一般不計入出口數量，除非在緊急情況下啟動																																																
7.6.1.4. The minimum number of emergency exits shall be such that the total number of exits in a separate compartment is as follows:	7.6.1.4. The minimum number of emergency exits shall be such that the total number of exits in a separate compartment is as follows:	4.4.6.1 中所規定的應急控制器後，這些車門能輕易地用手打開。	4.4.6.1 中所規定的應急控制器後，這些車門能輕易地用手打開。																																																
<table><tr><th>Number of passengers and crew to be accommodated in each compartment or deck</th><th>Minimum total number of exits</th></tr><tr><td>1 - 8</td><td>2</td></tr><tr><td>9 - 16</td><td>3</td></tr><tr><td>17 - 30</td><td>4</td></tr><tr><td>31 - 45</td><td>5</td></tr><tr><td>46 - 60</td><td>6</td></tr><tr><td>61 - 75</td><td>7</td></tr><tr><td>76 - 90</td><td>8</td></tr><tr><td>91 - 110</td><td>9</td></tr><tr><td>111 - 130</td><td>10</td></tr><tr><td>>130</td><td>11</td></tr></table>	Number of passengers and crew to be accommodated in each compartment or deck	Minimum total number of exits	1 - 8	2	9 - 16	3	17 - 30	4	31 - 45	5	46 - 60	6	61 - 75	7	76 - 90	8	91 - 110	9	111 - 130	10	>130	11	<table><tr><th>Number of passengers and crew to be accommodated in each compartment</th><th>Minimum total number of exits</th></tr><tr><td>1 - 8</td><td>2</td></tr><tr><td>9 - 16</td><td>3</td></tr><tr><td>17 - 30</td><td>4</td></tr><tr><td>31 - 45</td><td>5</td></tr><tr><td>46 - 60</td><td>6</td></tr><tr><td>61 - 75</td><td>7</td></tr><tr><td>76 - 90</td><td>8</td></tr><tr><td>91 - 110</td><td>9</td></tr><tr><td>111 - 130</td><td>10</td></tr><tr><td>>130</td><td>11</td></tr></table>	Number of passengers and crew to be accommodated in each compartment	Minimum total number of exits	1 - 8	2	9 - 16	3	17 - 30	4	31 - 45	5	46 - 60	6	61 - 75	7	76 - 90	8	91 - 110	9	111 - 130	10	>130	11	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：	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：				
Number of passengers and crew to be accommodated in each compartment or deck	Minimum total number of exits																																																		
1 - 8	2																																																		
9 - 16	3																																																		
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																																																		
1 - 8	2																																																		
9 - 16	3																																																		
17 - 30	4																																																		
31 - 45	5																																																		
46 - 60	6																																																		
61 - 75	7																																																		
76 - 90	8																																																		
91 - 110	9																																																		
111 - 130	10																																																		
>130	11																																																		
		<table><tr><th>每個分隔艙內的乘客和駕駛及服務員等人員數量</th><th>出口的最少數量</th></tr><tr><td>17～30</td><td>4</td></tr><tr><td>31～45</td><td>5</td></tr><tr><td>46～60</td><td>6</td></tr></table>	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	<table><tr><th>每個分隔艙內的乘客和駕駛及服務員等人員數量</th><th>出口的最少數量</th></tr><tr><td>17～30</td><td>4</td></tr><tr><td>31～45</td><td>5</td></tr><tr><td>46～60</td><td>6</td></tr></table>	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																																
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																																																		
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																																																		
The number of exits for each separate deck	The number of exits for each separate deck																																																		

增/修內容	原內容	修訂國內法規條文案		對應國內法規條文	
(in the case of a double-deck vehicle) and each separate compartment must be determined separately. Toilet compartments or galleys are not considered to be separate compartments for the purposes of defining the number of emergency exits. Escape hatches can only count as one of the abovementioned number of emergency exits.	(in the case of a double-deck vehicle) and each separate compartment must be determined separately. Toilet compartments or galleys are not considered to be separate compartments for the purposes of defining the number of emergency exits. Escape hatches can only count as one of the abovementioned number of emergency exits.	61~75	7	61~75	7
		76~90	8	76~90	8
		91~110	9	91~110	9
		111~130	10	111~130	10
		> 130	11	> 130	11
		4.42.4 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。 (修訂部分不影響國內基準)		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。	
7.6.1.7. If the driver's compartment does not provide access to a passenger compartment by means of a passageway that permits: (a) The front edge of the cylindrical gauge referred to in Annex 4, figure 6 to reach at least the transverse vertical plane tangential to the foremost point of the driver's seat back in its rearmost longitudinal position, and	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 雙節式大客車車身各部規格： ... 4.4.2.6 若駕駛區沒有 <u>提供符合下述規格之通道</u> 以進入乘客區， <u>則應符合 4.4.2.6.1~4.4.2.6.5 要求：</u> <u>(1) 圖二所示圓柱狀通道測量裝置之前緣至少達到相切於駕駛座椅背最前緣之橫向垂直平面處，此時駕駛座椅背位於其縱向最末位置；且</u>		4.4 雙節式大客車車身各部規格： ... 4.4.2.6 若駕駛區沒有 <u>符合 4.4.14.5.1.1 中所述條件之一的</u> 通道進入乘客區， <u>則應滿足：</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文																								
(b) From this plane, to move the panel shown in Annex 4, figure 7 (參基準020.條文 4.4.14.5.1.1.1，但僅只有治具部分) forwards from the contact position, with the cylindrical gauge until it reaches at least the vertical plane tangential to the foremost point of the driver's seat cushion, then the requirements of the following paragraphs 7.6.1.7.1. to 7.6.1.7.5. shall be met:	也可採用4.4.14.5.1中描述的測量裝置	<table data-bbox="1184 729 1673 772"><tr><th></th><th>B (公釐)</th><th>C (公釐)</th><th>D (公釐)</th><th>E (公釐)</th><th>F (公釐)</th></tr><tr><td>尺度</td><td>550</td><td>450</td><td>500</td><td>1,900</td><td>900</td></tr></table> <u>(2) 自此垂直平面上之接觸點，往前移動 4.4.14.5.1.1.1 圖示之垂直平板與圓柱狀通道測量裝置，直至與駕駛座座墊最前緣相切之垂直平面。</u> 4.4.2.6.1 駕駛區應有不在同一車側之兩個出口，且當出口之一為車窗時，<u>該安全窗窗框之內高乘以內寬應至少四〇〇〇〇〇平方公釐，其應至少容納尺度五〇〇乘七〇〇公釐之矩形，以及</u>應符合 4.4.9 中有關安全窗的規定。 4.4.2.6.2 若 4.4.2.6.1 中描述的兩個出口均為<u>門式</u>，則允許駕駛旁邊有一		B (公釐)	C (公釐)	D (公釐)	E (公釐)	F (公釐)	尺度	550	450	500	1,900	900	<table data-bbox="1722 729 2170 772"><tr><th></th><th>B (公釐)</th><th>C (公釐)</th><th>D (公釐)</th><th>E (公釐)</th><th>F (公釐)</th></tr><tr><td>尺度</td><td>550</td><td>450</td><td>500</td><td>1,900</td><td>900</td></tr></table> 4.4.2.6.1 駕駛區應有不在同一車側之兩個出口，且當出口之一為車窗時，應符合 <u>4.4.4</u> 和 4.4.9 中有關安全窗的規定。 4.4.2.6.2 若 4.4.2.6.1 中描述的兩個出口均為<u>車門</u>，則允許駕駛<u>人</u>旁邊有一至二個附加的乘客座椅。		B (公釐)	C (公釐)	D (公釐)	E (公釐)	F (公釐)	尺度	550	450	500	1,900	900
	B (公釐)	C (公釐)	D (公釐)	E (公釐)	F (公釐)																						
尺度	550	450	500	1,900	900																						
	B (公釐)	C (公釐)	D (公釐)	E (公釐)	F (公釐)																						
尺度	550	450	500	1,900	900																						

增/修內容	原內容	修訂國內法規條文案草案	對應國內法規條文
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 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 service door 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.	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 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. 7.6.1.7.3. In the circumstances described in paragraphs 7.6.1.7.1. and 7.6.1.7.2., the exits provided for the driver's compartment shall not count as one of the doors required by paragraphs 7.6.1.1. to 7.6.1.2., nor as one of the exits required by paragraph 7.6.1.4., except in the case mentioned in paragraphs 7.6.1.7.1. and 7.6.1.7.2.	至二個附加的乘客座椅。 若允許通過駕駛側門將試驗量具從乘客座椅移到車輛外部，則駕駛側門應被視為是上述座椅上乘客的安全門。 在驗證聯接駕駛側門的通道時，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 0 0 乘四 0 0 公釐之試驗量具。 車門應位於與駕駛側門所在車側相對之一側，且應被視為是駕駛之安全門。	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 0 0 乘四 0 0 公釐之試驗量具。 <u>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。</u> <u>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。</u>
7.6.1.7.3. Paragraphs 7.6.3. to 7.6.7., 7.7.1.,	Paragraphs 7.6.3. to 7.6.7., 7.7.1., 7.7.2. and 7.7.7. shall not apply to such exits.	<u>4.4.2.6.3 4.4.4 至 4.4.8、4.4.14.1、4.4.14.2 及 4.4.14.7 之規定，不適用於 4.4.2.6.1 及 4.4.2.6.2 規定之駕駛區</u>	<u>4.4.2.6.3 在 4.4.2.6.1 和 4.4.2.6.2 中所述的情況下，駕駛區的出口不應計為滿足 4.4.2.1 要求之車門；除 4.4.2.6.1</u>

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
7.7.2. and 7.7.7. shall not apply to the exits provided for the driver's compartment as referred to in paragraphs 7.6.1.7.1. and 7.6.1.7.2. 7.6.1.7.4. In the circumstances described in paragraphs 7.6.1.7.1. and 7.6.1.7.2., the exits provided in the driver's compartment, and for the occupants of any seats alongside the driver shall not count as one of the doors required by paragraphs 7.6.1.1. to 7.6.1.2., nor as one of the emergency exits required by paragraph 7.6.1.4. for any other passenger compartment. 7.6.1.7.5. Up to five additional seats may be fitted in a compartment incorporating the driver's compartment and any seats alongside the driver, provided that the additional seats and the space for these seats comply with all requirements of this Regulation and at least one of the emergency exits required by paragraph 7.6.1.4. is a door giving access to the passenger compartment complying with the requirements of paragraph 7.6.3.1.2. for emergency doors.	7.6.1.7.2. ... 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.	<u>出口。</u> <u>4.4.2.6.4</u> 在 4.4.2.6.1 和 4.4.2.6.2 所述的情況下，駕駛區內<u>且供駕駛旁邊任何乘客座位使用</u>的出口不應計為滿足 4.4.2.1 要求之車門；亦不得計為 4.4.2.3 所規定<u>任何其他乘客區之緊急</u>出口。 <u>4.4.2.6.5 若駕駛區與乘客區之間設置有門式出口，其至少為 4.4.2.3 規定所述緊急出口之一個且可通往符合 4.4.4.2 規定之安全門，則允許在內含駕駛區與任何鄰近駕駛之座椅之區域內，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所有要求。</u>	<u>和 4.4.2.6.2 所提及之情況外</u>，亦不得計為 4.4.2.3 所規定之出口。<u>4.4.4 至 4.4.8、4.4.14.1、4.4.14.2 和 4.4.14.7 之規定不適用於此類出口。</u> (本條文原為 7.6.1.7.2 第五段，條文移至新增 7.6.1.7.5) 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<u>與駕駛人鄰近的區域內</u>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<u>所有要求</u>。
7.6.1.8. If the driver's compartment is accessible from a passenger compartment by means of a passageway complying with the requirements of parts (a) and (b) of paragraph 7.6.1.7., and any seats adjacent to this driver's compartment, are accessible from that same passenger compartment by	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 若可經 <u>4.4.2.6(1)與 4.4.2.6(2)所述之通道</u>由乘客區進入駕駛區，<u>且可經</u> 4.4.14.5.1.1 所述條件之一之通道<u>自前述相同乘客區進入鄰近駕駛區</u>之任何座椅，則不要求駕駛區	4.4.2.7 若<u>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</u>，則不要求駕駛區須有外部出口。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
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. 7.6.1.9. If, under the circumstances described in paragraph 7.6.1.8., a driver's door is provided in vehicles of classes A or B it may count as an emergency door for passengers provided: 7.6.1.9.1. the driver's door satisfies the requirements relating to the dimensions of emergency door indicated in paragraph 7.6.3.1.2.; 7.6.1.9.2. the driver's door fulfils the requirements of paragraph 7.6.1.7.2.; 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. is able to be moved 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 test gauge described in paragraph 7.7.3.3. is able to 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. 7.6.1.11. Vehicles of Class II, III and B shall be fitted with escape hatches, additional to the emergency doors and windows. In the case of double-deck vehicles, these hatches shall be fitted in the upper deck roof only.	7.6.1.9. If a driver's door or other exit from the compartment is provided in the circumstances described in paragraph 7.6.1.8. it may only count as an exit for passengers provided: 7.6.1.9.1. It satisfies the requirements relating to the dimensions of emergency door indicated in paragraph 7.6.3.1.; 7.6.1.9.2. It fulfils the requirements indicated in paragraph 7.6.1.7.2.; 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. 7.6.1.11. Escape hatches, additional to the emergency doors and windows, shall be fitted in vehicles of Class II, III and B (in the upper deck roof in the case of double-deck vehicles). Except as provided	須有外部出口。 4.4.2.8 若在 4.4.2.7 描述的情況下，乘客數未逾二二人之大客車，其駕駛側門可以計為主要乘客區的一個安全門，但須滿足： 4.4.2.8.1 駕駛側門滿足 4.4.4.2 對安全門的尺寸要求； 4.4.2.8.2 駕駛側門滿足 4.4.2.6.2 中的要求； 4.4.2.8.3 為駕駛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 所描述的試驗量具能夠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，4.4.14.3.3 所描述之試驗量具沿該節中確立之方向能夠移動至安全門處，同時座椅和方向盤位於其中間位置，則視為滿足本項要求。 4.4.2.10 除安全門和安全窗之外，亦應安裝車頂逃生口。除 4.4.2.11 規定外，其最少數量(除依 4.4 規定應以 4.4.2.10.1 替代符合者外)如下所示：	4.4.2.8 若在 4.4.2.7 描述的情況下，駕駛區沒有駕駛人車門或其他出口，則可以計為主要乘客區的一個出口，但須滿足： 4.4.2.8.1 滿足 4.4.4.1 對安全門的尺寸要求； 4.4.2.8.2 滿足 4.4.2.6.2 中的要求； 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。 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：

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文																														
The minimum number of hatches shall be: <table><tr><th>Number of passengers (in the upper deck in the case of double-deck vehicles)</th><th>Minimum number of hatches</th></tr><tr><td>Not exceeding 30</td><td>1</td></tr><tr><td>Exceeding 30</td><td>2</td></tr></table> Except as provided in paragraph 7.6.1.12., hatches may also be fitted in the case of Class I and A vehicles. There shall not be any escape hatches fitted in the roof of a trolleybus. 7.6.1.12. Hatches shall not be fitted in positions where technical components are installed which present possible danger to passengers using the escape hatches (e.g. high voltage systems, systems containing dangerous liquids and/or gas, etc.)."	Number of passengers (in the upper deck in the case of double-deck vehicles)	Minimum number of hatches	Not exceeding 30	1	Exceeding 30	2	in paragraph 7.6.1.12., they may also be fitted in the case of Class I and A vehicles. There shall not be any escape hatches fitted in the roof of a trolleybus. The minimum number of hatches shall be: <table><tr><th>Number of passengers (in the upper deck in the case of double-deck vehicles)</th><th>Number of hatches</th></tr><tr><td>not exceeding 30</td><td>1</td></tr><tr><td>exceeding 30</td><td>2</td></tr></table> 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.).	Number of passengers (in the upper deck in the case of double-deck vehicles)	Number of hatches	not exceeding 30	1	exceeding 30	2	<table><tr><th>乘客數量</th><th>車頂逃生口數量</th></tr><tr><td>不超過 50</td><td>1</td></tr><tr><td>超過 50</td><td>2</td></tr></table> <u>4.4.2.10.1 依 4.4 規定應符合本項規定者，除安全門和安全窗之外，亦應安裝車頂逃生口。除 4.4.2.11 規定外，其最少數量如下所示：</u> <table><tr><th>乘客數量</th><th>車頂逃生口數量</th></tr><tr><td><u>不超過 30</u></td><td><u>1</u></td></tr><tr><td><u>超過 30</u></td><td><u>2</u></td></tr></table> 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) (本條文修訂，不影響國內基準) <u>4.1.2.2 除依 4.1 規定應以 4.1.2.2.1 替代符合者外，</u>緊急出口係指安全門、安全窗和車頂逃生口。應於車身後方或左後側至少裝設一個安全門，應於車身後方或車頂至少裝設一個緊急出口（申請核定座立位總數逾五十二人之大客車應至少裝設二個）。 <u>4.1.2.2.1 依 4.1 規定應符合本項規定者，</u>緊急出口係指安全門、安全窗和車頂逃生口。應於車身後方或左	乘客數量	車頂逃生口數量	不超過 50	1	超過 50	2	乘客數量	車頂逃生口數量	<u>不超過 30</u>	<u>1</u>	<u>超過 30</u>	<u>2</u>	<table><tr><th>乘客數量</th><th>車頂逃生口數量</th></tr><tr><td>不超過 50</td><td>1</td></tr><tr><td>超過 50</td><td>2</td></tr></table> 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) 4.1.2.2 緊急出口係指安全門、安全窗和車頂逃生口。應於車身後方或左後側至少裝設一個安全門，應於車身後方或車頂至少裝設一個緊急出口（申請核定座立位總數逾五十二人之大客車應至少裝設二個）。	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)	Minimum number of hatches																																
Not exceeding 30	1																																
Exceeding 30	2																																
Number of passengers (in the upper deck in the case of double-deck vehicles)	Number of hatches																																
not exceeding 30	1																																
exceeding 30	2																																
乘客數量	車頂逃生口數量																																
不超過 50	1																																
超過 50	2																																
乘客數量	車頂逃生口數量																																
<u>不超過 30</u>	<u>1</u>																																
<u>超過 30</u>	<u>2</u>																																
乘客數量	車頂逃生口數量																																
不超過 50	1																																
超過 50	2																																

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		後側至少裝設一個安全門，應於車身後方或車頂至少裝設一個緊急出口（申請核定座立位總數逾三十二人之大客車應至少裝設二個）。	
7.6.1.14. All persons accommodated in the lower deck of a double-deck vehicle shall, in an emergency situation, have access to the exterior of the vehicle without having to enter the upper deck.	7.6.1.14. All persons accommodated in the lower deck of a double-deck vehicle must in an emergency situation, have access to the exterior of the vehicle without having to enter the upper deck.	(修訂不影響國內基準)	無
7.6.1.15. The upper deck gangway of a double-deck vehicle shall be connected by one or more intercommunication staircases to the access passageway of a service door or to the lower deck gangway within 3 m of a service door: 7.6.1.15.1. At least one and one-half staircases shall be provided in the case of vehicles of Class I if more than 50 passengers are carried on the upper deck; 7.6.1.15.2. At least one and one-half staircases shall be provided in the case of vehicles of Class II and Class III if more than 30 passengers are carried on the upper deck.	7.6.1.15. The upper deck gangway of a double-deck vehicle shall be connected by one or more intercommunication staircases to the access passageway of a service door or to the lower deck gangway within 3 m of a service door: 7.6.1.15.1. Two, or at least one and one-half staircase, shall be provided in Class I and Class II vehicles if more than 50 passengers are carried on the upper deck; 7.6.1.15.2. Two, or at least one and one-half staircases are to be provided in Class III vehicles if more than 30 passengers are carried on the upper deck.	(修訂不影響國內基準)	4.5.7 雙層開放式大客車之上下層通道 4.5.7.1 其上層走道應連接至一個或一個以上之上下層通道，且該階梯應連接至車門通道處或距車門三公尺內之下層走道處。 4.5.7.1.1 上層之乘客座位數逾五十人者，其通道應至少為兩個（其中一個可為連接至安全門出口之設計）。
7.6.1.17. In the case of vehicles of classes A or B, if there is a door opposite the driver's door it may count as one of the required exits for passengers provided: 7.6.1.17.1. There is not more than one passenger's seat beside the driver's compartment, and 7.6.1.17.2. It complies with the provisions of paragraph 7.6.1.9.		4.4.2.8.4 乘客數未逾二二人之大客車，其駕駛側門對面之門，可以計為乘客區的一個出口： 4.4.2.8.4.1 駕駛區旁應不超過一個乘客座椅，且 4.4.2.8.4.1 滿足 4.4.2.8 中的要求。	無
7.6.2. Positioning of exits 7.6.2.1. Vehicles of Classes I, II and III shall meet the requirements shown below.	7.6.2. Siting of exits Vehicles having a capacity exceeding 22 passenger seats shall meet the requirements	4.4.3 出口的位置： <u>出口的位置</u> 應滿足以下要求。	4.4.3 出口的位置： <u>乘客座位數量超過二二人之車輛</u> 應滿足以下要求。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	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.		
7.6.2.1.1. The service door(s) shall be situated on the side of the vehicle that is nearer to the side of the road corresponding to the direction of traffic for which the vehicle is designed and as declared by the manufacturer in the communication form of Annex 1, Part I, Appendix 1, paragraph 2.8. of this Regulation. At least one of them shall be in the forward half of the vehicle. This shall not preclude: 7.6.2.1.1.1. The provision of a specially designed door in the rear or side faces of a vehicle for use in place of a service door by wheelchair passengers, or 7.6.2.1.1.2. The provision of an additional door in the rear face of a vehicle principally for loading/unloading of goods or luggage, but which may be used by passengers where circumstances so require, or 7.6.2.1.1.3. The provision of one or more additional service door(s) on the opposite side of the vehicle in the case of vehicles designed for use in circumstances which require boarding / alighting of passengers on both sides of the vehicle. Vehicles so equipped shall be provided with control(s) that allow the driver to inhibit normal operation of the doors that are not currently in use.	7.6.2.1. The service door(s) shall be situated on the side of the vehicle that is nearer to the side of the road corresponding to the direction of traffic in the country in which the vehicle is to be licensed for operation and at least one of them shall be in the forward half of the vehicle. This does not preclude: 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 7.6.2.1.3. The provision of one or more additional service doors on the opposite side of the vehicles in the case of vehicles designed for use in circumstances which require loading/unloading on both sides. Examples of such circumstances include vehicles for airside use at airports, vehicles for use on multimodal transport systems using island platforms, or vehicles which cross borders to countries which do not drive on the same side of the road as the country in which the vehicle is to be licensed for operation. Vehicles so	4.4.3.1 車門應位於車輛右側，並且車輛的前半部分應至少安裝一扇車門。但亦可： (修訂認證文件部分，不影響國內基準) 4.4.3.1.1 在車輛後方或側邊設置一個特別設計的車門，以替代供輪椅使用者使用之車門；或 (國內基準原有修訂) 4.4.3.1.2 在車輛後方安裝一個額外門以裝卸貨物或行李，但此門可在必要時供乘客使用。 4.4.3.1.3 若車輛另一側安裝一個或一個以上額外車門以供乘客在車輛兩側上下車使用情況規定。車輛應設置控制裝置，以供駕駛禁止(Inhibit)未使用中的一般車門運作。	4.4.3.1 車門應位於車輛右側，並且車輛的前半部分應至少安裝一扇車門。但亦可： 4.4.3.1.1 在車輛後方或側邊設置一個特別設計的車門，以替代供輪椅使用者使用之車門；或 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。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	equipped shall be provided with control(s) which allow the driver to inhibit normal operation of the doors which are not currently in use, or		
7.6.2.1.4.(deleted)	7.6.2.1.4. The provision of a service door in the rear face of a Class A or B vehicle.	(7.6.2.1.4 刪除內容不影響國內檢測基準)	無
7.6.2.2. Vehicles of Classes A and B shall meet the following requirements: 7.6.2.2.1. The service door(s) shall be situated on the side of the vehicle that is nearer to the side of the road corresponding to the direction of the traffic for which the vehicle is designed and as declared by the manufacturer in the communication form of Annex 1, Part I, Appendix 1, paragraph 2.8. of this Regulation. 7.6.2.2.2. The exits shall be placed in such a way that there is at least one exit on each side of the vehicle. 7.6.2.2.3. The forward half and the rearward half of the passenger compartment shall each contain at least one exit."		4.1.2.5 乘客數未逾二十二人之大型客車另應符合下列規定： 4.1.2.5.1 車門應位於車輛右側，並且車輛的前半部分應至少安裝一扇車門。 4.1.2.5.2 至少應有一個出口位於車輛每一側。 4.1.2.5.3 乘客室前半部及後半部應至少各包含一個出口。	
7.6.2.3. If the passenger's compartment has an area S_0 equal or greater than 10 m², 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: 7.6.2.3.1. In the case of a single deck vehicle, 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	7.6.2.2. If the passenger's compartment has an area S_0 equal or greater than 10 m², 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: 7.6.2.2.1. In the case of a single deck vehicle, 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	(項次調整，修訂內容不影響國內檢測基準)	

增/修內容	原內容	修訂國內法規條文案	對應國內法規條文
the combined passenger compartment (all sections). 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. 7.6.2.3.2. 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. 7.6.2.4. The exits (on each deck in the case of a double-deck vehicle) shall be placed in such a way that their number on each of the two sides of the vehicle is substantially the same. (This shall not imply the need to provide additional exits over and above the number specified in paragraph 7.6.1.). Any exits in excess of the required minimum number need not be substantially on each of the two sides.	the combined passenger compartment (all sections). 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. 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. 7.6.2.3. The exits (on each deck in the case of a double-deck vehicle) shall be placed in such a way that their number on each of the two sides of the vehicle is substantially the same. (This shall not imply the need to provide additional exits over and above the number specified in paragraph 7.6.1.). Any exits in excess of the required minimum number need not be substantially on each of the two sides.		
7.6.2.5. At least one exit shall be situated either in the rear face or in the front face of the vehicle: 7.6.2.5.1. In the case of Class I and A vehicles, the requirements of paragraph 7.6.2.5. above are fulfilled if an escape hatch is fitted; or, if paragraph 7.6.1.12. applies, an additional exit to those specified	7.6.2.4. At least one exit shall be situated either in the rear face or in the front face of the vehicle respectively. For Class I and A vehicles and for vehicles with a rear part permanently closed off from the passenger compartment, this provision is fulfilled if an escape hatch is fitted, or, if paragraph 7.6.1.12. applies, an additional exit to those	4.4.3.4 至少應有一個出口位於車身之前方或後方，亦可藉由設置車頂逃生口之方式滿足此要求，或若為符合 4.4.2.11 之規定，則可依 4.4.2 之規定在車輛兩側裝設一額外出口。	4.4.3.4 至少應有一個出口位於車身之前方或後方，亦可藉由設置車頂逃生口之方式滿足此要求，或若為符合 4.4.2.11 之規定，則可依 4.4.2 之規定在車輛兩側裝設一額外出口。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
in paragraph 7.6.1., is fitted on each side of the vehicle. 7.6.2.5.2. In the case of double-deck vehicles, the requirements of paragraph 7.6.2.5. above shall apply only to the upper deck. (本項僅為項次調整,修訂內容無涉及開放式大客車) 7.6.2.6. The exits on the same side of the vehicle shall be suitably separated along the length of the passenger compartment. 7.6.2.7. A door shall, provided that it is not a service door, be permitted in the rear face of the vehicle. 7.6.2.8. Required escape hatches shall be positioned as follows: (a) If there is only one hatch, it shall be situated in the middle third of the passenger compartment; or (b) If there are two hatches, they shall be separated by a distance of at least 2 m measured between the nearest edges of the apertures in a line parallel to the longitudinal axis of the vehicle.	specified in paragraph 7.6.1., is fitted on each side of the vehicle. For double-deck vehicles, this requirement shall apply only to the upper deck. 7.6.2.5. The exits on the same side of the vehicle shall be suitably spaced out along the length of the vehicle. 7.6.2.6. A door shall, provided that it is not a service door, be permitted in the rear face of the vehicle. 7.6.2.7. If escape hatches are fitted, they shall be positioned as follows: if there is only one hatch, it shall be situated in the middle third of the passenger compartment, if there are two hatches, they shall be separated by a distance of at least 2 m measured between the nearest edges of the apertures in a line parallel to the longitudinal axis of the vehicle.	4.4.3.5 同側出口間應沿乘客室縱軸方向適當的區隔。 4.4.3.6 允許於車輛後方安裝一個安全門。 4.4.3.7 車頂逃生口之安裝位置應滿足：若僅裝置一個車頂逃生口，應裝設於車頂中段；若裝置二個時，兩開口內緣應至少間隔二公尺。	4.4.3.5 同側出口間應沿車輛縱軸方向保留適當之空間。 4.4.3.6 允許於車輛後方安裝一個安全門。 4.4.3.7 車頂逃生口之安裝位置應滿足：若僅裝置一個車頂逃生口，應裝設於車頂中段；若裝置二個時，兩開口內緣應至少間隔二公尺。
7.6.3.1.1. Service doors shall have an aperture creating an access in accordance with the requirements shown in paragraph 7.7.1. of this Annex. 7.6.3.1.2. Emergency doors shall have an aperture with a minimum height of 1,450 mm and a minimum width of 600 mm. 7.6.3.1.3. Emergency windows shall have a minimum area of 400,000 mm². It shall be possible to inscribe in this area a rectangle measuring 500 mm x 700 mm. ... 7.6.3.1.5. Escape hatches shall have an	7.6.3.1.1. A service door shall have an aperture creating an access in accordance with the requirements shown in paragraph 7.7.1. of this annex. 7.6.3.1.2. An emergency door shall have a door aperture with a minimum height of 1,250 mm and a minimum width of 550 mm. 7.6.3.1.3. An emergency window shall have a minimum area of 400,000 mm². It shall be possible to inscribe in this area a rectangle measuring 500 mm x 700 mm. ... 7.6.3.1.5. An escape hatch shall have a hatch aperture with a minimum area of 400,000	4.4.4 出口最小尺寸 4.4.4.1 車門尺寸應能構成一符合4.4.14.1所要求之通道。 4.4.4.2 除依4.4規定應以4.4.4.2.1替代符合者外，安全門尺寸應至少為高一二五〇公釐，寬五五〇公釐。 4.4.4.2.1 依4.4規定應符合本項規定者，安全門尺寸應至少為高一四五〇公釐，寬六〇〇公釐。 4.4.4.3 安全窗窗框之內高乘以內寬應至少四〇〇〇〇〇平方公釐，其應至少容納尺度五〇〇乘七〇〇公	4.4.4 出口最小尺寸 4.4.4.1 車門尺寸應能構成一符合4.4.14.1所要求之通道。 4.4.4.2 安全門尺寸應至少為高一二五〇公釐，寬五五〇公釐。 4.4.4.3 安全窗窗框之內高乘以內寬應至少四〇〇〇〇〇平方公釐，其應至少容納尺度五〇〇乘七〇〇公釐之矩形。裝於車輛後方且無法符合上述尺度之安全窗應至少容納高三五〇公釐，寬一五五〇公釐且邊角曲率半徑不逾二五〇公釐之矩

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
aperture with a minimum area of 450,000 mm ² . It shall be possible to inscribe in this area a rectangle measuring 600 mm x 700 mm.	mm ² . It shall be possible to inscribe in this area a rectangle measuring 500 mm x 700 mm.	釐之矩形。裝於車輛後方且無法符合上述尺度之安全窗應至少容納高三五〇公釐，寬一五五〇公釐且邊角曲率半徑不逾二五〇公釐之矩形。 4.4.4.4 <u>除依4.4規定應以4.4.4.1替代符合者外，車頂逃生口之有效面積應至少四〇〇〇〇〇平方公釐，其應至少容納尺度五〇〇乘七〇〇公釐之矩形。</u> <u>4.4.4.4.1 依4.4規定應符合本項規定者，車頂逃生口之有效面積應至少四五〇〇〇〇平方公釐，其應至少容納尺度六〇〇乘七〇〇公釐之矩形。</u>	形。 4.4.4.4 車頂逃生口之有效面積應至少四〇〇〇〇〇平方公釐，其應至少容納尺度五〇〇乘七〇〇公釐之矩形。
		(同步修訂於4.1規定內) <u>4.1.28 出口最小尺寸</u> <u>4.1.28.1 車門尺寸應能構成一符合4.1.5所要求之通道。</u> (4.1.4已針對甲乙丙丁類大客車規定其車門之最小尺寸，故建議刪除上述條文。) <u>4.1.28.2 安全門尺寸應至少為高一四五〇公釐，寬六〇〇公釐。</u> (4.1.6已針對甲乙丙丁類大客車規定其安全門之最小尺寸，故建議刪除上述條文。) <u>4.1.28.3 安全窗窗框之內高乘以內寬應至少四〇〇〇〇〇平方公釐，其應至少容納尺度五〇〇乘七〇〇公</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		<u>釐之矩形。裝於車輛後方且無法符合上述尺度之安全窗應至少容納高二五〇公釐，寬一五五〇公釐且邊角曲率半徑不逾二五〇公釐之矩形。</u> (與4.1.8.2之條文內容相同，故建議刪除上述條文。) <u>4.1.28.4 車頂逃生口之有效面積應至少四五〇〇〇〇平方公釐，其應至少容納尺度六〇〇乘七〇〇公釐之矩形。</u> (已配合修訂4.1.11.1之規定，故建議刪除上述條文。)	
7.6.4. Technical requirements for all service doors ... 7.6.4.11. If an overnight locking system is provided, the following shall apply: 7.6.4.11.1. The locking system shall have been automatically deactivated when the ignition is in the "ON" position, or 7.6.4.11.2. A warning shall be provided to the driver indicating that the overnight locking system remains in operation at one or more door(s) when the ignition is in the "ON" position. One signal may be used for more than one door."		4.4.5 車門之技術要求 ... <u>4.4.5.10 夜停鎖定系統</u> <u>4.4.5.10.1若有安裝夜停鎖定系統，應符合下列要求：</u> <u>4.4.5.10.1.1當點火開關處於" ON "的位置，夜停鎖定系統應具有自動解除；或</u> <u>4.4.5.10.1.2當點火開關處於" ON "的位置，應提供一個訊號警示警告駕駛，夜停鎖定系統持續作動一個或一個以上之車門。一個訊號警示可適用於一個以上之車門。</u> (同步修訂於4.1規定內) 4.1.4 車門 ... <u>4.1.4.4 夜停鎖定系統係指車門和安</u>	4.4.5 車門之技術要求 ...
			4.1.4 車門 ...

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		<u>全門之防開啟安全設計。若為提供乘客於車內操作者，則不應視為夜停鎖定系統。</u> <u>4.1.4.4.1 若有安裝夜停鎖定系統，應符合下列要求：</u> <u>4.1.4.4.1.1 當點火開關處於" ON "的位置，夜停鎖定系統應具有自動解除；或</u> <u>4.1.4.4.1.2 當點火開關處於" ON "的位置，應提供一個訊號警示警告駕駛，夜停鎖定系統持續作動一個或一個以上之車門。一個訊號警示可適用於一個以上之車門。</u>	
7.6.7.2. Emergency doors, during their use as such, shall not be of the power-operated type unless, once either a service door control prescribed in paragraph 7.6.5.1., or a control for a dedicated emergency door complying with the provisions of paragraph 7.6.5.1. has been actuated and returned to its normal position, the doors do not close again until the driver subsequently operates a closing control. Activation of one of the controls prescribed in paragraph 7.6.5.1. shall cause the door to open to a width that the gauge as defined in paragraph 7.7.2.1. can pass through within a maximum of 8 seconds after the operation of the control, or enable the door to be easily opened by hand to a width that the gauge can pass through within a maximum of 8 seconds after the operation of the control. In addition emergency doors shall not be of the sliding type except in the case of vehicles having a capacity not	7.6.7.2. Emergency doors, during their use as such, shall not be of the power-operated type unless, once one of the controls prescribed in paragraph 7.6.5.1. has been actuated and returned to its normal position, the doors do not close again until the driver subsequently operates a closing control. Activation of one of the controls prescribed in paragraph 7.6.5.1. shall cause the door to open to a width that the gauge as defined in paragraph 7.7.2.1. can pass through within a maximum of 8 seconds after the operation of the control, or enable the door to be easily opened by hand to a width that the gauge can pass through within a maximum of 8 seconds after the operation of the control. In addition emergency doors shall not be of the sliding type except in the case of vehicles having a capacity not exceeding 22 passengers. For these vehicles a sliding door, which has been shown to be capable of	4.4.8 安全門之技術要求 ... 4.4.8.2 當安全門在使用時不應處於動力控制模式，除非啟動任何車門或4.4.6.1所述之專用緊急控制器後車門打開並保持在正常開啟位置上，直到駕駛再次操作關門控制。開啟4.4.6.1所述之一個控制裝置應能使車門開啟至可使4.4.14.2.1定義之量具，在車門控制裝置操作完成最長八秒後順利通過之寬度，或使車門可以很容易的手動開啟至可使上述量具，在車門操作完成最長八秒後順利通過之寬度。	4.4.8 安全門之技術要求 ... 4.4.8.2 當安全門在使用時不應處於動力控制模式，除非啟動4.4.6.1所述之緊急控制器後車門打開並保持在正常開啟位置上，直到駕駛人再次操作關門控制。開啟4.4.6.1所述之一個控制裝置應能使車門開啟至可使4.4.14.2.1定義之量具，在車門控制裝置操作完成最長八秒後順利通過之寬度，或使車門可以很容易的手動開啟至可使上述量具，在車門操作完成最長八秒後順利通過之寬度。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
exceeding 22 passengers. For these vehicles a sliding door, which has been shown to be capable of being opened without the use of tools after a frontal barrier collision test in accordance with Regulation No. 33, can be accepted as an emergency door.	being opened without the use of tools after a frontal barrier collision test in accordance with Regulation No. 33, can be accepted as an emergency door.		
7.6.7. Technical requirements for emergency doors ... 7.6.7.7. If an overnight locking system is provided, the following shall apply: 7.6.7.7.1. The locking system shall have been automatically deactivated when the ignition is in the "ON" position, or 7.6.7.7.2. A warning shall be provided to the driver indicating that the overnight locking system remains in operation at one or more door(s) when the ignition is in the "ON" position. One signal may be used for more than one door."		<u>4.4.8.7 夜停鎖定系統</u> <u>4.4.8.7.1若有安裝夜停鎖定系統，應符合下列要求：</u> <u>4.4.8.7.1.1當點火開關處於" ON "的位置，夜停鎖定系統應具有自動解除；或</u> <u>4.4.8.7.1.2當點火開關處於" ON "的位置，應提供一個訊號警示警告駕駛，夜停鎖定系統持續作動一個或一個以上之車門。一個訊號警示可適用於一個以上之車門。</u>	
		(同步修訂於4.1規定內) 4.1.6 安全門 ... <u>4.1.6.6 夜停鎖定系統係指車門和安全門之防開啟安全設計。若為提供乘客於車內操作者，則不應視為夜停鎖定系統。</u> <u>4.1.6.6.1 若有安裝夜停鎖定系統，應符合下列要求：</u> <u>4.1.6.6.1.1 當點火開關處於" ON "的位置，夜停鎖定系統應具有自動解除；或</u> <u>4.1.6.6.1.2 當點火開關處於" ON "的位置，應提供一個訊號警示警告駕駛</u>	

增/修內容	原內容	修訂國內法規條文案草案	對應國內法規條文
		<u>駛，夜停鎖定系統持續作動一個或一個以上之車門。一個訊號警示可適用於一個以上之車門。</u>	
Annex 3, paragraphs 7.6.11. to 7.6.11.4., should be replaced by new paragraphs 7.6.11. to 7.6.11.8. to read: 7.6.11. Safety signs 7.6.11.1. All safety signs shall comply with requirements contained in paragraph 6.5. of ISO standard 3864-1:2011. (ISO 3864-1:2011Graphical symbols -- Safety colours and safety signs) 7.6.11.2. Each safety sign required by this Regulation shall be used to communicate only one safety message. The information provided shall be in the form of pictograms, however, words, letters and numbers may supplement the pictogram in combination on the same sign. It shall be located and orientated so as to be easily understood. 7.6.11.2.1. Safety signs shall follow the principles shown in the example layouts below, i.e. a header section depicting the safety message, a second section containing instructional information and a third, optional, footer section for non-critical text.	7.6.11. Markings 7.6.11.1. Each emergency exit and any other exit that meets the prescriptions for an emergency exit shall be marked, inside and outside the vehicle, by an inscription reading "Emergency Exit" and supplemented, where appropriate, by one of the relevant pictograms described in ISO standard 7010:2003. 7.6.11.2. The emergency controls of service doors and of all emergency exits shall be marked as such inside and outside the vehicle either by a representative symbol or by a clearlyworded inscription. 7.6.11.3. Clear instructions concerning the method of operation shall be placed on or close to every emergency control of an exit. 7.6.11.4. The language in which any textual markings intended to comply with paragraphs 7.6.11.1. to 7.6.11.3. are to be inscribed shall be determined by the approving authority bearing in mind the country / countries in which the applicant intends to market the vehicle in liaison if necessary with the competent authorities of the country / countries concerned. If the authority of the country / countries where the vehicle is to be registered has the language changed, this change shall imply no new Type-Approval process.	4.4.12 出口標識 4.4.12.1 <u>於各</u>緊急出口處以及符合有關緊急出口規定之其他出口處，應在車內外標示「緊急出口」文字，或若合適者亦可使用 <u>ISO7010:2011 表 3 規定相關圖像之一，圖像應從車輛內側及外側清晰可見。</u> <u>4.4.12.1.1 其中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。</u> <u>4.4.12.1.2 車內標識應使用至少符合 ISO 17398:2004 中表 2-分類 C 亮度衰減特性(此依該標準之 7.11 所量測得)之冷光材料。</u> <u>4.4.12.2 安全裝置操作標識：</u> <u>4.4.12.2.5 規定所述車門和所有緊急出口之緊急控制裝置/車窗擊破裝置處，應依下列規定提供標識。</u> <u>4.4.12.2.1 所有安全裝置操作標識應符合ISO 3864-1:2011條文6.5要求。</u> <u>4.4.12.2.2 每一個安全裝置操作標識應僅提供一個安全訊息。提供資訊方式應為圖像（Pictogram）形式，可搭配文字、字母及數字補充結合圖像於一個相同之安全裝置操作標</u>	4.4.12 出口標識 4.4.12.1 <u>每一</u>緊急出口處以及符合有關緊急出口規定之其他出口處，應在車內外標示「緊急出口」文字，或若合適者亦可使用 <u>符合 ISO 7010:2003 描述之符號。</u> <u>4.4.12.2 車門和所有緊急出口之緊急控制裝置應在車內外用符號或清晰文字標示。</u> <u>4.4.12.3 在出口的每個緊急控制裝置處或附近，應有關於操作方式之清晰說明。</u> <u>4.4.12.4 符合 4.4.12.1 至 4.4.12.3 中要求之文字標誌應為中文及英文。其中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。</u>

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
 7.6.11.2.2. Pictograms indicating required actions by the user shall show a person, or the relevant part of a person, operating the equipment or device. 7.6.11.2.3. Pictograms indicating a required movement shall, where appropriate, show an arrow pointing in the direction of motion.		<u>識。其設置位置及方向應能輕易被辨識。</u> <u>4.4.12.2.2.1 安全裝置操作標識應遵循以下範例所示原則，首先標題部分描述安全訊息；第二部分為使用資訊；第三部分為申請者選用內容，例如非重要關鍵之註腳。</u> 	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
Where a rotational movement is required, a arrow shall be used. 7.6.11.2.4. Where devices are to be operated, panels removed or doors opened, the pictogram shall indicate the action in progress. 7.6.11.2.5. The lower case letter(s) of supplementary words, single letters and numbers shall have a minimum height of 8 mm. Words shall not be in upper case letters only. 7.6.11.3. All safety signs that are visible from the inside of the vehicle shall be of photo-luminescent material having luminance decay characteristics conforming, as a minimum, to sub-classification C in Table 2 of ISO Standard 17398:2004, when measured in accordance with paragraph 7.11. of that standard. (ISO 17398:2004 Safety colours and safety signs -- Classification, performance and durability of safety signs) 7.6.11.4. Safety signs shall not be located in positions where they may be obscured during operation of the vehicle. However, a curtain or blind may be positioned over an emergency window provided an additional safety sign indicates that the emergency window is located behind the curtain or blind. 7.6.11.5. Each emergency exit, and any other exit that meets the prescriptions for an emergency exit, shall be marked by one of the relevant pictograms described in Table 3 of ISO Standard 7010:2011; pictograms shall be legible from both the inside and the outside of the vehicle.		 4.4.12.2.2.2 若圖像內容為需要顯示使用者進行之動作，則應顯示出一人員或人員之一相關部分操作該裝置或設備。 4.4.12.2.2.3 若圖像內容為需要顯示出移動，則應適當地以箭頭指出移動之方向；若該移動屬於轉動，則應使用箭頭表示。 4.4.12.2.2.4 若為操作裝置、移動面板或開啟車門，則圖像應顯示進行中動作。 4.4.12.2.2.5 一段輔助文字內之小寫英文字母、單一個英文字母及數字，其最小高度為0.8公分；每個中文字，至少一.六公分見方。文字內之英文單字，其字母不應全為大寫。 4.4.12.2.3 車內標識應使用至少符合ISO 17398:2004中表2-分類C亮度衰減特性(此依該標準之7.11所量測得)之冷光材料。 4.4.12.2.4 安全裝置操作標識不應設	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
(ISO 7010:2011 Graphical symbols -- Safety colours and safety signs -- Registered safety signs) 7.6.11.6. Safety signs shall be positioned adjacent to, or surround, or be on, all internal and external emergency controls and device(s) for breaking emergency window(s). 7.6.11.7. No part of a safety sign shall obscure any misuse protection that may be present, e.g. a cover. 7.6.11.8. The language in which any textual safety sign intended to comply with paragraphs 7.6.11.1. to 7.6.11.7. are to be inscribed shall be determined by the approving authority bearing in mind the country / countries in which the applicant intends to market the vehicle in liaison if necessary with the competent authorities of the country / countries concerned. If the authority of the country / countries where the vehicle is to be registered has the language changed, this change shall imply no new type approval process.		<u>置於車輛操作中可能造成遮蔽 (Obscured) 之位置。然而，若額外加裝一安全裝置操作標識指示安全窗係設置於窗簾或布幕後方者，則安全窗可設置於窗簾或布幕後方。</u> <u>4.4.12.2.5 安全裝置操作標識應位於車輛內部及外部之緊急控制裝置鄰近、周圍或其本身，以及車窗擊破裝置鄰近、周圍或其本身。</u> <u>4.4.12.2.6 不得遮蔽任何防誤作動裝置，如其外蓋 (Cover) 。</u> ... 4.4.9.2 安全窗應： 4.4.9.2.1 易於從車內和車外迅速打開；或 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<u>駕駛</u>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，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。<u>操作方法標識應符合4.4.12.2 規定。標識所使用之材料應符合4.4.12.1.2 規定。</u> (增訂7.6.11.8有關語言文字修訂內容)	... 4.4.9.2 安全窗應： 4.4.9.2.1 易於從車內和車外迅速打開；或 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<u>駕駛人</u>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<u>和操作方法</u>，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。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		不影響國內檢測基準)	
		(同步修訂於4.1規定內)	
		4.1.3 出口標識	4.1.3 出口標識
		4.1.3.1 甲類大客車應於出口或距出口三十公分之範圍內裝設綠色標識燈。乙類大客車應於車門、安全門及車頂逃生口或距該出口三十公分之範圍內裝設綠色標識燈，且自中華民國九十五年一月一日起，應於安全窗或距安全窗三十公分之範圍內裝設綠色標識燈。	4.1.3.1 甲類大客車應於出口或距出口三十公分之範圍內裝設綠色標識燈。乙類大客車應於車門、安全門及車頂逃生口或距該出口三十公分之範圍內裝設綠色標識燈，且自中華民國九十五年一月一日起，應於安全窗或距安全窗三十公分之範圍內裝設綠色標識燈。
		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各緊急出口處以及符合有關緊急出口規定之其他出口處或其鄰近位置，或若合適者亦可使用 ISO7010:2011 表 3 規定相關圖像之一，圖像應從車輛內側及外側清晰可見。	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 <u>緊急出口或其鄰近位置</u> 。 <u>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。</u>
		4.1.3.2.1 其中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。	4.1.3.3 <u>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。</u>
		4.1.3.2.2 車內標識應使用至少符合 ISO 17398:2004 中表 2-分類 C 亮度衰減特性(此依該標準之 7.11 所量測得)之冷光材料。	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		<u>4.1.3.3 安全裝置操作標識：4.1.3.3.5 規定所述車門和所有緊急出口之緊急控制裝置/車窗擊破裝置處，應依下列規定提供標識。</u> <u>4.1.3.3.1 所有安全裝置操作標識應符合ISO 3864-1:2011條文6.5要求。</u> <u>4.1.3.3.2 每一個安全裝置操作標識應僅提供一個安全訊息。提供資訊方式應為圖像（Pictogram）形式，可搭配文字、字母及數字補充結合圖像於一個相同之安全裝置操作標識。其設置位置及方向應能輕易被辨識。</u> <u>4.1.3.3.2.1 安全裝置操作標識應遵循以下範例所示原則，首先標題部分描述安全訊息；第二部分為使用資訊；第三部分為申請者選用內容，例如非重要關鍵之註腳。</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		 4.1.3.3.2.2 若圖像內容為需要顯示使用者進行之動作，則應顯示出一人員或人員之一相關部分操作該裝置或設備。 4.1.3.3.2.3 若圖像內容為需要顯示出移動，則應適當地以箭頭指出移動	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		<u>之方向；若該移動屬於轉動，則應使用箭頭表示。</u> <u>4.1.3.3.2.4 若為操作裝置、移動面板或開啟車門，則圖像應顯示進行中動作。</u> <u>4.1.3.3.2.5 一段輔助文字內之小寫英文字母、單一個英文字母及數字，其最小高度為0.8公分；每個中文字，至少一.六公分見方。文字內之英文單字，其字母不應全為大寫。</u> <u>4.1.3.3.3 車內標識應使用至少符合ISO 17398:2004中表2-分類C亮度衰減特性(此依該標準之7.11所量測得)之冷光材料。</u> <u>4.1.3.3.4 安全裝置操作標識不應設置於車輛操作中可能造成遮蔽(Obscured)之位置。然而，若額外加裝一安全裝置操作標識指示安全窗係設置於窗簾或布幕後方者，則安全窗可設置於窗簾或布幕後方。</u> <u>4.1.3.3.5 安全裝置操作標識應位於車輛內部及外部之緊急控制裝置鄰近、周圍或其本身，以及車窗擊破裝置鄰近、周圍或其本身。</u> <u>4.1.3.3.6 不得遮蔽任何防誤作動裝置，如其外蓋(Cover)。</u> ... 4.1.10 車窗擊破裝置 ...	... 4.1.10 車窗擊破裝置 ...

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		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，標識字體每字至少四公分見方。 <u>操作方法標識應符合4.1.3.3規定。標識所使用之材料應符合4.1.3.2.2規定。</u>	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 <u>和操作方法</u> ，標識字體每字至少四公分見方。
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 and shall not meet any obstacle.	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.	4.4.14.3 安全窗的通過性 4.4.14.3.1 每個安全窗應能滿足相應的測試量具從通道經安全窗移到車外。 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 <u>且不應有任何障礙。</u> ... (同步修訂於 4.1 規定內) <u>4.1.26 安全窗的通過性</u> <u>4.1.26.1 每個安全窗應能滿足相應的測試量具從通道經安全窗移到車外。</u> <u>4.1.26.2 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且不應有任何障礙。</u> <u>4.1.26.3 測試量具是尺寸為六〇〇公釐乘四〇〇公釐、圓角半徑二〇〇公釐的薄板，但若安全窗位於車輛後方，其尺寸可改為一四〇〇公釐乘三五〇公釐，圓角半徑一七五公</u>	4.4.14.3 安全窗的通過性 4.4.14.3.1 每個安全窗應能滿足相應的測試量具從通道經安全窗移到車外。 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。 ...

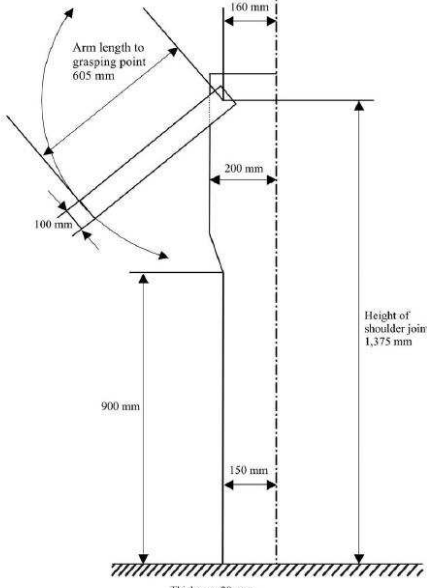
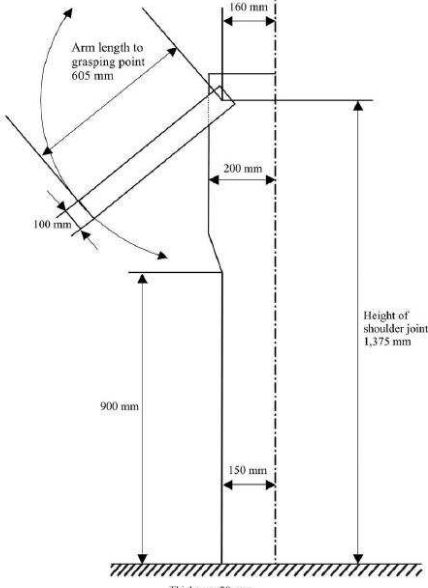
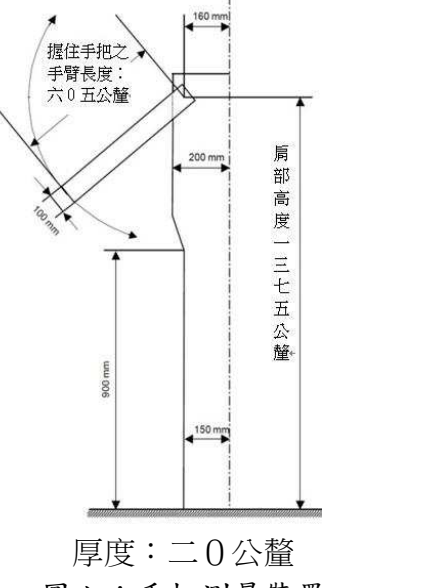
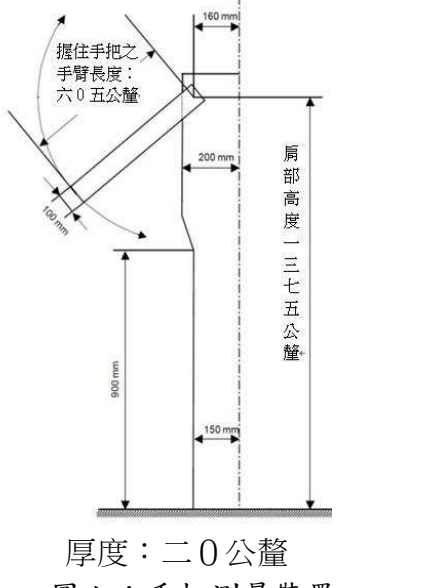
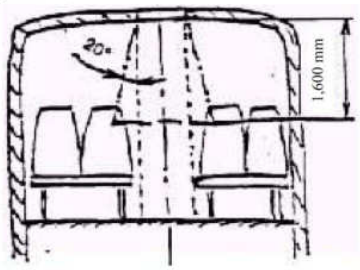
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		<u>釐。</u>	
7.8. Artificial interior lighting ... 7.8.3. Vehicles of Classes II, III and B shall be equipped with an emergency lighting system: 7.8.3.1. It shall be possible for the driver to activate the emergency lighting system from the driver's seating position. 7.8.3.2. The operation of the emergency control of any service or emergency door shall activate the emergency lighting system. 7.8.3.3. The emergency lighting system, once activated, shall remain active for at least 30 minutes unless de-activated by the driver. 7.8.3.4. The power supply for the emergency lighting shall be suitably located within the vehicle to minimise the risk of its continued operation being prejudiced as the result of an accident. 7.8.3.5. All units providing the emergency lighting shall produce a white light. 7.8.3.6. The uniformity of illuminance of the lighting shall be assessed in accordance with the following measures: $\text{Maximum uniformity of illuminance} = \frac{\text{Maximum lighting level recorded}}{\text{Average lighting level recorded}}$ $\text{Minimum uniformity of illuminance} = \frac{\text{Minimum lighting level recorded}}{\text{Average lighting level recorded}}$ 7.8.3.7. The emergency lighting system shall provide a minimum illuminance of 10 lux directly under each light unit in the passenger compartment at a height of 750 mm above the of all access passages and gangways.	7.8. Artificial interior lighting ... 7.8.3. Reserved (下述段非為原7.8.3內容) 7.7.13.3. The driver shall be protected from the sun and from the effects of glare and reflections caused by artificial interior lighting. Any lighting likely to affect adversely and significantly the driver's vision shall be capable of being operated only while the vehicle is at rest.	4.4.15 車內人工照明 ... <u>4.4.15.3 緊急照明系統：</u> <u>下列大客車應配備此系統：</u> <u>(1) 乘客數逾二人，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者</u> <u>(2) 乘客數逾二人，且未設有立位空間者</u> <u>(3) 乘客數未逾二人，且未設有立位空間者。</u> <u>4.4.15.3.1 駕駛應可由駕駛座啟動緊急照明系統。</u> <u>4.4.15.3.2 任何車門或安全門之緊急控制操作，應能啟動緊急照明系統。</u> <u>4.4.15.3.3 一旦啟動緊急照明系統，應至少維持三十分鐘，除非駕駛取消緊急照明系統之作動。</u> <u>4.4.15.3.4 提供緊急照明之電源供應器，應妥善安置於車輛內，以降低其持續運作中因意外所產生之風險。</u> <u>4.4.15.3.5 所有提供緊急照明之單元，其應發出白光。</u> <u>4.4.15.3.6 緊急照明之照度一致性，應依下列測量公式進行評估：</u>	4.4.15 車內人工照明 ...

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
7.8.3.8. The uniformity of the illuminance over the length of the passenger compartment at a height of 750 mm above all access passages and gangways shall be between 0.15 and 2. 7.8.3.9. The emergency lighting system shall provide a minimum illuminance of 1 lux at floor level in the centreline of all access passages and gangways and at the centre of any step, at step level. 7.8.3.10. Conformity with the uniformity requirements shall be demonstrated over a period of at least 30 minutes from initiation of the emergency lighting by measurements taken at distances not exceeding 2 metres.		照度之最大一致性= $\frac{\text{最大照度紀錄值}}{\text{平均照度紀錄值}}$ 照度之最小一致性= $\frac{\text{最小照度紀錄值}}{\text{平均照度紀錄值}}$ <u>4.4.15.3.7 緊急照明系統應能直接提供設置於乘客室走道及通道之燈光單元 (Light unit) 下，走道及通道上方高度七五〇公釐處最小照度一〇 lux。</u> <u>4.4.15.3.8 所有乘客走道及通道上方高度七五〇公釐處照度，於整個乘客室長度內，照度一致性應介於〇・一五至二之範圍。</u> <u>4.4.15.3.9 緊急照明系統應提供所有乘客走道及通道地板之中心線處、及任一階梯踏板面之中心線處，最小照度一lux。</u> <u>4.4.15.3.10 緊急照明系統之照度一致性確認，從系統作動開始起至少三〇分鐘，且各量測點間距不應超過二公尺。</u> <u>4.4.15.4 應採取措施，保護駕駛人免受車內照明和反射光的影響。可能對駕駛人的視覺造成較大不利影響的照明裝置應能夠僅在車輛靜止時操作。</u> <u>4.4.15.5 如果在正常使用過程中可獲得充分的照明，則不要求提供4.4.15.1 述及的各項單獨燈具。</u>	<u>4.4.15.3 應採取措施，保護駕駛人免受車內照明和反射光的影響。可能對駕駛人的視覺造成較大不利影響的照明裝置應能夠僅在車輛靜止時操作。</u> <u>4.4.15.4 如果在正常使用過程中可獲得充分的照明，則不要求提供4.4.15.1 述及的各項單獨燈具。</u> <u>4.4.15.5 強制內部照明的控制應由駕駛人通過手動開關來操作或為自動操作。</u>

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		<u>4.4.15.6 強制內部照明的控制應由駕駛使用手動開關來操作或為自動作動。</u>	
		(同步修訂於4.1規定內) <u>4.1.27 車內人工照明</u> <u>4.1.27.1 車內照明應覆蓋如下區域：</u> <u>4.1.27.1.1 全部乘客區、乘務員艙、廁所；</u> <u>4.1.27.1.2 所有階梯；</u> <u>4.1.27.1.3 所有出口的通道和靠近車門的區域，包括輔助上下車裝置；</u> <u>4.1.27.1.4 所有出口的內部標誌和內部控制件；</u> <u>4.1.27.1.5 所有存在障礙物之處。</u> <u>4.1.27.2 至少應有兩條內部照明線路，當一條線路出現故障時將不影響另一條線路的照明。一條只用於進出口處常規照明的線路可作為其中之一。</u> <u>4.1.27.3 緊急照明系統</u> <u>下列大客車應配備此系統：</u> <u>(1) 乘客數逾二二人，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者</u> <u>(2) 乘客數逾二二人，且未設有立位空間者</u> <u>(3) 乘客數未逾二二人，且未設有立位空間者。</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		<u>4.1.27.3.1 駕駛應可由駕駛座啟動緊急照明系統。</u> <u>4.1.27.3.2 任何車門或安全門之緊急控制操作，應能啟動緊急照明系統。</u> <u>4.1.27.3.3 一旦啟動緊急照明系統，應至少維持三十分鐘，除非駕駛取消緊急照明系統之作動。</u> <u>4.1.27.3.4 提供緊急照明之電源供應器，應妥善安置於車輛內，以降低其持續運作中因意外所產生之風險。</u> <u>4.1.27.3.5 所有提供緊急照明之單元，其應發出白光。</u> <u>4.1.27.3.6 緊急照明之照度一致性，應依下列量測公式進行評估：</u> $\text{照度之最大一致性} = \frac{\text{最大照度紀錄值}}{\text{平均照度紀錄值}}$ $\text{照度之最小一致性} = \frac{\text{最小照度紀錄值}}{\text{平均照度紀錄值}}$ <u>4.1.27.3.7 緊急照明系統應能直接提供設置於乘客室走道及通道之燈光單元（Light unit）下，走道及通道上方高度七五〇公釐處最小照度一〇 lux。</u> <u>4.1.27.3.8 所有乘客走道及通道上方高度七五〇公釐處照度，於整個乘</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		<u>客室長度內，照度一致性應介於0.15至2之範圍。</u> <u>4.1.27.3.9 緊急照明系統應提供所有乘客走道及通道地板之中心線處、及任一階梯踏板面之中心線處，最小照度一lux。</u> <u>4.1.27.3.10 緊急照明系統之照度一致性確認，從系統作動開始起至少30分鐘，且各量測點間距不應超過二公尺。</u> <u>4.1.27.4 應採取措施，保護駕駛免受車內照明和反射光的影響。可能對駕駛人的視覺造成較大不利影響的照明裝置應能夠僅在車輛靜止時操作。</u> <u>4.1.27.5 如果在正常使用過程中可獲得充分的照明，則不要求提供4.1.27.1述及的各項單獨燈具。</u> <u>4.1.27.6 強制內部照明的控制應由駕駛使用手動開關來操作或為自動作動。</u>	
Annex 4 Explanatory diagrams Figure 20: Testing device for positioning of handholds	Annex 4 Explanatory diagrams Figure 20: Testing device for siting of handholds	(修訂不影響國內檢測基準)	

增/修內容	原內容	修訂國內法規條文案	對應國內法規條文
 Arm length to grasping point 605 mm 160 mm 200 mm 100 mm 900 mm 150 mm Height of shoulder joint 1,375 mm Thickness: 20 mm	 Arm length to grasping point 605 mm 160 mm 200 mm 100 mm 900 mm 150 mm Height of shoulder joint 1,375 mm Thickness: 20 mm	 握住手把之 手臂長度： 六〇五公釐 160 mm 200 mm 100 mm 900 mm 150 mm 肩部高度一三七五公釐 厚度：二〇公釐 圖六：手把測量裝置	 握住手把之 手臂長度： 六〇五公釐 160 mm 200 mm 100 mm 900 mm 150 mm 肩部高度一三七五公釐 厚度：二〇公釐 圖六：手把測量裝置
Annex 4 Explanatory diagrams Figure 26: Reserved	Annex 4 Explanatory diagrams Figure 26: Roof escape hatch access (see Annex 3, paragraph 7.7.4.1.1.) 	4.1.11 車頂逃生口 4.1.11.1 <u>除依4.1規定應以4.1.11.1.1替代符合者外</u>，車頂逃生口應可由車內及車外徒手開啟，其有效面積至少四千平方公分，且應至少容納尺度五十公分 × 七十公分之矩形。 4.1.11.1.1 <u>依4.1規定應符合本項規定者</u>，車頂逃生口應可由車內及車外徒手開啟，其有效面積至少四五〇〇平方公分，且應至少容納尺度六〇公分乘七〇公分之矩形。 4.1.11.2 應允許銳角二十度且高一百六十公分之垂直三角板，其頂端接觸車頂逃生口框架內緣時（若車頂	4.1.11 車頂逃生口 4.1.11.1 車頂逃生口應可由車內及車外徒手開啟，其有效面積至少四千平方公分，且應至少容納尺度五十公分 × 七十公分之矩形。 4.1.11.2 應允許銳角二十度且高一百六十公分之垂直三角板，其頂端接觸車頂逃生口框架內緣時（若車頂厚度逾十五公分時，其頂端應接觸車頂逃生口外側表面之框架），底邊可接觸座椅或支撐物。若支撐物為折疊式或可移動式，其使用時應可被鎖定。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文																																			
		厚度逾十五公分時，其頂端應接觸車頂逃生口外側表面之框架），底邊可接觸座椅或支撐物。若支撐物為折疊式或可移動式，其使用時應可被鎖定。 (刪除示意圖，修訂內容不影響國內檢測基準)																																				
Annex 7, Alternative requirements for vehicles of classes A and B 1.1. Minimum dimensions for exits The several kinds of exits shall have the following minimum dimensions: <table><tr><th>Aperture</th><th>Minimum dimensions</th><th>Remarks</th></tr><tr><td rowspan="4">Service Door</td><td>Entry height: Class A: 1,650 mm B: 1,500 mm</td><td>The service door entry height shall be measured as the vertical distance measured on a vertical plane of the horizontal projections of the mid-point of the door aperture and the top surface of the lowest step.</td></tr><tr><td>Aperture Height:</td><td>The vertical height of the service door aperture shall be such as to permit the free passage of the dual panel referred to in paragraph 7.7.1.1. of Annex 3. The upper corners may be reduced with round-offs, with a radius of not more than 150 mm.</td></tr><tr><td>Width: Single door: 650 mm Double door: 1,200 mm</td><td>For Class B vehicles where the service door aperture height lies between 1,400 mm and 1,500 mm a minimum single door aperture width of 750 mm shall apply. For all the vehicles the width of any service door may be reduced by 100 mm when the measurement is made at the level of the handholds and by 250 mm in cases where intruding wheel arches or the actuating mechanism for automatic or remote-control doors or the rake of the windscreen so require.</td></tr><tr><td>Emergency door</td><td>Height: 1,250 mm Width: 550 mm</td><td>The width may be reduced to 500 mm in cases where intruding wheel arches so require, providing that the width of 550 mm is respected at the minimum height of 400 mm above the lowest part of the door aperture. The upper corners may be reduced with round-offs, with a radius of not more than 150 mm.</td></tr><tr><td>Emergency Window</td><td>Aperture area: 400,000 mm²</td><td>It shall be possible to inscribe in this area a rectangle of 500 mm x 700 mm.</td></tr><tr><td>Escape hatch</td><td>Aperture area: 450,000 mm²</td><td>It shall be possible to inscribe in this area a rectangle of 600 mm x 700 mm.</td></tr></table>	Aperture	Minimum dimensions	Remarks	Service Door	Entry height: Class A: 1,650 mm B: 1,500 mm	The service door entry height shall be measured as the vertical distance measured on a vertical plane of the horizontal projections of the mid-point of the door aperture and the top surface of the lowest step.	Aperture Height:	The vertical height of the service door aperture shall be such as to permit the free passage of the dual panel referred to in paragraph 7.7.1.1. of Annex 3. The upper corners may be reduced with round-offs, with a radius of not more than 150 mm.	Width: Single door: 650 mm Double door: 1,200 mm	For Class B vehicles where the service door aperture height lies between 1,400 mm and 1,500 mm a minimum single door aperture width of 750 mm shall apply. For all the vehicles the width of any service door may be reduced by 100 mm when the measurement is made at the level of the handholds and by 250 mm in cases where intruding wheel arches or the actuating mechanism for automatic or remote-control doors or the rake of the windscreen so require.	Emergency door	Height: 1,250 mm Width: 550 mm	The width may be reduced to 500 mm in cases where intruding wheel arches so require, providing that the width of 550 mm is respected at the minimum height of 400 mm above the lowest part of the door aperture. The upper corners may be reduced with round-offs, with a radius of not more than 150 mm.	Emergency Window	Aperture area: 400,000 mm ²	It shall be possible to inscribe in this area a rectangle of 500 mm x 700 mm.	Escape hatch	Aperture area: 450,000 mm ²	It shall be possible to inscribe in this area a rectangle of 600 mm x 700 mm.	Annex 7, Alternative requirements for vehicles of classes A and B 1.1. Minimum dimensions for exits The several kinds of exits shall have the following minimum dimensions: <table><tr><th>Aperture</th><th>Dimensions</th><th>Remarks</th></tr><tr><td rowspan="4">Service door</td><td>Entry height: Class A: 1,650 mm B: 1,500 mm</td><td>The service door entry height shall be measured as the vertical distance measured on a vertical plane of the horizontal projections of the mid-point of the door aperture and the top surface of the lowest step.</td></tr><tr><td>Aperture Height:</td><td>The vertical height of the service door aperture shall be such as to permit the free passage of the dual panel referred to in paragraph 7.7.1.1. of Annex 3. The upper corners may be reduced with round-offs, with a radius of not more than 150 mm.</td></tr><tr><td>Width: Single door: 650 mm Double door: 1,200 mm</td><td>For Class B vehicles where the service door aperture height lies between 1,400 mm and 1,500 mm a minimum single door aperture width of 750 mm shall apply. For all the vehicles the width of any service door may be reduced by 100 mm when the measurement is made at the level of the handholds and by 250 mm in cases where intruding wheel arches or the actuating mechanism for automatic or remote-control doors or the rake of the windscreen so require.</td></tr><tr><td>Emergency door</td><td>Height: 1,250 mm Width: 550 mm</td><td>The width may be reduced to 500 mm in cases where intruding wheel arches so require, providing that the width of 550 mm is respected at the minimum height of 400 mm above the lowest part of the door aperture. The upper corners may be reduced with round-offs, with a radius of not more than 150 mm.</td></tr><tr><td>Emergency window and escape hatch</td><td>Aperture area: 400,000 mm²</td><td>It shall be possible to inscribe in this area a rectangle of 500 mm x 700 mm.</td></tr></table>	Aperture	Dimensions	Remarks	Service door	Entry height: Class A: 1,650 mm B: 1,500 mm	The service door entry height shall be measured as the vertical distance measured on a vertical plane of the horizontal projections of the mid-point of the door aperture and the top surface of the lowest step.	Aperture Height:	The vertical height of the service door aperture shall be such as to permit the free passage of the dual panel referred to in paragraph 7.7.1.1. of Annex 3. The upper corners may be reduced with round-offs, with a radius of not more than 150 mm.	Width: Single door: 650 mm Double door: 1,200 mm	For Class B vehicles where the service door aperture height lies between 1,400 mm and 1,500 mm a minimum single door aperture width of 750 mm shall apply. For all the vehicles the width of any service door may be reduced by 100 mm when the measurement is made at the level of the handholds and by 250 mm in cases where intruding wheel arches or the actuating mechanism for automatic or remote-control doors or the rake of the windscreen so require.	Emergency door	Height: 1,250 mm Width: 550 mm	The width may be reduced to 500 mm in cases where intruding wheel arches so require, providing that the width of 550 mm is respected at the minimum height of 400 mm above the lowest part of the door aperture. The upper corners may be reduced with round-offs, with a radius of not more than 150 mm.	Emergency window and escape hatch	Aperture area: 400,000 mm ²	It shall be possible to inscribe in this area a rectangle of 500 mm x 700 mm.	4.4.4.4 <u>除依4.4規定應以4.4.4.1替代符合者外</u> ，車頂逃生口之有效面積應至少四〇〇〇〇〇平方公釐，其應至少容納尺度五〇〇乘七〇〇公釐之矩形。 <u>4.4.4.4.1 依4.4規定應符合本項規定者，車頂逃生口之有效面積應至少四五〇〇〇〇平方公釐，其應至少容納尺度六〇〇乘七〇〇公釐之矩形。</u> (刪除內容不影響國內檢測基準)	4.4.4.4 車頂逃生口之有效面積應至少四〇〇〇〇〇平方公釐，其應至少容納尺度五〇〇乘七〇〇公釐之矩形。 無
Aperture	Minimum dimensions	Remarks																																				
Service Door	Entry height: Class A: 1,650 mm B: 1,500 mm	The service door entry height shall be measured as the vertical distance measured on a vertical plane of the horizontal projections of the mid-point of the door aperture and the top surface of the lowest step.																																				
	Aperture Height:	The vertical height of the service door aperture shall be such as to permit the free passage of the dual panel referred to in paragraph 7.7.1.1. of Annex 3. The upper corners may be reduced with round-offs, with a radius of not more than 150 mm.																																				
	Width: Single door: 650 mm Double door: 1,200 mm	For Class B vehicles where the service door aperture height lies between 1,400 mm and 1,500 mm a minimum single door aperture width of 750 mm shall apply. For all the vehicles the width of any service door may be reduced by 100 mm when the measurement is made at the level of the handholds and by 250 mm in cases where intruding wheel arches or the actuating mechanism for automatic or remote-control doors or the rake of the windscreen so require.																																				
	Emergency door	Height: 1,250 mm Width: 550 mm	The width may be reduced to 500 mm in cases where intruding wheel arches so require, providing that the width of 550 mm is respected at the minimum height of 400 mm above the lowest part of the door aperture. The upper corners may be reduced with round-offs, with a radius of not more than 150 mm.																																			
Emergency Window	Aperture area: 400,000 mm ²	It shall be possible to inscribe in this area a rectangle of 500 mm x 700 mm.																																				
Escape hatch	Aperture area: 450,000 mm ²	It shall be possible to inscribe in this area a rectangle of 600 mm x 700 mm.																																				
Aperture	Dimensions	Remarks																																				
Service door	Entry height: Class A: 1,650 mm B: 1,500 mm	The service door entry height shall be measured as the vertical distance measured on a vertical plane of the horizontal projections of the mid-point of the door aperture and the top surface of the lowest step.																																				
	Aperture Height:	The vertical height of the service door aperture shall be such as to permit the free passage of the dual panel referred to in paragraph 7.7.1.1. of Annex 3. The upper corners may be reduced with round-offs, with a radius of not more than 150 mm.																																				
	Width: Single door: 650 mm Double door: 1,200 mm	For Class B vehicles where the service door aperture height lies between 1,400 mm and 1,500 mm a minimum single door aperture width of 750 mm shall apply. For all the vehicles the width of any service door may be reduced by 100 mm when the measurement is made at the level of the handholds and by 250 mm in cases where intruding wheel arches or the actuating mechanism for automatic or remote-control doors or the rake of the windscreen so require.																																				
	Emergency door	Height: 1,250 mm Width: 550 mm	The width may be reduced to 500 mm in cases where intruding wheel arches so require, providing that the width of 550 mm is respected at the minimum height of 400 mm above the lowest part of the door aperture. The upper corners may be reduced with round-offs, with a radius of not more than 150 mm.																																			
Emergency window and escape hatch	Aperture area: 400,000 mm ²	It shall be possible to inscribe in this area a rectangle of 500 mm x 700 mm.																																				
1.2. deleted 1.2.1. deleted 1.2.2. deleted 1.2.3. deleted 1.2.4. deleted	1.2. Siting of exits 1.2.1. The service door(s) shall be situated on the side of the vehicle that is nearer to the side of the road corresponding to the direction of the traffic in the country in which the vehicle is to be registered, or in the rear face of the vehicle. 1.2.2. The exits shall be placed in such a way that there is at least one exit on each side of the vehicle. 1.2.3. The forward half and the rearward half of the passenger space shall each contain at																																					

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	least one exit. 1.2.4. At least one exit shall be situated either in the rear face or in the front face of the vehicle unless an escape hatch is fitted..		
06-R3/C2			
未納入			

3.8.6

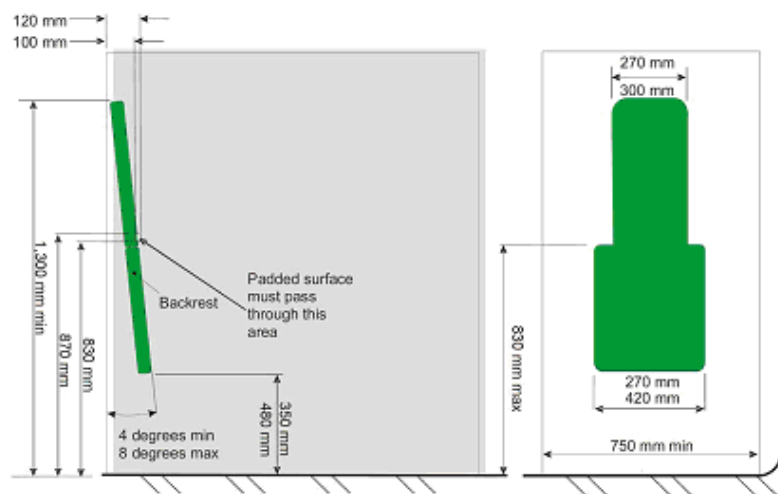
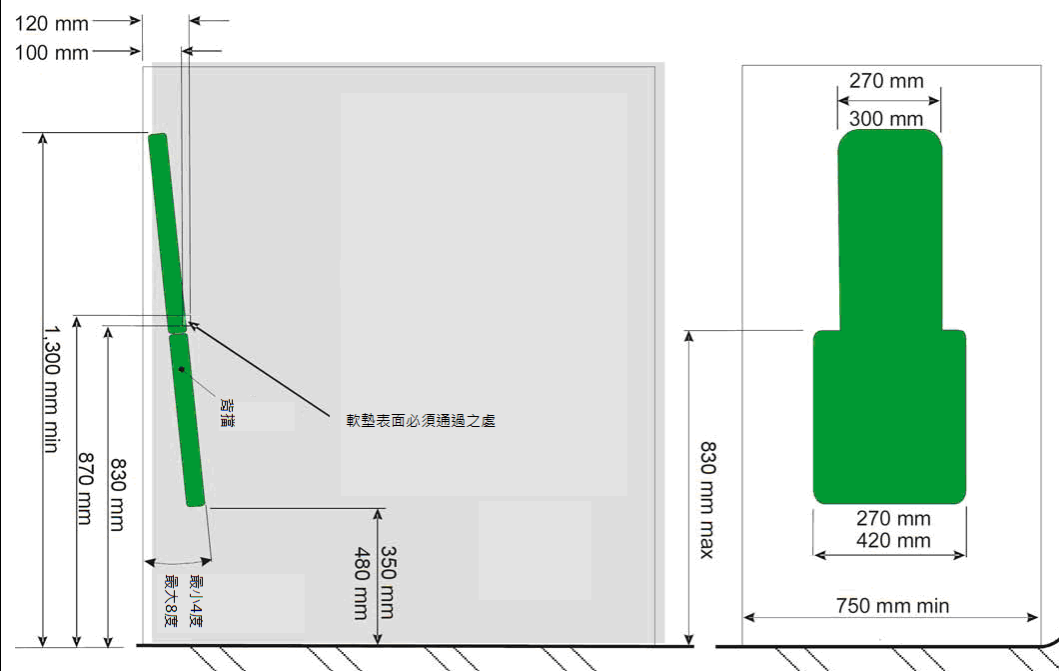


Figure 29: Example of a backrest for a rearward-facing wheelchair



(此圖已移至 63 低地板大客車，故此處無需此圖) ~~圖六：背擋示意圖~~

UN R16 SAFETY BELTS 06-S4 2014/02/24 安全帶及束制系統

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
06-S4			
6. Specifications ... 6.2.5.3.2. When tested in accordance with paragraph 7.6.2., an emergency locking retractor with multiple sensitivity, including strap sensitivity, shall comply with the specified requirements and also lock up when strap acceleration measured in the direction of unreeling is not less than 3.0 g .	6. Specifications ... 6.2.5.3.2. When tested in accordance with paragraph 7.6.2., an emergency locking retractor with multiple sensitivity, including strap sensitivity, shall comply with the specified requirements and also lock up when strap acceleration measured in the direction of unreeling is not less than 2.0 g .	二十六、安全帶 二十六之一、安全帶(草案)：自一〇六年一月一日起實施 5.6 捲收器試驗： 5.6.1 緊急鎖定式捲收器： ... 5.6.1.3 織帶拉出鎖定試驗：加速度未滿 0.8 g (對於高標準鎖定式捲收器則為 1 g) 且拉出行程未達 50 公釐前應不得鎖定；超過 <u>三</u> · 0 g 時應於行程 50 公釐以下鎖定。 (原意： 6.2.5.3.2 在進行法規 7.6.2 要求試驗中，具有多重感應緊急鎖定式捲收器，應符合織帶拉出鎖定試驗，如果在織帶回捲方向之加速度不小於 <u>三</u> · 0 g 時捲收器應自動鎖定。) 另此段文字出處為 6.2.5.3.2 及 6.2.5.3.3	二十六、安全帶 二十六之一、安全帶(草案)：自一〇六年一月一日起實施 5.6 捲收器試驗： 5.6.1 緊急鎖定式捲收器： ... 5.6.1.3 織帶拉出鎖定試驗：加速度未滿 0.8 g (對於高標準鎖定式捲收器則為 1 g) 且拉出行程未達 50 公釐前應不得鎖定；超過 <u>二</u> · 0 g 時應於行程 50 公釐以下鎖定。 (原意： 6.2.5.3.2 在進行法規 7.6.2 要求試驗中，具有多重感應緊急鎖定式捲收器，應符合織帶拉出鎖定試驗，如果在織帶回捲方向之加速度不小於 <u>二</u> · 0 g 時捲收器應自動鎖定。)
Annex 13 Order of tests (請參考下方表格)	Annex 13 Order of tests (請參考下方表格)	測試順序非屬檢測實務，不影響國內檢測基準	

Annex 13

Order of tests (New)

Paragraphs	Test	Samples															
		Belt or restraint system No.					Strap No.										
		1	2	3	4	5	1	2	3	4	5	6	7	8	9	10	11
4.6.1.2./6.1.3./6.2.1.1./6.2.2./6.2.3.1./6.3.1.1.	Inspection of belt or restraint system	X															
2.21./2.22./6.2.2.2.	Inspection of buckle	X	X	X	X	X											
6.2.2.6./6.2.2.7./7.5.1./7.5.5.	Buckle strength test			X													
6.2.3.3./7.5.1.	Strength test on adjusting device (and where necessary retractors)			X													
6.2.4./7.5.2.	Strength test on attachments (and where necessary on retractors)			X													
6.2.2.3./7.5.3.	Low-temperature test on buckle	X	X														
6.2.1.4./7.5.4.	Low-temperature impact test on rigid parts	X	X														
6.2.3.2./6.2.3.4./7.5.6.	Ease of adjustment				X												
	Conditioning/ testing of belt or restraint system before dynamic test:																
6.2.2.4.	Durability of buckle	X	X														
6.2.1.2./7.2.	Corrosion resistance of rigid parts	X	X														
	Conditioning of retractors:																
6.2.5.2.1./6.2.5.3.1./6.2.5.3.3./7.6.2.	Locking threshold	X	X														
6.2.5.2.2./6.2.5.3.4./7.6.4.	Retracting force	X	X														
6.2.5.2.3./6.2.5.3.3./7.6.1.	Durability	X	X														
6.2.5.2.3./6.2.5.3.3./7.2.	Corrosion	X	X														
6.2.5.2.3./6.2.5.3.3./7.6.3.	Dust	X	X														
6.3.1.2./7.4.2.3.	Testing of strap width						X	X									
	Strap strength test after:																

Annex 13

Order of tests (Former)

Paragraphs	Test	Samples															
		Belt or restraint system No.					Strap No.										
		1	2	3	4	5	1	2	3	4	5	6	7	8	9	10	11
4.6.1.2/6.1.3/ 6.2.1.1/6.2.2/ 6.2.3.1/6.3.1.1.	Inspection of belt or restraint system	X															
2.2.1/2.2.2/ 6.2.2.2.	Inspection of buckle	X	X	X	X	X											
6.2.2.6/6.2.2.7/ 7.5.1./7.5.5.	Buckle strength test			X													
6.2.3.3/7.5.1.	Strength test on adjusting device (and where necessary retractors)			X													
6.2.4./7.5.2.	Strength test on attachments (and where necessary on retractors)			X													
6.2.2.3./7.5.3.	Low-temperature test on buckle	X	X														
6.2.1.4./7.5.4.	Low-temperature impact test on rigid parts	X	X														
6.2.3.2./6.2.3.4./7.5.6.	Ease of adjustment				X												
	Conditioning/ testing of belt or restraint system before dynamic test:																
6.2.2.4.	Durability of buckle	X	X														
6.2.1.2./7.2.	Corrosion resistance of rigid parts	X	X														
	Conditioning of retractors:																
6.2.5.2.1./6.2.5.3.1/ 6.2.5.3.3./7.6.2.	Locking threshold	X	X														
6.2.5.2.2./6.2.5.3.2/ 7.6.4.	Retracting force	X	X														
6.2.5.2.3./6.2.5.3.3/ 7.6.1.	Durability	X	X														
6.2.5.2.3./6.2.5.3.3/ 7.2.	Corrosion	X	X														
6.2.5.2.3./6.2.5.3.3/ 7.6.3.	Dust	X	X														
6.3.1.2./7.4.2.3.	Testing of strap width						X	X									
	Strap strength test after:																

UN R95 PROTECTION OF THE OCCUPANTS IN THE EVENT OF A LATERAL COLLISION 03-S3 2013/06/26 03-S4 2013/11/13 側方碰撞乘員保護
(下列條文為9/19討論，惟涉新訂實施日期，爰增訂本項基準452，條文配合改列本項基準)

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
03-S3			
2. Definitions ... 2.35. "Automatically activated door locking system" means a system that locks the doors automatically at a pre-set speed or under any other condition as defined by the manufacturer.	2. Definitions ...	<u>四十五之二、側方碰撞乘員保護(草案)：自一〇六年一月一日起實施</u> 1. 實施時間及適用範圍： 1.1 中華民國 <u>一〇六年一月一日起</u> ， <u>最低座椅R點於參考車重下距地高度小於或等於七〇〇公釐之 M1 及 N1 類車輛</u> ，其側方碰撞乘員保護，應符合本項規定。 1.2 已取得基準四十五 <u>之一</u> 「側方碰撞乘員保護」合格文件 <u>且未配備自動門鎖系統之既有型式</u> 車輛，得視為符合本項規定。 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。 2 名詞釋義： ... 2.22 <u>自動門鎖系統(Automatically activated door locking system)：係指在申請者宣告之預設車速或其他條件下自動讓車門上鎖之系統。</u>	<u>四十五之一、側方碰撞乘員保護</u> 1. 實施時間及適用範圍： 1.1 中華民國 <u>一〇三年一月一日起</u> ，座椅R點距地高度小於或等於七〇〇公釐 M1 及 N1 類車輛，其側方碰撞乘員保護，應符合本項規定。 1.2 已取得基準四十五項「側方碰撞乘員保護」合格文件之 <u>非電動</u> 車輛，得視為符合本項規定。 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。 2 名詞釋義： ...
5. Specifications and tests ...	5. Specifications and tests ... 5.3. Particular requirements 5.3.1. No door shall open during the test.	6. 檢測標準： ... 6.2 任何車門不得於撞擊過程中開啟。	6. 檢測標準： ... 6.2 任何車門不得於撞擊過程中開啟。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
5.3.1.1. In the case of automatically activated door locking systems which are installed optionally and/or which can be de-activated by the driver, this requirement shall be verified by using one of the following two test procedures, at the choice of the manufacturer: 5.3.1.1.1. If testing in accordance with Annex 4, paragraph 5.2.2.1., the manufacturer shall in addition demonstrate to the satisfaction of the Technical Service (e.g. manufacturer's in-house data) that, in the absence of the system or when the system is de-activated, no door will open in case of the impact. 5.3.1.1.2. If testing in accordance with Annex 4, paragraph 5.2.2.2., the manufacturer shall in addition demonstrate that the inertial load requirements of paragraph 6.1.4. of the 03 series of amendments to Regulation No. 11 are met for the unlocked side doors on the non-struck side. 5.3.2. After the impact, the side doors on the non-struck side shall be unlocked. 5.3.2.1. In the case of vehicles equipped with an automatically activated door locking system, the doors shall be locked before the moment of impact and be unlocked after the impact at least on the non-struck side. 5.3.2.2. In the case of automatically activated	5.3.2. After the impact, it shall be possible without the use of tools to:	6.2.1 <u>若車輛有提供選配自動門鎖系統之選配，及/或可由駕駛解除自動門鎖系統，則應依申請者選擇之以下述任一項之試驗測試程序確認驗證此項要求：</u> 6.2.1.1 <u>若係依照4.4.2.1規定執行試驗測試，且則申請者應額外向檢測機構證明(例如以申請者之內部資料說明)，當無裝設此系統或當解除此系統時，車門於撞擊過程中不會開啟。</u> 6.2.1.2 <u>若係依照4.4.2.2規定執行試驗測試，則申請者應額外證明在非撞擊側之未上鎖車門能符合基準「門門／鉸鏈」之「門門慣性負載試驗基準」規定。</u> 6.3 <u>撞擊試驗後，非撞擊側之側門應解鎖未上鎖。</u> 6.3.1 <u>若車輛配備自動門鎖系統，於撞擊測試前，車門應上鎖；撞擊試驗測試後，至少於非撞擊側之車門應解鎖未上鎖。</u>	6.3 車體撞擊後應符合下列規定： 6.3.1 <u>在不使用工具下應能達到以下要求：</u>

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
door locking systems which are installed optionally and/or which can be de-activated by the driver, this requirement shall be verified by using one of the following two test procedures, at the choice of the manufacturer: 5.3.2.2.1. If testing in accordance with Annex 4, paragraph 5.2.2.1, the manufacturer shall in addition demonstrate to the satisfaction of the Technical Service (e.g. manufacturer's in-house data) that, in the absence of the system or when the system is de-activated, the side doors on the non-struck side are unlocked after the impact. 5.3.2.2.2. If testing in accordance with paragraph Annex 4, paragraph 5.2.2.2. the manufacturer shall in addition demonstrate that when applying the inertial load of paragraph 6.1.4. of the 03 series of amendments to Regulation No. 11, the unlocked side doors on the non-struck side remain unlocked. (Paragraphs 5.3.2. to 5.3.6.3.(former), renumber as paragraphs 5.3.3. to 5.3.7.3.)		<u>6.3.2 若車輛有提供選配自動門鎖系統之選配，及/或可由駕駛解除自動門鎖系統，則應依申請者選擇之以下任一項之試驗測試程序確認驗證此項要求：</u> <u>6.3.2.1 若係依照4.4.2.1規定執行試驗測試，且則申請者應額外向檢測機構證明(例如以申請者之內部資料說明)，當無裝設此系統或當解除此系統時，非撞擊側之車輛兩側之車門於撞擊試驗後過程中應未上鎖。</u> <u>6.3.2.2 若係依照 4.4.2.2 規定執行試驗測試，則申請者應額外證明，在非撞擊側之未上鎖車門當承受基準「門門／鉸鏈」之「門門慣性負載試驗基準」規定時，應仍保持未上鎖狀態。</u> <u>6.3.3 可開啟足夠之車門，或必要時可調整椅背，使人員能正常出入。</u> <u>6.3.4 可解除人體模型之保護裝置。</u> <u>6.3.5 可將人體模型自車內移出。</u>	<u>6.3.1.1 可開啟足夠之車門，或必要時可調整椅背，使人員能正常出入。</u> <u>6.3.1.2 可解除人體模型之保護裝置。</u> <u>6.3.1.3 可將人體模型自車內移出。</u>
10. Transitional provisions ... 10.12. Until 18 months after the date of entry into force of the Supplement 3 to the 03 series of amendments to this Regulation,	10. Transitional provisions ...	修訂內容為過渡條款，不影響國內檢測基準	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
Contracting Parties applying this Regulation can continue to grant type approvals to the 03 series of amendments to this Regulation without taking into account the provisions of Supplement 3.			
Annex 4 Collision test procedure ... 5.2.1. However, in the case of vehicles equipped with an automatically activated door locking system, it shall be ensured that all the side doors are locked before the test. 5.2.2. In the case of vehicles equipped with an automatically activated door locking system, which is installed optionally and/or which can be de-activated by the driver, one of the following two procedures shall be used at the choice of the manufacturer: 5.2.2.1. All the side doors shall be locked manually before the start of the test. 5.2.2.2. It shall be ensured that the side doors on the struck side are unlocked and the side doors on the non-struck side locked before the impact; the automatically activated door-locking system may be overridden for this test.	Annex 4 Collision test procedure ... 5.2. The doors shall be closed, but not locked.	4. 受測車輛整備要求： ... 4.4 車門關上但不上鎖，變速箱置於空檔，手煞車釋放。 <u>4.4.1 無論如何，若車輛配備自動門鎖系統，應確保所有側門在試驗測試前被上鎖。</u> <u>4.4.2 若車輛有提供選配自動門鎖系統之選配，及/或可由駕駛解除自動門鎖系統時，應依申請者選擇之符合以下述中任一項之試驗測試程序。</u> <u>4.4.2.1 開始試驗測試之前，全部側門應手動上鎖。</u> <u>4.4.2.2 應確保於撞擊測試前受撞擊側之側門被解鎖未上鎖及非受撞擊側之側門上鎖；其可不受自動門鎖系統控制。</u>	4. 受測車輛整備要求： ... 4.4 車門關上但不上鎖，變速箱置於空檔，手煞車釋放。
03-S4			

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
Through all the text of the Regulation, replace the word "IPXXB" with "degree IPXXB".		調整法規文字內容由" degree IPXXB " 取代" IPXXB " 。 配合修訂條文如下：	
		2.7 外露可導電元件 (Exposed conductive part)：符合IPXXB <u>等級</u> 規範之可被接觸之可導電元件，且在絕緣失效之情況下才會帶電。包含不使用工具即能移除其外殼之元件。	2.7 外露可導電元件 (Exposed conductive part)：符合IPXXB規範之可被接觸之可導電元件，且在絕緣失效之情況下才會帶電。包含不使用工具即能移除其外殼之元件。
		圖五：關節測試指(IPXXB <u>等級</u>)	圖五：關節測試指(IPXXB)
5. Specifications and tests ... 5.3.6.1. Protection against electrical shock After the impact at least one of the four criteria specified in paragraph 5.3.6.1.1. through paragraph 5.3.6.1.4.2. shall be met. If the test is performed under the condition that part(s) of the high voltage system are not energized, the protection against electrical shock shall be proved by either 5.3.6.1.3. or 5.3.6.1.4. for the relevant part(s). For the coupling system for charging the REESS, which is not energized during driving conditions, at least one of the four criteria specified in paragraphs 5.3.6.1.1. to 5.3.6.1.4. shall be met.	5. Specifications and tests ... 5.3.6.1. Protection against electrical shock After the impact at least one of the four criteria specified in paragraph 5.3.6.1.1. through paragraph 5.3.6.1.4.2. shall be met. If the vehicle has an automatic disconnect function, or device(s) that galvanically divide the electric power train circuit during driving condition, at least one of the following criteria shall apply to the disconnected circuit or to each divided circuit individually after the disconnect function is activated. However criteria defined in 5.3.6.1.4. shall not apply if more than a single potential of a part of the high voltage bus is not protected under the conditions of protection IPXXB. In the case that the test is performed under	6.4.1 觸電保護 碰撞試驗後應能至少符合下述 6.4.1.1 至 6.4.1.4.2 中任一項之標準。 若測試是在部份高電壓系統未通電之情況下執行時，則該部分高電壓系統之觸電保護功能應以6.4.1.3或6.4.1.4之標準進行驗證。 <u>若車輛於行駛狀態且REESS充能耦合系統未作動時，其應至少能符合下述6.4.1.1至6.4.1.4中任一項之標準。</u>	6.4.1 觸電保護 碰撞試驗後應能至少符合下述 6.4.1.1至6.4.1.4.2中任一項之標準。 若<u>車輛配備有當車輛於行駛狀態時能隔離電能動力傳動系統線路之自動斷電功能或裝置，則當作動斷電功能之後，被隔離之線路應能至少符合下述任一項之標準，或每一個被隔離之線路能個別滿足下述任一項之標準。</u> <u>然而若高電壓匯流排之一部分有超過一個之不具備IPXXB保護等級之潛在可能時，則不適用6.4.1.4所定義之標準。</u> 若測試是在部份高電壓系統未通電之情況下執行時，則該部分高電壓系統之觸電保護功能應以6.4.1.3或6.4.1.4之標準進行驗證。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	the condition that part(s) of the high voltage system are not energized, the protection against electrical shock shall be proved by either 5.3.6.1.3. or 5.3.6.1.4. for the relevant part(s).		

UN R94 PROTECTION OF THE OCCUPANTS IN THE EVENT OF A FRONTAL COLLISION 02-S4 2013/06/26 01-S5 2013/11/13 02-S5 2013/11/13
 前方碰撞乘員保護

(下列條文為9/19討論，惟涉新訂實施日期，爰增訂本項基準462，條文配合改列本項基準)

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
02-S4			
2. Definitions ... 2.35. "Automatically activated door locking system" means a system that locks the doors automatically at a pre-set speed or under any other condition as defined by the manufacturer.	2. Definitions	<u>四十六之二、前方碰撞乘員保護(草案)：自一〇六年一月一日起實施</u> 1. 實施時間及適用範圍： 1.1 中華民國 <u>一〇六年一月一</u> 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。 1.2 已取得基準四十六項「前方碰撞乘員保護」合格文件 <u>且未配備自動門鎖系統之既有型式</u> 車輛，得視為符合本項規定。 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。 ... 2 名詞釋義：	<u>四十六之一、前方碰撞乘員保護</u> 1. 實施時間及適用範圍： 1.1 中華民國 <u>一〇三年一月一</u> 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。 1.2 已取得基準四十六項「前方碰撞乘員保護」合格文件 <u>之非電動車</u> 輛，得視為符合本項規定。 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。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		... <u>2.22 自動門鎖系統 (Automatically activated door locking system)：係指在申請者宣告之預設車速或其他條件下自動讓車門上鎖之系統。</u>	2 名詞釋義： ...
5. Specifications ... 5.2.3. During the test no door shall open. 5.2.3.1. In the case of automatically activated door locking systems which are installed optionally and/or which can be de-activated by the driver, this requirement shall be verified by using one of the following 2 test procedures, at the choice of the manufacturer: 5.2.3.1.1. If testing in accordance with Annex 3, paragraph 1.4.3.5.2.1., the manufacturer shall in addition demonstrate to the satisfaction of the Technical Service (e.g. manufacturer's inhouse data) that, in the absence of the system or when the system is de-activated, no door will open in case of the impact. 5.2.3.1.2. The test is conducted in accordance with Annex 3, paragraph 1.4.3.5.2.2. 5.2.4. After the impact, the side doors shall be unlocked. 5.2.4.1. In the case of vehicles equipped with an automatically activated door locking	5. Specifications ... 5.2.3. During the test no door shall open. 5.2.4. During the test no locking of the locking systems of the front doors shall occur.	6.2 任何車門不得於撞擊過程中開啟。 <u>6.2.1 若車輛有提供選配自動門鎖系統之選配，及/或可由駕駛解除自動門鎖系統，則應依申請者選擇之以下任一項之試驗測試程序確認驗證此項要求：</u> <u>6.2.1.1 若係依照4.3.1.規定執行試驗測試，且則申請者應額外向檢測機構證明(例如以申請者之內部資料說明)，當無裝設此系統或當解除此系統時，車門於撞擊過程中不會開啟。</u> <u>6.2.1.2 依照4.3.2.規定執行試驗測試。</u> <u>6.3 撞擊試驗後，車輛兩側之車門應解鎖未上鎖。</u> <u>6.3.1 若車輛配備自動門鎖系統，於撞擊測試前，車門應上鎖；撞擊試驗</u>	6.2 任何車門不得於撞擊過程中開啟。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
system, the doors shall be locked before the moment of impact and be unlocked after the impact. 5.2.4.2. In the case of vehicles equipped with automatically activated door locking systems which are installed optionally and/or which can be de-activated by the driver, this requirement shall be verified by using one of the following 2 test procedures, at the choice of the manufacturer: 5.2.4.2.1. If testing in accordance with Annex 3, paragraph 1.4.3.5.2.1, the manufacturer shall in addition demonstrate to the satisfaction of the Technical Service (e.g. manufacturer's inhouse data) that, in the absence of the system or when the system is de-activated, no locking of the side doors shall occur during the impact. 5.2.4.2.2. The test is conducted in accordance with Annex 3, paragraph 1.4.3.5.2.2.		<u>測試後，車門應解鎖未上鎖。</u> 6.3.2 若車輛有提供選配自動門鎖系統之選配，及/或可由駕駛解除自動門鎖系統，則應依申請者選擇之以下任一項之試驗測試程序確認驗證此項要求： 6.3.2.1 若係依照4.3.1.規定執行試驗測試，且則申請者應額外向檢測機構證明(例如以申請者之內部資料說明)，當無裝設此系統或當解除此系統時，車輛兩側之車門於撞擊過程中(包含撞擊試驗後)未上鎖。 6.3.2.2 依照4.3.2.規定執行測試。	
11. Transitional provisions ... 11.10. Until 18 months after the date of entry into force of the Supplement 4 to the 02 series of amendments to this Regulation, Contracting Parties applying this Regulation can continue to grant type approvals to the 02 series of amendments to this Regulation without taking into	11. Transitional provisions ...	修訂內容為過渡條款，不影響國內檢測基準 生效 2014.02.13 實施 +18ms → 2015.08.13	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
account the provisions of Supplement 4.			
Annex 3 Test procedure 1.4.3.5.1. In the case of vehicles equipped with an automatically activated door locking system, the system shall be activated at the start of propulsion of the vehicle in order to lock the doors automatically before the moment of impact. At the choice of the manufacturer, the doors shall be locked manually before the start of propulsion of the vehicle. 1.4.3.5.2. In the case of vehicles equipped with an automatically activated door locking system that is installed optionally and/or which can be de-activated by the driver, one of the following two procedures shall be used at the choice of the manufacturer: 1.4.3.5.2.1. The system shall be activated at the start of propulsion of the vehicle in order to lock the doors automatically before the moment of impact. At the choice of the manufacturer, the doors shall be locked manually before the start of propulsion of the vehicle. 1.4.3.5.2.2. The side doors on the impacted side shall be unlocked and the system overridden for these doors; for the side doors on the non-impacted side, the system	Annex 3 Test procedure 1.4.3.5. Doors The doors shall be closed but not locked.	4.3 車門關上但不上鎖，變速箱置於空檔。 <u>4.3.1 若車輛配備自動門鎖系統，應於車輛開始推進時作動該系統，以使其於撞擊前自動上鎖。可依申請者選擇，於車輛開始推進前手動上鎖。</u> <u>4.3.2 若車輛有提供選配自動門鎖系統之選配，及/或可由駕駛解除自動門鎖系統，則應依申請者選擇之符合以下述中任一項之試驗測試程序：</u> <u>4.3.2.1 應於車輛開始推進時作致動該系統，以使其於撞擊前自動上鎖；可依申請者選擇，於車輛開始推進前手動上鎖。</u> <u>4.3.2.2 受撞擊側之側邊車門應未上鎖且其不受該系統控制。而非不受撞擊側之側邊車門，可作致動此系統以使其於撞擊前自動上鎖；可依</u>	4.3 車門關上但不上鎖，變速箱置於空檔。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
may be activated in order to lock these doors automatically before the moment of impact. At the choice of the manufacturer, these doors shall be locked manually before the start of propulsion of the vehicle.		<u>申請者選擇，於車輛開始推進前手動上鎖。</u>	
02-S5			
5. Specifications 5.2.8.1. Protection against electrical shock After the impact at least one of the four criteria specified in paragraph 5.2.8.1.1. through paragraph 5.2.8.1.4.2. below shall be met. If the test is performed under the condition that part(s) of the high voltage system are not energized, the protection against electrical shock shall be proved by either paragraph 5.2.8.1.3. or paragraph 5.2.8.1.4. for the relevant part(s). For the coupling system for charging the REESS, which is not energized during driving conditions, at least one of the four criteria specified in paragraphs 5.2.8.1.1. to 5.2.8.1.4. shall be met.	5. Specifications 5.2.8.1. Protection against electrical shock After the impact at least one of the four criteria specified in paragraph 5.2.8.1.1. through paragraph 5.2.8.1.4.2. below shall be met. If the vehicle has an automatic disconnect function, or device(s) that galvanically divide the electric power train circuit during driving condition, at least one of the following criteria shall apply to the disconnected circuit or to each divided circuit individually after the disconnect function is activated. However criteria defined in 5.2.8.1.4. below shall not apply if more than a single potential of a part of the high voltage bus is not protected under the conditions of protection IPXXB. In the case that the test is performed under the condition that part(s) of the high voltage system are not energized, the protection against electrical shock shall be proved by either paragraph 5.2.8.1.3. or paragraph 5.2.8.1.4. below for the relevant part(s).	6.5.1 觸電保護 碰撞試驗後應能至少符合下述 6.5.1.1 至 6.5.1.4.2 中任一項之標準。 若測試是在部份高電壓系統未通電之情況下執行時，則該部分高電壓系統之觸電保護功能應以 6.5.1.3 或 6.5.1.4 之標準進行驗證。 <u>若車輛 REESS 充能耦合系統於行駛狀態並未通電，則應至少符合下述 6.5.1.1 至 6.5.1.4 中任一項之規定。</u>	6.5.1 觸電保護 碰撞試驗後應能至少符合下述 6.5.1.1 至 6.5.1.4.2 中任一項之標準。 <u>若車輛配備有當車輛於行駛狀態時能隔離電能動力傳動系統線路之自動斷電功能或裝置，則當作動斷電功能之後，被隔離之線路應能至少符合下述任一項之標準，或每一個被隔離之線路能個別滿足下述任一項之標準。</u> <u>然而若高電壓匯流排之一部分有超過一個之不具備 IPXXB 保護等級之潛在可能時，則不適用 6.5.1.4 所定義之標準。</u> 若測試是在部份高電壓系統未通電之情況下執行時，則該部分高電壓系統之觸電保護功能應以 6.5.1.3 或 6.5.1.4 之標準進行驗證。

UN R79 STEERING EQUIPMENT 01-S4 2014/02/04 轉向系統

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
01-S4			
Annex 3 Braking performance for vehicles using the same energy source to supply steering equipment and braking device ... 2. If an energy source failure occurs, service braking performance on the first brake application shall achieve the values given in the table below. (請參考頁末表格) 3. After any failure in the steering equipment, or the energy supply, it shall be possible after eight full stroke actuations of the service brake control, to achieve at the ninth application, at least the performance prescribed for the secondary (emergency) braking system (see table below). In the case where secondary performance requiring the use of stored energy is achieved by a separate control, it shall still be possible after eight full stroke actuations of the service brake control to achieve at the ninth application, the residual performance (see table below). (請參考頁末表格)	Annex 3 Braking performance for vehicles using the same energy source to supply steering equipment and braking device ... 2. If an energy source failure occurs, service braking performance on the first brake application shall achieve the values given in the table below. (請參考頁末表格) 3. After any failure in the steering equipment, or the energy supply, it shall be possible after eight full stroke actuations of the service brake control, to achieve at the ninth application, at least the performance prescribed for the secondary (emergency) braking system (see table below). In the case where secondary performance requiring the use of stored energy is achieved by a separate control, it shall still be possible after eight full stroke actuations of the service brake control to achieve at the ninth application, the residual performance (see table below). (請參考頁末表格)	四十七、轉向系統 5. 設計符合性聲明事項：申請者應確保及聲明符合本項規定。 ... 5.1.9.4 煞車系統及轉向系統共用相同能量來源時，若該能量來源失效，轉向系統應優先保有動力，且需符合5.1.10和5.1.11。而且第一次煞車時，煞車性能不應低於表二所載之常用煞車性能。 (請參考頁末表格) 5.1.9.5 煞車系統及轉向系統共用相同能量供給失效時，若能量供給失效，轉向系統應優先保有動力，且需符合5.1.10和5.1.11。若任何轉向裝置或動力供給失效，則常用煞車控制裝置在完成八次全行程作動後，應於第九次使用煞車時，至少達成第二煞車性能表現。若需個別之控制裝置來運用儲存能量而達成第二煞車性能時，則常用煞車控制裝置在完成八次全行程作動後，應於第九次使用煞車時，達成殘餘性能表現。該第二及殘餘煞車性能如表三所示。 (請參考頁末表格)	四十七、轉向系統 5. 設計符合性聲明事項：申請者應確保及聲明符合本項規定。 ... 5.1.9.4 煞車系統及轉向系統共用相同能量來源時，若該能量來源失效，轉向系統應優先保有動力，且需符合5.1.10和5.1.11。而且第一次煞車時，煞車性能不應低於表二所載之常用煞車性能。 (請參考頁末表格) 5.1.9.5 煞車系統及轉向系統共用相同能量供給失效時，若能量供給失效，轉向系統應優先保有動力，且需符合5.1.10和5.1.11。若任何轉向裝置或動力供給失效，則常用煞車控制裝置在完成八次全行程作動後，應於第九次使用煞車時，至少達成第二煞車性能表現。若需個別之控制裝置來運用儲存能量而達成第二煞車性能時，則常用煞車控制裝置在完成八次全行程作動後，應於第九次使用煞車時，達成殘餘性能表現。該第二及殘餘煞車性能如表三所示。 (請參考頁末表格)

增/修表格					原表格			
2					2			
Category		V (km/h)	Service braking(m/s ²)	F (daN)	Category	V (km/h)	m/s ²	F daN
M1		100	6.43	50	M1	80	5.8	50
M2 and M3		60	5.0	70	M2 and M3	60	5.0	70
N1 ^{a,b}	(i)	80	5.0	70	N1	80	5.0	70
	(ii)	100	6.43	50	N2 and N3	60	5.0	70
N2 and N3		60	5.0	70				
<								

增/修表格					原表格																																																																		
3.					3.																																																																		
<table><tr><th colspan="2">Category</th><th>V (km/h)</th><th>Secondary braking (m/s²)</th><th>Residual braking (m/s²)</th></tr><tr><td colspan="2">M1</td><td>100</td><td>2.44</td><td>-</td></tr><tr><td colspan="2">M2 and M3</td><td>60</td><td>2.5</td><td>1.5</td></tr><tr><td rowspan="2">N1^{a,b}</td><td>(i)</td><td>70</td><td>2.2</td><td>1.3</td></tr><tr><td>(ii)</td><td>100</td><td>2.44</td><td>-</td></tr><tr><td colspan="2">N2</td><td>50</td><td>2.2</td><td>1.3</td></tr><tr><td colspan="2">N3</td><td>40</td><td>2.2</td><td>1.3</td></tr></table> ^a The applicant shall select the appropriate row (i) or (ii) and this choice shall be subject to the agreement of the Technical Service. ^b Information: The values in row (i) are aligned with the corresponding provisions in Regulation No. 13, the values in row (ii) are aligned with the corresponding provisions in					Category		V (km/h)	Secondary braking (m/s ²)	Residual braking (m/s ²)	M1		100	2.44	-	M2 and M3		60	2.5	1.5	N1 ^{a,b}	(i)	70	2.2	1.3	(ii)	100	2.44	-	N2		50	2.2	1.3	N3		40	2.2	1.3	<table><tr><th>Category</th><th>V (km/h)</th><th>Secondary braking (m/s²)</th><th>Residual braking (m/s²)</th></tr><tr><td>M1</td><td>80</td><td>2.9</td><td>1.7</td></tr><tr><td>M2</td><td>60</td><td>2.5</td><td>1.5</td></tr><tr><td>M3</td><td>60</td><td>2.5</td><td>1.5</td></tr><tr><td>N1</td><td>70</td><td>2.2</td><td>1.3</td></tr><tr><td>N2</td><td>50</td><td>2.2</td><td>1.3</td></tr><tr><td>N3</td><td>40</td><td>2.2</td><td>1.3</td></tr></table>					Category	V (km/h)	Secondary braking (m/s ²)	Residual braking (m/s ²)	M1	80	2.9	1.7	M2	60	2.5	1.5	M3	60	2.5	1.5	N1	70	2.2	1.3	N2	50	2.2	1.3	N3	40	2.2	1.3
Category		V (km/h)	Secondary braking (m/s ²)	Residual braking (m/s ²)																																																																			
M1		100	2.44	-																																																																			
M2 and M3		60	2.5	1.5																																																																			
N1 ^{a,b}	(i)	70	2.2	1.3																																																																			
	(ii)	100	2.44	-																																																																			
N2		50	2.2	1.3																																																																			
N3		40	2.2	1.3																																																																			
Category	V (km/h)	Secondary braking (m/s ²)	Residual braking (m/s ²)																																																																				
M1	80	2.9	1.7																																																																				
M2	60	2.5	1.5																																																																				
M3	60	2.5	1.5																																																																				
N1	70	2.2	1.3																																																																				
N2	50	2.2	1.3																																																																				
N3	40	2.2	1.3																																																																				
表三 第二/殘餘煞車性能 <table><tr><th>車輛種類</th><th>V (公里/小時)</th><th>第二煞車(公尺/秒平方)</th><th>殘餘煞車(公尺/秒平方)</th></tr><tr><td>M1</td><td>100</td><td>2.44</td><td>-</td></tr><tr><td>M2 M3</td><td>60</td><td>2.5</td><td>1.5</td></tr><tr><td rowspan="2">N1^{a,b}</td><td>(i) 70</td><td>2.2</td><td>1.3</td></tr><tr><td>(ii) 100</td><td>2.44</td><td>-</td></tr><tr><td>N2</td><td>50</td><td>2.2</td><td>1.3</td></tr><tr><td>N3</td><td>40</td><td>2.2</td><td>1.3</td></tr></table> 備註 a.申請者可選擇適用之(i)或(ii)列，惟須經檢測機構同意。					車輛種類	V (公里/小時)	第二煞車(公尺/秒平方)	殘餘煞車(公尺/秒平方)	M1	100	2.44	-	M2 M3	60	2.5	1.5	N1 ^{a,b}	(i) 70	2.2	1.3	(ii) 100	2.44	-	N2	50	2.2	1.3	N3	40	2.2	1.3	表三 第二/殘餘煞車性能 <table><tr><th>車輛種類</th><th>V (公里/小時)</th><th>備用煞車(m/s²)</th><th>殘餘煞車(m/s²)</th></tr><tr><td>M1</td><td>80</td><td>2.9</td><td>1.7</td></tr><tr><td>M2</td><td>60</td><td>2.5</td><td>1.5</td></tr><tr><td>M3</td><td>60</td><td>2.5</td><td>1.5</td></tr><tr><td>N1</td><td>70</td><td>2.2</td><td>1.3</td></tr><tr><td>N2</td><td>50</td><td>2.2</td><td>1.3</td></tr><tr><td>N3</td><td>40</td><td>2.2</td><td>1.3</td></tr></table>					車輛種類	V (公里/小時)	備用煞車(m/s ²)	殘餘煞車(m/s ²)	M1	80	2.9	1.7	M2	60	2.5	1.5	M3	60	2.5	1.5	N1	70	2.2	1.3	N2	50	2.2	1.3	N3	40	2.2	1.3							
車輛種類	V (公里/小時)	第二煞車(公尺/秒平方)	殘餘煞車(公尺/秒平方)																																																																				
M1	100	2.44	-																																																																				
M2 M3	60	2.5	1.5																																																																				
N1 ^{a,b}	(i) 70	2.2	1.3																																																																				
	(ii) 100	2.44	-																																																																				
N2	50	2.2	1.3																																																																				
N3	40	2.2	1.3																																																																				
車輛種類	V (公里/小時)	備用煞車(m/s ²)	殘餘煞車(m/s ²)																																																																				
M1	80	2.9	1.7																																																																				
M2	60	2.5	1.5																																																																				
M3	60	2.5	1.5																																																																				
N1	70	2.2	1.3																																																																				
N2	50	2.2	1.3																																																																				
N3	40	2.2	1.3																																																																				

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
08-S2			
2. DEFINITIONS ... 2.9. "Folding seat" means a seat, which is normally folded, can be easily operated and is designed for occasional use by an occupant.	2. DEFINITIONS ... 2.9. "Folding seat" means an auxiliary seat intended for occasional use and normally folded;	四十九、座椅強度 四十九之一、座椅強度(草案) 2. 名詞釋義： ... 2.2 折疊式輔助座椅(Folding seat)：係指正常情況為收合之座椅，可供 乘客 於臨時情況下簡便 操作 使用。	四十九、座椅強度 四十九之一、座椅強度(草案) 2. 名詞釋義： ... 2.2 折疊式輔助座椅：係指 供臨時或 特定情況下使用且正常情況為收合之 輔助 座椅。
5. REQUIREMENTS ... 5.2.1. 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. Folding seats shall lock automatically in the position of use by occupants.	5. REQUIREMENTS ... 5.2.1. 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.	4.1 一般規範： ... 4.2 安裝在 M1；以及選擇欲符合 4. 規範之 M2 車輛： 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。 折疊式輔助座椅應能於其供乘客使用之位置自動鎖定。	4.1 一般規範： ... 4.2 安裝在 M1；以及選擇欲符合 4. 規範之 M2 車輛： 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。
5.3.4. All seats which can be tipped forward or have fold-on backs and folding seats shall lock automatically in the position of use by occupants. These requirements do not apply to	5.3.4. All seats which can be tipped forward or have fold-on backs must lock automatically in the normal position. This requirement does not apply to seats fitted in the wheelchair	4.3.4 折疊式椅背、 <u>可以向前放平的座椅，及折疊式輔助座椅，應能於其供乘客使用之位置自動鎖定。</u> 此規定不適用於設有立位之 M2 或 M3 類車輛其安裝在輪椅空間之 折疊式輔助座	4.3.4 折疊式椅背 或是 可以向前放平的座椅 必須可以在正常 位置自動鎖定。此規定不適用於設有立位之 M2 或 M3 類車輛其安裝在輪椅空間之座椅。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
folding seats fitted in wheelchair spaces or areas for standing passengers of vehicles of category M2 or M3 of Class I, II or A and folding seat(s) fitted in the access passages of vehicles of category M2 or M3.	spaces of vehicles of category M2 or M3 of class I, II or A.	椅。	
6. TESTS ... 6.1.4. Folding seats shall be tested in the position of use by occupants.	6. TESTS ... 6.1.3. In the case of seats with adjustable head restraints, the tests shall be conducted with the head restraints placed in the most unfavourable position (generally, the highest position) allowed by its adjusting system.	4.4 座椅系統性能要求： 4.4.1 座椅狀態：椅背可調整之座椅，應將椅背調整至後仰最接近二五度之位置，或是由廠商宣告的角度。 <u>4.4.2 折疊式輔助座椅測試應於其供乘客使用之位置進行。</u> ... 原4.4.2~4.4.4依序順延至4.4.3~4.4.5	4.4 座椅系統性能要求： 4.4.1 座椅狀態：椅背可調整之座椅，應將椅背調整至後仰最接近二五度之位置，或是由廠商宣告的角度。 ...

UN R107 CATEGORY M2 OR M3 VEHICLES WITH REGARD TO THEIR GENERAL CONSTRUCTION 05-S1 2014/06/20、06 2014/06/20 M2、M3
客車車身各部規格

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
05-S1			
5. Requirements ... 5.2. Vehicles of Class I shall be accessible for people with reduced mobility, including at least one wheelchair user and one pram or unfolded pushchair according to the technical provisions laid down in Annex 8. In rigid vehicles of Class I the area for the accommodation of a wheelchair may be combined with the area for the	5. Requirements ... 5.2. Vehicles of Class I shall be accessible for people with reduced mobility, including at least one wheelchair user, according to the technical provisions laid down in Annex 8.	<u>六十三之一、低地板大客車規格規定(草案)</u> 1. 實施時間及適用範圍： <u>1.1 自中華民國一〇六年一月一日起</u> ，下述設有立位之新型式低地板大客車，應符合本項規定。 1.1.1 軸距逾四公尺之大客車。 1.1.2 軸距未逾四公尺且總重量逾	<u>六十三、低地板大客車規格規定</u> (1030924 交通部會議草案) 1. 實施時間及適用範圍： <u>1.1 自中華民國九十九年八月十六日起</u> ，下述設有立位之低地板大客車，應符合本項規定。 1.1.1 軸距逾四公尺之大客車。 1.1.2 軸距未逾四公尺且總重量逾

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
accommodation of an unfolded pushchair or pram. In such a case, the area shall have signs fixed on or adjacent to the area with the following text, equivalent text or pictogram: "Please give up this space for a wheelchair user". "Figure 23 C: Pictogram for pram and pushchair area  Colour: blue basis with white symbol Size: at least diameter 130 mm Reference for the design principles of safety symbols: ISO 3864-1:2011"	Annex 8 Requirements for technical devices facilitating access for passengers of reduced mobility 3.10. (Reserved)	四・五噸之大客車。 <u>1.2 自中華民國一〇七年一月一日起，已符合本基準項次「六十三」規定之既有型式低地板大客車，其嬰幼兒車區及博愛座數量，另應符合本項規定。</u> ... 6.8 設有博愛座之車輛，應在車外靠近車門，及鄰近博愛座附近設有標示圖（至少應有一可識別博愛座之圖示），如圖二。 <u>6.9 第一類低地板大客車應至少設置有一個區域可供嬰幼兒車使用。前向配置之輪椅區可與嬰幼兒車區共用同一區域；惟此情況設置者，應於該區域或其附近設有包含下列文字，或其等效文字或圖像之固定標識(Sign)：</u> <u>「輪椅使用者優先使用」</u>  <u>尺寸：直徑至少一三〇公釐</u> <u>顏色：藍底白圖</u> <u>圖六：嬰幼兒車區圖像</u>	四・五噸之大客車。 <u>1.2 本項之「活動式坡道寬度與坡度」得就 13.4.1.3.1 或 13.4.1.3.2 之規定擇一符合。</u> <u>1.2.1 自中華民國一〇三年七月一日起，各型式之低地板大客車其「活動式坡道寬度與坡度」應符合 13.4.1.3.2 之規定。</u> <u>1.3 中華民國一〇六年一月一日起，新型式之第一類低地板大客車應設置至少二個符合 10.1 規定之輪椅空間。</u> ... 6.8 設有博愛座之車輛，應在車外靠近車門，及鄰近博愛座附近設有標示圖（至少應有一可識別博愛座之圖示），如圖二。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
Annex 8 Accommodation and accessibility for passengers with reduced mobility 3.10. Provisions for the accommodation of unfolded prams and pushchairs 3.10.1. A dedicated area shall be provided for the accommodation of at least one unfolded pram or pushchair. 3.10.2. The dimensions of the unfolded pram or pushchair area shall not be less than 750 mm wide and 1,300 mm long. Its longitudinal plane shall be parallel to the longitudinal plane of the vehicle and the floor surface shall be slip resistant. 3.10.3. Accessibility to prams and pushchairs areas shall be provided in accordance with the following provisions: 3.10.3.1. It shall be possible for an unfolded pram or pushchair to be moved freely and easily from the outside of the vehicle through at least one of the service doors into the special area(s) 3.10.3.1.1. By "<i>moving freely and easily</i>", it is meant that: (a) There is sufficient space available for the pram or pushchair to be manoeuvred; (b) There are no steps, gaps or stanchions which could be an obstacle to the free movement of the pram or pushchair. 3.10.4. The area shall be fitted with the pictogram shown in Annex 4, Figure 23 C. 3.10.4.1. The same pictogram shall be placed both on the front nearside of the vehicle and adjacent to the service door that gives access to the pram or pushchair area. 3.10.5. The following requirements shall apply to the stability of the unfolded pram or pushchair:		<u>14. 嬰幼兒車區規定</u> <u>14.1 區域內應能容納至少一個嬰幼兒車。</u> <u>14.2 嬰幼兒車區之寬度不應小於七五〇公釐且長度不小於一三〇〇公釐。其長度方向需與車輛行駛方向平行且地板表面應具防滑功能。</u> <u>14.3 嬰幼兒車區之進出移動順暢性（Accessibility）應符合下述規定：</u> <u>14.3.1 應至少能從車外經由一個車門自由且容易地移動嬰幼兒車進入此區域（Special area(s）。</u> <u>14.3.1.1 “自由且容易地移動”，係指：</u> <u>(1)有足夠區域供嬰幼兒車之移動；</u> <u>(2)無妨礙嬰幼兒車自由且容易地移動之階梯、間隙或欄杆。</u> <u>14.4 應於此區域設置圖六之圖像。</u> <u>14.4.1 應於車外及其進出之車門鄰近處設置與14.4規定相同之圖像。</u> <u>14.5 嬰幼兒車穩定性試驗：</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
3.10.5.1. One of the longitudinal sides of the space for a pram or pushchair shall rest against a side or wall of the vehicle or a partition; 3.10.5.2. A support or backrest perpendicular to the longitudinal axis of the vehicle shall be provided in the forward end of the pram or pushchair space; 3.10.5.3. The support or backrest shall be designed to avoid the pram or pushchair from tipping over and shall comply with the provisions of paragraph 3.8.5.; 3.10.5.4. A handrail or handhold shall be fitted to the side or wall of the vehicle or a partition in such a way to allow the accompanying person to grasp it easily. This handrail shall not extend over the vertical projection of the pram or pushchair space, except by not more than 90 mm and only at a height not less than 850 mm above the floor of the pram or pushchair space; 3.10.5.5. A retractable handrail or any equivalent rigid device shall be fitted on the opposite side of the pram or pushchair space in order to restrict any lateral shift of the pram or pushchair. 3.10.6. The area shall be provided with a specific control, e.g. a push-button, to enable the passenger with an unfolded pram or pushchair to request that the vehicle be stopped at the next bus stop. The general requirements of paragraph 7.7.9.1. of Annex 3 shall apply. 3.10.7. The control shall be fitted with the pictogram described in Figure 23 C of Annex 4. The dimensions of the pictogram may be reduced as needed.		<u>14.5.1 嬰幼兒車區域之縱向側邊，應緊靠車內側壁或隔板。</u> <u>14.5.2 於嬰幼兒車區域之前端，應提供支撐件 (Support) 或背擋 (Backrest)，且其垂直於車輛縱向軸線。</u> <u>14.5.3 支撐件或背擋之設計應能避免嬰幼兒車傾倒，且其應符合條文12.4之規定。</u> <u>14.5.4應於車內側壁或隔板設置扶手/把手，讓其陪同人員易於抓握。該扶手不應延伸侵入嬰幼兒車區之垂直投影空間，而於嬰幼兒車區地板上八五0公釐以上空間，侵入不大於九0公釐者除外。</u> <u>14.5.5 應於嬰幼兒車區相反側設置可伸縮式扶手或任何等效剛性裝置，以限制其任何橫向位移。</u> <u>14.6 嬰幼兒車區應設置特定之控制器，例如提供按鈕方式，以供嬰幼兒車之陪同人員通知駕駛於下一個站牌停靠，且應符合本基準「車輛規格規定」條文4.1.20或4.4.14.9之規定。</u> <u>14.7 該控制器應有圖像，如圖六所示，其可於必要時調整圖像尺寸大小。</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
3.10.8. The area to accommodate the unfolded pram or pushchair may adjoin the area for the wheelchair and be in its extension. Intrusions of stanchions to provide handholds for standing passengers may be permitted provided the requirement of paragraph 3.10.3. of this Annex is met. 3.10.9. Additional wheelchair areas may be combined with the area for the accommodation of an unfolded pram or pushchair provided the relevant requirements are met. In such a case, the area shall have signs fixed on or adjacent to them with the following text, equivalent text or pictogram: "Please give up this space for a wheelchair user". "		<u>14.8 嬰幼兒車區可毗鄰輪椅區。若為提供站立乘客扶手之支柱侵入該區域，則應符合14.3之規定。</u> <u>14.9 額外設置之前向配置輪椅區，可與嬰幼兒車區共用同一區域；惟此情況設置者，應於該區域或其附近設有包含下列文字，或其等效文字或圖像之固定標識(Sign)：</u> <u>「輪椅使用者優先使用」</u>	
Annex 8 Requirements for technical devices facilitating access for passengers of reduced mobility 7.7.8.5.3. The minimum number of priority seats complying with the requirements of Annex 8, paragraph 3.2. shall be four in Class I, two in Class II and one in Class A. A seat that folds out of the way when not in use shall not be designated as a priority seat.		6. 博愛座及其相鄰裝置 <u>6.1 第一類低地板大客車應至少設置四個博愛座，第二類低地板大客車應至少設置兩個博愛座，第三類低地板大客車應至少設置一個博愛座。</u> <u>6.2 應至少有一個博愛座之鄰近區域，且有足夠的空間可容納導盲犬。而這空間不應在走道內。</u> <u>6.3 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。</u> <u>6.4 博愛座座墊的寬度應為以座位之</u>	6. 博愛座及其相鄰裝置 <u>6.1 應至少有一個博愛座之鄰近區域，且有足夠的空間可容納導盲犬。而這空間不應在走道內。</u> <u>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。</u> <u>6.3 博愛座座墊的寬度應為以座位之</u>

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		垂直中心線為基準左右兩邊至少各有二二〇公釐。 <u>6.5</u> 未壓縮座墊之距地高應介於四〇〇至五〇〇公釐之間。 <u>6.6</u> 博愛座之腳部空間係指由座墊前緣往前至前方垂直椅背面最後緣之間的範圍。腳部空間之地板斜度，在任意方向皆不得超過百分之八。第一類及第三類之車輛，其乘坐區與鄰近通道地板間之垂直距離應不得超過二五〇公釐。 <u>6.7</u> 每個博愛座位位置上方應有之淨空高度，係從未壓縮座墊的最上方開始量測，對第一類低地板大客車及第三類低地板大客車，應不得小於一三〇〇公釐，而對具備供行動不便者使用設計之第二類低地板大客車，則不得小於九〇〇公釐。淨空高度應垂直延伸至整個座椅和相關的腳部空間。 <u>6.8</u> 由座墊最前緣至前方椅背（或其他物件）最後緣或走道邊緣（若該座椅為面向走道時）之距離應至少為二三〇公釐。如果博愛座面對有高度超過一二〇〇公釐之車輛隔板，則其間隔距離應為三〇〇公釐。在第8.2所規定之突出的扶手/欄杆或握環，其伸入該空間之垂直投影從側壁算起不可超過一〇〇公釐。	垂直中心線為基準左右兩邊至少各有二二〇公釐。 <u>6.4</u> 未壓縮座墊之距地高應介於四〇〇至五〇〇公釐之間。 <u>6.5</u> 博愛座之腳部空間係指由座墊前緣往前至前方垂直椅背面最後緣之間的範圍。腳部空間之地板斜度，在任意方向皆不得超過百分之八。第一類及第三類之車輛，其乘坐區與鄰近通道地板間之垂直距離應不得超過二五〇公釐。 <u>6.6</u> 每個博愛座位位置上方應有之淨空高度，係從未壓縮座墊的最上方開始量測，對第一類低地板大客車及第三類低地板大客車，應不得小於一三〇〇公釐，而對具備供行動不便者使用設計之第二類低地板大客車，則不得小於九〇〇公釐。淨空高度應垂直延伸至整個座椅和相關的腳部空間。 <u>6.7</u> 由座墊最前緣至前方椅背（或其他物件）最後緣或走道邊緣（若該座椅為面向走道時）之距離應至少為二三〇公釐。如果博愛座面對有高度超過一二〇〇公釐之車輛隔板，則其間隔距離應為三〇〇公釐。在第8.2所規定之突出的扶手/欄杆或握環，其伸入該空間之垂直投影從側壁算起不可超過一〇〇公釐。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		6.9 設有博愛座之車輛，應在車外靠近車門，及鄰近博愛座附近設有標示圖（至少應有一可識別博愛座之圖像），如圖二。	6.8 設有博愛座之車輛，應在車外靠近車門，及鄰近博愛座附近設有標示圖（至少應有一可識別博愛座之圖示），如圖二。
		13.4.1.3 活動式坡道寬度與坡度 活動式坡道寬度應不小於八〇〇公釐，當斜坡作動於高度一五〇公釐之路肩時，其活動式坡道坡度應不得超過百分之一二。當延伸或折疊於路旁時，其活動式坡道坡度應不得超過百分之三〇。可搭配使用跪傾系統。	13.4.1.3 活動式坡道寬度與坡度（應就 13.4.1.3.1 及 13.4.1.3.2 擇一符合） 13.4.1.3.1 活動式坡道寬度應不小於八〇〇公釐，當斜坡作動於高度一五〇公釐之路肩時，其活動式坡道坡度應不得超過百分之一二。當延伸或折疊於路旁時，其活動式坡道坡度應不得超過百分之三六。可搭配使用跪傾系統。 13.4.1.3.2 活動式坡道寬度應不小於八〇〇公釐，當斜坡作動於高度一五〇公釐之路肩時，其活動式坡道坡度應不得超過百分之一二。當延伸或折疊於路旁時，其活動式坡道坡度應不得超過百分之三〇。可搭配使用跪傾系統。
06			
3. Requirements ... 3.8.4. Rearward facing wheelchair - static test requirements 3.8.4.1. Vehicles not required to have occupant restraint systems fitted may, as an alternative to the provisions of paragraph		(本項因國內無後向式輪椅之設計，故建議刪除) 12.4 後向式輪椅靜態測試要求 12.4.1 車輛未要求安裝乘員束縛系統者，可選擇符合條文12.2或12.3，提供一個專為行動不便者設計之不受約束之輪椅空間，其後向式輪椅靠	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
3.8.2. or 3.8.3., be provided with a wheelchair space designed for the wheelchair user to travel unrestrained with the wheelchair facing rearwards against a support or backrest, in accordance with the following provisions: 3.8.4.1.1. One of the longitudinal sides of the space for a wheelchair shall rest against a side or wall of the vehicle or a partition; 3.8.4.1.2. A support or backrest perpendicular to the longitudinal axis of the vehicle shall be provided in the forward end of the wheelchair space; 3.8.4.1.3. The support or backrest shall be designed for the wheels or the back of the wheelchair to rest against the support or backrest in order to avoid the wheelchair from tipping over and shall comply with the provisions of paragraph 3.8.5.; 3.8.4.1.4. A handrail or handhold shall be fitted to the side or wall of the vehicle or a partition in such a way to allow the wheelchair user to grasp it easily. This handrail shall not extend over the vertical projection of the wheelchair space, except by not more than 90 mm and only at a height not less than 850 mm above the floor of the wheelchair space; 3.8.4.1.5. A retractable handrail or any equivalent rigid device shall be fitted on the opposite side of the wheelchair space in order to restrict any lateral shift of the wheelchair and to allow the wheelchair user to grasp it easily; 3.8.4.1.6. A sign shall be fixed adjacent to the wheelchair area with the following text: "This space is reserved for a wheelchair. The wheelchair must be placed facing		在一個支撐件或靠背上，其應符合下述規定： 12.4.4.1.1.輪椅區空間之縱向側邊，應緊靠車輛內壁或隔板。 12.4.4.1.2.垂直於車輛的縱向軸線之輪椅區空間之最前端應提供支撐物或靠背。 12.4.4.1.3支撐物或靠背之設計為車輪或輪椅後面靠在支撐物或靠背上，應能避免輪椅區空間翻倒，以符合12.4.5之規定要求。 12.4.4.1.4 扶手/欄杆應設置於車輛內壁或側面或隔板，應能使輪椅使用者易於使用。該扶手不得延伸侵入輪椅區之垂直投影空間，除輪椅區空間之不大於九十公釐且高度不小於八五〇公釐之扶手除外； 12.4.4.1.5可伸縮式扶手或任何等效剛性裝置應位於輪椅空間的相反側，以限制不可輪椅之任何橫向位移且並允許輪椅使用者能夠容易地抓住它； 12.4.4.1.6在臨近的輪椅區應固定一個標誌，標誌文字內容： 「此區為輪椅使用者專用，輪椅應朝向後方並停靠於支撐件或背擋上並	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
rearwards resting against the support or backrest with the brakes on". The provisions of paragraph 7.6.11.4. of Annex 3 apply to any textual markings used.		將車輪刹住。 附錄二條文7.6.11.4規定適用本文標誌規定。	
3.8.5. Backrest and support requirements 3.8.5.1. A backrest fitted to a wheelchair space in accordance with paragraph 3.8.4. shall be fitted perpendicular to the longitudinal axis of the vehicle and shall be capable of bearing a load of 250 +/- 20 daN applied to the centre of the padded surface of the backrest, at a height of not less than 600 mm and of not more than 800 mm measured vertically from the floor of the wheelchair space, for a minimum of 1.5 seconds by means of a block 200 mm x 200 mm in the horizontal plane of the vehicle towards the front of the vehicle. The backrest shall not deflect more than 100 mm or suffer permanent deformation or damage. 3.8.5.2. A support fitted to a wheelchair space in accordance with paragraph 3.8.4. shall be fitted perpendicular to the longitudinal axis of the vehicle and shall be capable of withstanding a force of 250 +/- 20 daN applied to the centre of the support, for a minimum of 1.5 seconds in the horizontal plane of the vehicle towards the front of the vehicle in the middle of the support. The support shall not deflect more than 100 mm or suffer permanent deformation or damage.		<u>12.4 背擋與支撐件要求</u> <u>12.4.1 嬰幼兒車區內設置之背擋，應與車輛縱向軸線垂直，且應能承受於其鋪墊表面中心、距該區地板高度不小於六〇〇公釐且不大於八〇〇公釐處、至少一・五秒之二五〇正負二〇 daN 水平朝向車前施力，此施力係藉由二〇〇公釐乘二〇〇公釐之測試塊施加。靠背不應變形超過一〇〇公釐，或產生永久變形或損壞。</u> <u>12.4.2 嬰幼兒車區內設置之支撐件，應與車輛縱向軸線垂直，且應能承受於其中間處、至少一・五秒之二五〇正負二〇 daN 水平朝向車前施力，支撐件不應變形超過一〇〇公釐，或產生永久變形或損壞。</u>	
3.8.6. Example of a backrest meeting the requirements of paragraph 3.8.4.1.3. (See Annex 4, Figure 29). 3.8.6.1. The bottom edge of a backrest shall be at a height of not less than 350 mm and		<u>12.5 背擋之樣式示意（參圖七）</u> <u>12.5.1 背擋的底邊距離嬰幼兒車區地板的垂直高度不應小於三五〇公</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
of not more than 480 mm measured vertically from the floor of the wheelchair space. 3.8.6.2. The top edge of a backrest shall be at a height of not less than 1,300 mm measured vertically from the floor of the wheelchair space. 3.8.6.3. A backrest shall have a width of: 3.8.6.3.1. Not less than 270 mm and of not more than 420 mm up to a height of 830 mm measured vertically from the floor of the wheelchair space, and 3.8.6.3.2. Not less than 270 mm and of not more than 300 mm at heights exceeding 830 mm measured vertically from the floor of the wheelchair space.		<u>釐，且不應超過四八〇公釐。</u> <u>12.5.2 背擋的頂邊距離嬰幼兒車區地板的垂直高度不應小於一三〇〇公釐。</u> <u>12.5.3 背擋的寬度應滿足下列要求：</u> <u>12.5.3.1 在背擋與嬰幼兒車區地板之間的垂直高度不超過八三〇公釐時，不應小於二七〇公釐且不應超過四二〇公釐，且</u> <u>12.5.3.2 在背擋與嬰幼兒車區地板之間的垂直高度超過八三〇公釐時，不應小於二七〇公釐且不應超過三〇〇公釐。</u>	
3.8.6.4. A backrest shall be fitted at an angle of not less than four degrees and of not more than eight degrees to the vertical with the bottom edge of the backrest positioned closer to the rear of the vehicle than the top edge.		<u>12.5.4 背擋與垂直線之間的安裝角度不應小於四度，且不應超過八度，測量時背擋的底邊與車輛後方之間的距離要短於其與頂邊之間的距離。</u>	
3.8.6.5. The padded surface of a backrest shall form a single and continuous plane.		<u>12.5.5 背擋的軟墊面應構成一個單一的連續平面。</u>	
3.8.6.6. The padded surface of a backrest shall pass through any point on an imaginary vertical plane situated to the rear of the front end of the wheelchair space and situated not less than 100 mm and not more than 120 mm from the front end of the wheelchair space measured horizontally and not less than 830 mm and not more than 870 mm from the floor of the wheelchair space measured vertically.		<u>12.5.6 背擋的軟墊面應與一個位於嬰幼兒車區前端之後的假想垂直平面交會；該交會線上任一點，與嬰幼兒車區前端之間的水平距離不應小於一〇〇公釐，且不應超過一二〇公釐，且其與嬰幼兒車區地板之間的垂直距離不應小於八三〇公釐，且不應超過八七〇公釐。</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
		10. 輪椅空間規定 10.1 <u>第一類低地板大客車應設置至少兩個輪椅區。每個輪椅區之輪椅空間之寬度應不小於七五〇公釐且長度不小於一三〇〇公釐。輪椅空間之配置，其長度方向需與車輛行駛方向（輪椅朝前時）或車輛橫向（輪椅朝向通道時）平行，且應具防滑功能和在任何方向之最大坡度應不能超過百分之五。為前向使用者設計之輪椅空間，前方座椅靠背之頂部可突至輪椅區，但被突出後之輪椅區空間應符合圖三之規定。</u>	10. 輪椅空間規定 10.1 輪椅空間之寬度應不小於七五〇公釐且長度不小於一三〇〇公釐。輪椅空間之配置，其長度方向需與車輛行駛方向（輪椅朝前時）或車輛橫向（輪椅朝向通道時）平行，且應具防滑功能和在任何方向之最大坡度應不能超過百分之五。為前向使用者設計之輪椅空間，前方座椅靠背之頂部可突至輪椅區，但被突出後之輪椅區空間應符合圖三之規定。
3.7.3. For vehicles of Classes I, II and A, where the foot space of any seat, or part of a folding seat when in use, intrudes into a wheelchair space, those seats shall have signs fixed on or adjacent to them with the following text, equivalent text or pictogram: "Please give up this space for a wheelchair user". <u>The provisions of paragraph 7.6.11.4. of Annex 3 apply to any textual markings used.</u>	3.7.3. For vehicles of Classes I, II and A, where the foot space of any seat, or part of a folding seat when in use, intrudes into a wheelchair space, those seats shall have signs fixed on or adjacent to them with the following text, equivalent text or pictogram: "Please give up this space for a wheelchair user".	11.2 如座椅的腳部空間侵入輪椅區或折疊座椅部件在使用時侵入輪椅區，則應在鄰近易見處設置「輪椅使用者優先使用」的標識，標識應清晰，字體見方應不小於五〇公釐，<u>且應比照基準「車輛規格規定」4.1.3.3.4之要求符合。</u>	11.2 如座椅的腳部空間侵入輪椅區或折疊座椅部件在使用時侵入輪椅區，則應在鄰近易見處設置「輪椅使用者優先使用」的標識，標識應清晰，字體見方應不小於五〇公釐。
3.7.4. In vehicles where any wheelchair space is designated for use exclusively by a wheelchair user as provided for in paragraph 7.2.2.2.10. of Annex 3, those spaces shall be clearly marked with the following text, equivalent text or pictogram: "Area designated for use exclusively by a wheelchair user" <u>The provisions of paragraph 7.6.11.4. of Annex 3 apply to any textual markings used.</u>	3.7.4. In vehicles where any wheelchair space is designated for use exclusively by a wheelchair user as provided for in paragraph 7.2.2.2.10. of Annex 3, those spaces shall be clearly marked with the following text, equivalent text or pictogram: "Area designated for use exclusively by a wheelchair user"	11.3 <u>若</u>此區為<u>僅供</u>輪椅使用者專用，在這個區域應清楚地標明與下列文字相同涵義的文字或標示圖：“輪椅使用者專用區”，<u>且應比照基準「車輛規格規定」4.1.3.3.4之要求符合。</u>	11.3 此區為輪椅使用者專用，在這個區域應清楚地標明與下列文字相同涵義的文字或標示圖：“輪椅使用者專用區”。

3.8.6

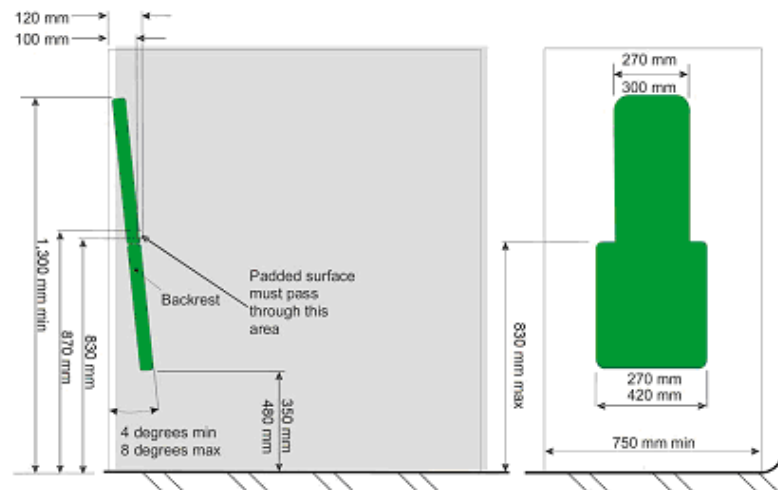
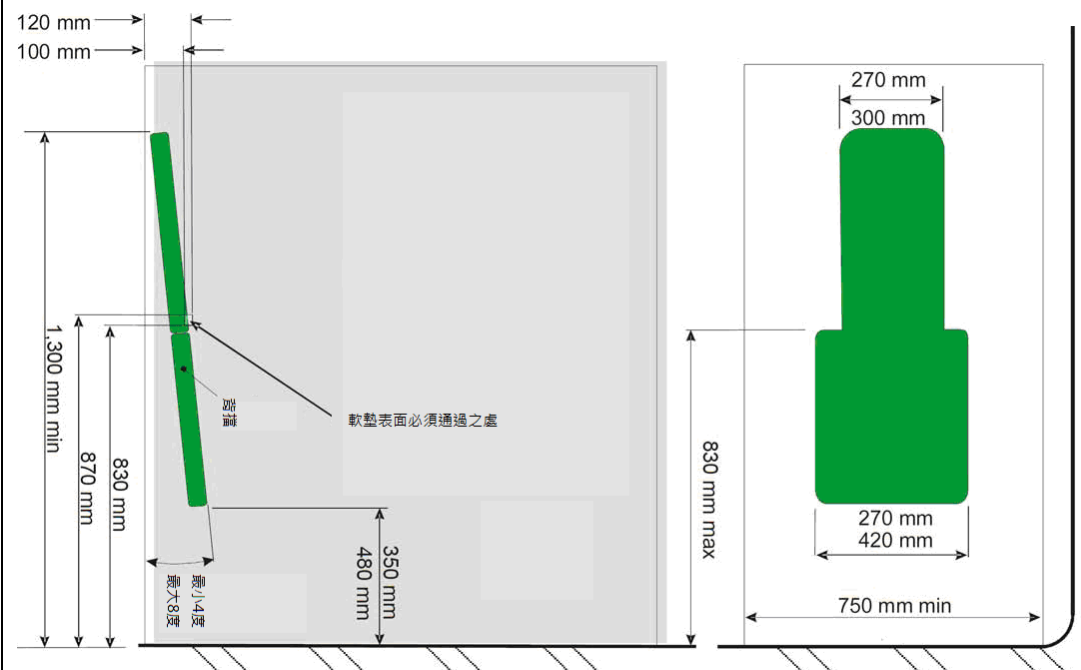


Figure 29: Example of a backrest for a rearward-facing wheelchair



圖七：背擋示意圖

其他建議修訂國內車輛檢測基準內容彙整（計3項）

項次	法規名稱	修訂法規內容	新增法規項目	頁碼	提案單位	提報方向
1.	二、車輛規格規定	◎		P.84	VSCC	將 UN R107 之動力控制式車門之額外技術要求、博愛座及其相鄰裝置、呼叫設備、博愛座之扶手/欄杆及坡度等修訂於條文一般大客車之規定內。
2.	二十八之一、輪胎	◎		P.90	Bridgestone Taiwan Co., Ltd	建議參考 CNS 用語作文字一致性調整。
3.	四十五之二、側方碰撞成員保護(草案)：自一〇六年一月一日起實施		◎	P.95	ARTC	參照 UN R95 03-S2 版內容，修訂參考重量及空車車重之名詞釋義，及碰撞試驗之一般規定。

二、車輛規格規定

修訂規定	現行規定	說明
4.1.4.3 在緊急事件發生時，動力 <u>控制</u> 式車門應可於車輛停止時，藉由符合 <u>4.1.19.1與4.1.19.2規定之控制裝置</u> 開啟，否則不得列入車門數量計算。	4.1.4.3 在緊急事件發生時，動力 <u>操作</u> 式車門應可於車輛停止時，藉由符合 <u>下列規定之控制裝置由車內徒手開啟，且於車門未鎖住時由車外</u> 開啟，否則不得列入車門數量計算： <u>4.1.4.3.1 應可獨立控制(不受其他控制裝置控制)。</u> <u>4.1.4.3.2 車內控制裝置應設置於車門或距車門三十公分之範圍內。</u> <u>4.1.4.3.3 應於該裝置或其鄰近位置標示操作方法。</u> <u>4.1.4.3.4 應可由一個人操作使車門開啟。</u> <u>4.1.4.3.5 得以易破壞之防護遮蓋保護該裝置(應同時以聲音及信號警示駕駛人)。</u>	參 考 UN R107 04-S3 版增訂動力控制式車門之額外技術要求。 亦參考現行基準「二、規格規定」4.4內容。
<u>4.1.19 動力控制式車門之額外技術要求</u> <u>4.1.19.1 緊急情況下，當車輛靜止或車速小於等於五公里／小時時，每扇動力控制式車門無論是否有動力供應，應能藉由車門緊急控制裝置從車內打開，或當車門未鎖住時亦能從車外開啟；車門緊急控制裝置應能：</u> <u>4.1.19.1.1 在操作時優先於開關車門之其他控制裝置；</u> <u>4.1.19.1.2 車內控制裝置應安裝在車門上或距車門三〇公分以內，且從第一階階梯向上不小於一〇〇公分高度之位置；</u> <u>4.1.19.1.3 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；</u> <u>4.1.19.1.4 能由站在車門前的人員進行操作；</u> <u>4.1.19.1.5 在操作車門控制裝置後之八秒內，車門應開啟至可使4.4.14.1.1定義之量具順利通過之寬度，或使車門可以很容易的在手動操作八秒內開啟至可使4.4.14.1.1定義之量具順利通過之寬度；</u> <u>4.1.19.1.6 得以易破壞之防護遮蓋保護該裝置；於操作該裝置或移除保護裝</u>		參 考 UN R107 04-S3 版增訂動力控制式車門之額外技術要求。 亦參考現行基準「二、規格規定」4.4內容。

修訂規定	現行規定	說明
<u>置時應同時以聲音及信號警示駕駛。</u> <u>4.1.19.1.7 當駕駛操作之車門不符合4.1.19.6.2之要求時，應滿足：操作控制裝置打開車門後使車門處於正常開啟位置，在駕駛未操作關門控制裝置前，車門不得關閉。</u> <u>4.1.19.1.8 車門應在車速超過五公里／小時時可防止開啟。</u> <u>4.1.19.2 可提供一由駕駛在其座位上操作之裝置，以使外部緊急控制裝置無法作動，以便鎖住車門。在此情況下，當引擎發動或車速達到二〇公里／小時前，外部緊急控制裝置應能自動恢復功能，同時除非駕駛人再次操作，否則不應自動解除該功能。</u> <u>4.1.19.3 對於每扇駕駛操作之車門，駕駛人應能在其座位以控制裝置操作，該控制裝置（不包含以腳控制者）應標示清晰並明顯有別於其他標示。</u> <u>4.1.19.4 每扇動力控制式車門應能啟動一視覺警示燈，使駕駛在正常駕駛位置及任何照明環境下均能明顯識別，以提醒該車門未完全關閉。此警示燈應在車門之剛性結構完全打開之位置和距離完全關閉位置三公分之間發出訊號。多個車門可共用一個警示燈，但不符合4.1.19.6.1.1與4.1.19.6.1.2要求之前車門不得裝設此種警示燈。</u> <u>4.1.19.5 供駕駛啟閉動力控制式車門之裝置，應能使駕駛人在關門或開門過程之任何時間使車門反向作動。</u> <u>4.1.19.6 每扇動力控制式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。</u> <u>4.1.19.6.1 除前車門外，若能滿足下列兩項要求，則視為符合本項規定：</u> <u>4.1.19.6.1.1 在4.4.23所述任一測量點，車門關閉時之作用力不得超過一五〇牛頓，否則車門應自動重新開啟至完全開啟位置（自動控制車門除外），並保持開啟位置直到操作關門控制。可採用檢測機構認可之任何測試方法。可參考4.4.23之相關指導說明。峰值力可於短時間內高於一五〇</u>		

修訂規定	現行規定	說明
<u>牛頓，但不得超過三〇〇牛頓。重新開啟系統可使用一斷面高六〇公釐、寬三〇公釐且圓角半徑五公釐之試驗棒進行測試。</u> <u>4.1.19.6.1.2 當車門夾住乘客之手腕或手指時：</u> <u>4.1.19.6.1.2.1 車門自動重新開啟至完全開啟位置（自動控制車門除外）並保持開啟位置直到操作關門控制，或</u> <u>4.1.19.6.1.2.2 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4.1.19.6.1.1）進行檢查，將試驗棒的厚度在三〇公分長度上由三公分逐漸減小到〇．五公分，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</u> <u>4.1.19.6.1.2.3 車門保持在允許一截面為高六公分、寬二公分且圓角半徑〇．五公分之試驗棒自由通過之位置上，此位置與車門完全關閉位置相差不得大於三公分。</u> <u>4.1.19.6.2 對於前車門，若達到下列任一要求，則4.1.19.6之要求應被視為符合：</u> <u>4.1.19.6.2.1 滿足4.1.19.6.1.1和4.1.19.6.1.2之要求；或</u> <u>4.1.19.6.2.2 裝有不會太軟之密封條，以確保當車門關住4.1.19.6.1.1所述之試驗棒時，車門之剛性結構不會到達完全關閉之位置。</u>		
<u>4.1.20 呼叫設備</u> <u>4.1.20.1 於4.1.20.1.1 ~4.1.20.1.3所列大客車，應提供使乘客向駕駛發送停車信號之設備。這些通訊設備之控制器應能夠用手操作。控制器應均勻地分布在車內各處，且距離地面之高度不應超過一五〇公分，但允許安裝位於更高位置之額外通訊設備。控制器應與其周圍環境形成鮮明之視覺對比。控制器被致動後，應透過一個或多個光學顯示器，提供信號予乘客，該信號應顯示“停車”或等同文字，及／或一個適當之圖像，並應持續顯示直到車門打開。任何文字標識皆應比照4.1.3.3.4之要求符合。</u> <u>4.1.20.1.1 乘客數逾二二人，且設有利</u>		參 考 UN R107 04-S3 版增訂駕駛人的聯絡設施等相關規定。 亦參考現行基準「二、規格規定」4.4及「六十三、低地板大客車規格規定」7.內容。

修訂規定	現行規定	說明
<u>於乘客頻繁上下車之立位區域者；</u> <u>4.1.20.1.2 乘客數逾二二人，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者；</u> <u>4.1.20.1.3 乘客數未逾二二人，且設有立位空間（車內亦可另設有座位）者。</u> <u>4.1.20.2 駕駛與乘務員艙的聯絡：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呼叫方式。</u> <u>4.1.20.3 駕駛與廁所的聯絡：廁所應配有在緊急情況下可尋求幫助的設施。</u> <u>4.1.20.4 博愛座位旁及輪椅區內應設置呼叫設備，其距車內地板高度應介於七〇公分至一二〇公分之間。</u> <u>4.1.20.5 設置呼叫設備於無座位之低地板區域時，其距車內地板高度應介於在八〇公分至一五〇公分之間。</u> <u>4.1.20.6 當車上設有活動式坡道或輪椅升降台時，和駕駛溝通的呼叫設備須安裝於鄰近的車門外，其距地高度應介於八五公分和一三〇公分之間。此規定不適用於駕駛可直視車門及周圍之車輛。</u>		
<u>4.1.21. 博愛座及其相鄰裝置</u> <u>4.1.21.1 乘客數逾二二人，且設有利於乘客頻繁上下車之立位區域者，應至少設置四個博愛座；乘客數逾二二人，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者，應至少設置兩個博愛座；乘客數未逾二二人，且設有立位空間（車內亦可另設有座位）者，應至少設置一個博愛座。在不使用時可折疊起來的座椅不可被指定為博愛座。</u> <u>4.1.21.2 應至少有一個博愛座之鄰近區域，且有足夠的空間可容納導盲犬。而這空間不應在走道內。</u> <u>4.1.21.3 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</u>		參 考 UN R107 04-S3 版增訂博愛座及其相鄰裝置等相關規定。 亦參考現行基準「二、規格規定」4.4 內容及基準「六十三、低地板大客車規格規定」6.內容。

修訂規定	現行規定	說明
<u>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。</u> <u>4.1.21.4 博愛座座墊的寬度應為以座位之垂直中心線為基準左右兩邊至少各有二二〇公釐。</u> <u>4.1.21.5 未壓縮座墊之距地高應介於四〇〇至五〇〇公釐之間。</u> <u>4.1.21.6 博愛座之腳部空間係指由座墊前緣往前至前方垂直椅背面最後緣之間的範圍。腳部空間之地板斜度，在任意方向皆不得超過百分之八。</u> <u>4.1.21.6.1 乘客數逾二二人，且設有利於乘客頻繁上下車之立位區域者，以及乘客數未逾二二人，且設有立位空間（車內亦可另設有座位）者，其乘坐區與鄰近通道地板間之垂直距離應不得超過二五〇公釐。</u> <u>4.1.21.7 每個博愛座位上方應有之淨空高度，係從未壓縮座墊的最上方開始量測，對4.1.21.6.1所述車輛，應不得小於一三〇〇公釐，則不得小於九〇〇公釐。淨空高度應垂直延伸至整個座椅和相關的腳部空間。</u> <u>4.1.21.8 由座墊最前緣至前方椅背（或其他物件）最後緣或走道邊緣（若該座椅為面向走道時）之距離應至少為二三〇公釐。如果博愛座面對有高度超過一二〇〇公釐之車輛隔板，則其間隔距離應為三〇〇公釐。在第4.1.23.2所規定之突出的扶手/欄杆或握環，其伸入該空間之垂直投影從側壁算起不可超過一〇〇公釐。</u> <u>4.1.21.9 設有博愛座之車輛，應在車外靠近車門，及鄰近博愛座附近設有標示圖（至少應有一可識別博愛座之圖示），如圖二。</u>		
<u>4.1.22 博愛座之扶手/欄杆</u> <u>4.1.22.1 在博愛座及在至少一個可上下車之車門間，需裝設有高度介於八〇公分至九〇公分之間的扶手/欄杆。為進入輪椅空間、設置於輪弧上之座位、階梯、車門或車內通道時允</u>		參 考 UN R107 04-S3 版增訂博愛座之扶手/欄杆等相關規定。

修訂規定	現行規定	說明
<u>許存有間隙。任何扶手/欄杆之間隙其距離應不大於一〇五公分，且應至少於間隙一方設置垂直扶手/欄杆。</u> <u>4.1.22.2 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。</u>		亦參考現行基準「六十三、低地板大客車規格規定」8.內容。
<u>4.1.22 坡度：博愛座其通往至少一個入口車門及出口車門之間的車內通道、入口通道及地板，其坡道斜率應不超過百分之八。且該坡道地面應能防滑。</u>		參 考 UN R107 04-S3 版增訂通道及地板坡度相關規定。 亦參考現行基準「六十三、低地板大客車規格規定」9.內容。
<u>4.1.28 其他</u> <u>4.1.28.1 申請核定立位之大客車，應設置扶手或拉桿或拉環，且應於駕駛座之後部設置駕駛座欄杆。</u> <u>4.1.28.2 甲類長途車，應設置行李架，但有行李廂者得免設置，且其每一車門兩邊均應設置上下車扶手。</u> <u>4.1.28.3 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。</u> <u>4.1.28.4 駕駛區為無車頂設計時，應具有專用保護設施，防止駕駛人受天候或環境變化等之影響。</u> <u>4.1.28.5 設於單層開放式大客車無車頂區域之座位，應設置繫妥安全帶之提醒標誌。</u>	<u>4.1.18 其他</u> <u>4.1.18.1 申請核定立位之大客車，應設置扶手或拉桿或拉環，且應於駕駛座之後部設置駕駛座欄杆。</u> <u>4.1.18.2 甲類長途車，應設置行李架，但有行李廂者得免設置，且其每一車門兩邊均應設置上下車扶手。</u> <u>4.1.18.3 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。</u> <u>4.1.18.4 駕駛區為無車頂設計時，應具有專用保護設施，防止駕駛人受天候或環境變化等之影響。</u> <u>4.1.18.5 設於單層開放式大客車無車頂區域之座位，應設置繫妥安全帶之提醒標誌。</u>	進行項次調整。
<u>尺寸：對角線距離需大於一三公分，長、寬比例1：1</u> <u>顏色：白底藍圖</u>		新增圖二。原圖二~圖一二調整至圖三~圖一三。

修訂規定	現行規定	說明
圖二：博愛座位圖像		

二十八之一、輪胎

(會議決議：經討論內容修正並未明確，尚請提案單位重新提案，俟下次基準討論會議再行討論)

修訂規定	現行規定	說明
2. 名詞釋義 ... 2.2 雪地胎(Snow tyre)：是指其胎面成份或結構專為雪地行駛所設計，其於雪地起步或維持車輛行駛之性能優於一般輪胎。其輪胎<u>結構代號</u>為”M + S”、“M.S ”或”M&S ”。 2.3 <u>特殊用途輪胎</u>(Special use tyre)：指混合使用於一般路面及越野路面或其他特殊用途之輪胎。輪胎主要設計係使車輛於越野條件下起步及維持行駛。其輪胎<u>結構代號</u>為”ET”、“MPT”(“ML”)及/或”POR”。ET係指特殊胎面，ML係指採礦及伐木用胎，MPT係指多用途貨車胎，POR係指專業越野輪胎。 2.4 交叉層<u>輪胎</u>(Bias-ply tire)或稱對角線簾布層<u>輪胎</u>(Diagonal ply tire)：是指胎體部簾布層對胎面部中心線斜向配置其角度小於九〇度，其輪胎<u>結構代號</u>為”D”。 2.5 <u>環帶交叉層輪胎</u>(Belted bias tire)：為一充氣<u>輪胎</u>，其基本構造與交叉層<u>輪胎</u>相同，惟於胎體上加上襯環帶使其緊縛。其輪胎<u>結構代號</u>為”B”。 2.6 徑向層<u>輪胎</u>(Radial)：是指其胎體內之簾布層延伸至胎唇部而簾布層與胎面部之中心線成九〇度或近於九〇度疊置而成，布層上加襯環帶使其緊縛。其輪胎<u>結構代號</u>為”R” 2.7 <u>高載重輪胎</u>(Reinforced)或超負載型輪胎(Extra Load)：是描述氣壓輪胎之胎體結構能承受超越一般標準之輪胎。	2. 名詞釋義 ... 2.2 雪地胎(Snow tyre)：是指其胎面成份或結構專為雪地行駛所設計，其於雪地起步或維持車輛行駛之性能優於一般輪胎。其輪胎<u>構造代號</u>為”M + S”、“M.S ”或”M&S ”。 2.3 <u>特殊使用輪胎</u>(Special use tyre)：指混合使用於一般路面及越野路面或其他特殊用途之輪胎。輪胎主要設計係使車輛於越野條件下起步及維持行駛。其輪胎<u>構造代號</u>為”ET”、“MPT”(“ML”)及/或”POR”。ET係指特殊胎面，ML係指採礦及伐木用胎，MPT係指多用途貨車胎，POR係指專業越野輪胎。 2.4 交叉層<u>外胎</u>(Bias-ply tire)或稱對角線簾布層<u>外胎</u>(Diagonal ply tire)：是指胎體部簾布層對胎面部中心線斜向配置其角度小於九〇度，其輪胎<u>構造代號</u>為”D”。 2.5 <u>交叉層環帶外胎</u>(Belted bias tire)：為一充氣<u>外胎</u>，其基本構造與交叉層<u>外胎</u>相同，惟於胎體上加上襯環帶使其緊縛。其輪胎<u>構造代號</u>為”B”。 2.6 徑向層<u>外胎</u>(Radial)：是指其胎體內之簾布層延伸至胎唇部而簾布層與胎面部之中心線成九〇度或近於九〇度疊置而成，布層上加襯環帶使其緊縛。其輪胎<u>構造代號</u>為”R” 2.7 <u>強化型輪胎</u>(Reinforced)或超負載型輪胎(Extra Load)：是描述氣壓輪胎之胎體結構能承受超越一般標準之輪胎。	依 Bridgestone Taiwan Co., Ltd 提案，參考CNS用語作文字一致性調整： (1)「外胎」修訂為「輪胎」； (2)「交叉層環帶外胎」修訂為「環帶交叉層輪胎」； (3)「構造代號」修訂為「結構代號」； (4)「特殊使用」修訂為「特殊用途」。 參考CNS用語作文字一致性調整，將「強化型輪胎」修訂為「高載重輪胎」

修訂規定	現行規定	說明
2.19 輪圈(Rim)：指提供裝置<u>輪胎</u>及內胎組裝一起，或可裝置無內胎使其固定之輪圈。 ... 2.24 失壓續跑輪胎或自撐式輪胎(Run flat tyre or Self supporting tyre)：指充氣輪胎的構造由任何的技術解決方式（例如，加強胎壁等）允許輪胎裝上適合的輪圈並且於無任何附加構件的情況下，使車輛在輪胎失壓行駛模式下，至少能在時速八〇公里/小時情況下，行駛八〇公里距離，其輪胎<u>結構代號</u>為”F”，且應標識於標稱輪圈直徑之前，標誌符號之”h”至少為一二公釐。 2.25 <u>胎面空隙率</u>(Void to fill ratio)：指參考表面內之空隙面積與模具圖面所得參考面面積之比率。 ... 2.28 特殊<u>輪胎</u>（Multiservice tyre，MST）：適合一般且越野道路使用之輪胎。	2.19 輪圈(Rim)：指提供裝置<u>外胎</u>及內胎組裝一起，或可裝置無內胎使其固定之輪圈。 ... 2.24 失壓續跑輪胎或自撐式輪胎(Run flat tyre or Self supporting tyre)：指充氣輪胎的構造由任何的技術解決方式（例如，加強胎壁等）允許輪胎裝上適合的輪圈並且於無任何附加構件的情況下，使車輛在輪胎失壓行駛模式下，至少能在時速八〇公里/小時情況下，行駛八〇公里距離，其輪胎<u>構造代號</u>為”F”，且應標識於標稱輪圈直徑之前，標誌符號之”h”至少為一二公釐。 2.25 <u>空填比</u>(Void to fill ratio)：指參考表面內之空隙面積與模具圖面所得參考面面積之比率。 ... 2.28 特殊<u>外胎</u>（Multiservice tyre，MST）：適合一般且越野道路使用之輪胎。	參考CNS用語作文字一致性調整： (1)「外胎」修訂為「輪胎」； (2)「構造代號」修訂為「結構代號」； (3)「空填比」修訂為「胎面空隙率」。
3. 輪胎之適用型式及其範圍認定原則： ... 3.4 結構(交叉層<u>輪胎</u>、<u>環帶交叉層輪胎</u>、徑向層<u>輪胎</u>、失壓續跑輪胎系統)相同。	3. 輪胎之適用型式及其範圍認定原則： ... 3.4 結構(交叉層<u>外胎</u>、<u>交叉層環帶外胎</u>、徑向層<u>外胎</u>、失壓續跑輪胎系統)相同。	參考CNS用語作文字一致性調整： (1)「外胎」修訂為「輪胎」； (2)「交叉層環帶外胎」修訂為「環帶交叉層輪胎」。
4. 主要供 M1、N1、O1 及 O2 類車輛使用(其他車種亦可使用)之新製氣壓胎： 4.1 一般規範： 4.1.1.1.3 “45”系列-在 TR 公制 5 度輪圈上之徑向層<u>輪胎</u>： ... 4.1.1.3 ”輪胎<u>結構代號</u>”。 ... 4.2 .檢測方法： 4.2.1.2.2 將輪胎充氣，其氣壓如下所述：	4. 主要供 M1、N1、O1 及 O2 類車輛使用(其他車種亦可使用)之新製氣壓胎： 4.1 一般規範： 4.1.1.1.3 “45”系列-在 TR 公制 5 度輪圈上之徑向層<u>外胎</u>： ... 4.1.1.3 ”輪胎<u>構造代號</u>”。 4.2 .檢測方法： 4.2.1.2.2 將輪胎充氣，其氣壓如下所述： (請參考下列表格)	參考CNS用語作文字一致性調整： (1)「外胎」修訂為「輪胎」； (2)「構造代號」修訂為「結構代號」； (3)「空填比」修訂為

修訂規定	現行規定	說明
(請參考下列表格) 4.4 輪胎胎面花紋 4.4.1 <u>特殊用途輪胎</u>應有區塊胎面花紋((Block tread pattern)，相較於一般輪胎，該區塊較大且其間隙較寬，其特性如下： (a) 胎面深度大於或等於一一公釐。 (b) <u>胎面空隙率</u>大於或等於百分之三五。 (c) 對於C2類輪胎：胎面深度大於一一公釐且<u>胎面空隙率</u>大於百分之三五。 (d) 對於C3類輪胎：胎面深度大於一六公釐且<u>胎面空隙率</u>大於百分之三五。 4.4.2 專業越野輪胎之特性如下： (a) 胎面深度大於或等於一一公釐。 (b) <u>胎面空隙率</u>大於或等於百分之三五。 (c) 最高速度等級小於或等於速度代號Q。 (d) 對於C2類輪胎： (i) 胎面深度大於一一公釐。 (ii) <u>胎面空隙率</u>大於百分之三五。 (iii) 最高速度等級小於速度代號Q。 (e) 對於C3類輪胎： (i) 胎面深度大於一六公釐。 (ii) <u>胎面空隙率</u>大於百分之三五。 (iii) 最高速度等級小於速度代號K。 4.4.3. 胎面磨耗指示點 標示<u>輪胎</u>胎面溝文磨耗至距溝底一・六公釐處之記號，對轎車用<u>輪胎</u>及輕型卡車用<u>輪胎</u>，須於<u>輪胎</u>外周上等距離處設胎面磨耗指示點4個以上；對其他車輛用<u>輪胎</u>，則於<u>輪胎</u>外周上等距離處設胎面磨耗指示點6個以上。	4.4 輪胎胎面花紋 4.4.1 <u>特殊使用輪胎</u>應有區塊胎面花紋((Block tread pattern)，相較於一般輪胎，該區塊較大且其間隙較寬，其特性如下： (a) 胎面深度大於或等於一一公釐。 (b) <u>空填比</u>大於或等於百分之三五。 (c) 對於C2類輪胎：胎面深度大於一一公釐且<u>空填比</u>大於百分之三五。 (d) 對於C3類輪胎：胎面深度大於一六公釐且<u>空填比</u>大於百分之三五。 4.4.2 專業越野輪胎之特性如下： (a) 胎面深度大於或等於一一公釐。 (b) <u>空填比</u>大於或等於百分之三五。 (c) 最高速度等級小於或等於速度代號Q。 (d) 對於C2類輪胎： (i) 胎面深度大於一一公釐。 (ii) <u>空填比</u>大於百分之三五。 (iii) 最高速度等級小於速度代號Q。 (e) 對於C3類輪胎： (i) 胎面深度大於一六公釐。 (ii) <u>空填比</u>大於百分之三五。 (iii) 最高速度等級小於速度代號K。 4.4.3. 胎面磨耗指示點 標示<u>外胎</u>胎面溝文磨耗至距溝底一・六公釐處之記號，對轎車用<u>外胎</u>及輕型卡車用<u>外胎</u>，須於<u>外胎</u>外周上等距離處設胎面磨耗指示點4個以上；對其他車輛用<u>外胎</u>，則於<u>外胎</u>外周上等距離處設胎面磨耗指示點6個以上。	「胎面空隙率」。
5. 主要供 M2、M3、N、O3 及 O4 類車輛使用(其他車種亦可使用)之新製氣壓胎： 5.2 一般規範：輪胎應具有下述標示： ... 5.2.3 ”輪胎<u>結構代號</u>”。 ... 5.3 檢測方法： ...	5. 主要供 M2、M3、N、O3 及 O4 類車輛使用(其他車種亦可使用)之新製氣壓胎： 5.2 一般規範：輪胎應具有下述標示： ... 5.2.3 ”輪胎<u>構造代號</u>”。 ... 5.3 檢測方法： ...	參考CNS用語作文字一致性調整，將「構造代號」修訂為「結構代號」。

修訂規定	現行規定	說明
5.3.1.2.2.2 其他型式之輪胎耐久測試，如下表所示。 請參考下列表格	5.3.1.2.2.2 其他型式之輪胎耐久測試，如下表所示。 請參考下列表格	
6. 機踏車用胎及機車胎： 6.2 一般規範： ... 6.2.1.3 ”輪胎 <u>結構代號</u> ”。 ... 6.3. 檢測方法 ... 6.3.1.1 對於適用於速度超過二四〇公里/小時，速度代號為 V 之輪胎；或是速度超過二七〇公里/小時，速度代號為 Z(或 W)之輪胎，其高速性能測試應依照其胎邊標示之速度值進行。另一次高速性能測試應以相同型式之第二樣品於製造廠所指定之最大負荷及速度條件下進行。 ... 6.3.2.2.2 交叉層及 <u>環帶交叉層輪胎</u> 充氣氣壓如下： 6.3.2.3.2 設定輪胎輪廓界限裝置，並確保此裝置是垂直於轉動 <u>輪胎</u> 胎面。	6. 機踏車用胎及機車胎： 6.2 一般規範： ... 6.2.1.3 ”輪胎 <u>構造代號</u> ”。 ... 6.3. 檢測方法 ... 6.3.1.1 對於適用於速度超過二四〇公里/小時，速度代號為 V 之輪胎；或是速度超過二七〇公里/小時，速度代號為 Z(或 W <u>或 Y</u>)之輪胎，其高速性能測試應依照其胎邊標示之速度值進行。另一次高速性能測試應以相同型式之第二樣品於製造廠所指定之最大負荷及速度條件下進行。 ... 6.3.2.2.2 交叉層及 <u>交叉層環帶外胎</u> 充氣氣壓如下： 6.3.2.3.2 設定輪胎輪廓界限裝置，並確保此裝置是垂直於轉動 <u>外胎</u> 胎面。	1. 參考 CNS 用語作文字一致性調整： (1)「外胎」修訂為「輪胎」； (2)「構造代號」修訂為「結構代號」； (3)「交叉層環帶外胎」修訂為「環帶交叉層輪胎」。 2. 因 R75 2.28.2 The speed categories are as shown in the table below 表中無 Y，故建議刪除 Y 之文字。

4.2.1.2.2

現行規定

速度等級	“交叉層 <u>外胎</u> ”或稱 ”對角線簾布層 <u>外胎</u> ”			徑向層 <u>外胎</u> /失壓續跑輪胎		<u>交叉層環帶外胎</u>
	簾布層數			標準	強化	標準
	4	6	8			
L,M,N	2.3	2.7	3.0	2.4	2.8	-
P,Q,R,S	2.6	3.0	3.3	2.6	3.0	2.6
T,U,H	2.8	3.2	3.5	2.8	3.2	2.8
V	3.0	3.4	3.7	3.0	3.4	-
W	-	-	-	3.2	3.6	-
Y	-	-	-	3.2	3.6	-

修訂規定

速度等級	“交叉層 <u>輪胎</u> ”或稱 ”對角線簾布層 <u>輪胎</u> ”	徑向層 <u>輪胎</u> /失壓續跑輪胎	<u>環帶交叉層輪胎</u>
------	--	-----------------------	----------------

	簾布層數			標準	強化	標準
	4	6	8			
L,M,N	2.3	2.7	3.0	2.4	2.8	-
P,Q,R,S	2.6	3.0	3.3	2.6	3.0	2.6
T,U,H	2.8	3.2	3.5	2.8	3.2	2.8
V	3.0	3.4	3.7	3.0	3.4	-
W	-	-	-	3.2	3.6	-
Y	-	-	-	3.2	3.6	-

5.3.1.2.2.2

現行規定

載重指數代號	輪胎速度等級代號	測試鋼輪速度		對應輪胎載重指數值之負載百分比		
		徑向層 <u>外胎</u>	交叉層 <u>外胎</u>	7 小時	16 小時	24 小時
≥ 122	F	100	100	66%	84%	101%
	G	125	100			
	J	150	125			
	K	175	150			
	L	200	-			
	M	225	-			
≤ 121	F	100	100			
	G	125	125			
	J	150	150			
	K	175	175			
	L	200	175	70%	88%	106%
				4 小時	6 小時	
	M	250	200	75%	97%	114%
	N	275	-	75%	97%	114%
	P	300		75%	97%	114%

修訂規定

載重指數代號	輪胎速度等級代號	測試鋼輪速度		對應輪胎載重指數值之負載百分比		
		徑向層 <u>輪胎</u>	交叉層 <u>輪胎</u>	7 小時	16 小時	24 小時
≥ 122	F	100	100	66%	84%	101%
	G	125	100			
	J	150	125			
	K	175	150			
	L	200	-			
	M	225	-			
≤ 121	F	100	100			
	G	125	125			
	J	150	150			
	K	175	175			
	L	200	175	70%	88%	106%
				4 小時	6 小時	

	M	250	200	75%	97%	114%
	N	275	-	75%	97%	114%
	P	300		75%	97%	114%

四十五之二、側方碰撞成員保護(草案)：自一〇六年一月一日起實施

(下列條文為9/19討論，惟涉新訂實施日期，爰增訂本項基準452，條文配合改列本項基準)

修訂規定	現行規定	說明
<u>2.23 參考車重(Reference mass)：係指空車車重加上一〇〇公斤(此即於駕駛座之側撞用人偶及其本身之儀器裝備之重量)。</u> <u>2.24 空車車重(Unladen mass)：係指未乘載駕駛、乘客或貨物，燃油箱內有其容量之百分之九〇，及備有隨車工具及備胎(若適用)等車輛行駛狀態下之車重。</u>		參考 UN R95 03-S2 版，增訂參考重量及空車車重之名詞釋義。 2.10. "Reference mass" means the unladen mass of the vehicle increased by a mass of 100 kg (that is the mass of the side impact dummy and its instrumentation); 2.11. "Unladen mass" means the mass of the vehicle in running order without driver, passengers or load, but with the fuel tank filled to 90 per cent of its capacity and the usual set of tools and spare wheel on board, where applicable.
4.6 在前座<u>撞擊</u>側擺置人偶一具，須使用符合本基準中「安全帶」及「安全帶固定裝置」規定之安全帶及安全帶固定裝置安裝 EuroSID 人偶。	4.6 在前座<u>駕駛</u>側擺置人偶一具，須使用符合本基準中「安全帶」及「安全帶固定裝置」規定之安全帶及安全帶固定裝置安裝 EuroSID 人偶。	參考 UN R95 03-S2 版，修訂受測車輛整備要求。 6.1. The side impact dummy shall comply

修訂規定	現行規定	說明
		with the specifications given in Annex 6 and be installed in the front seat on the impact side according to the procedure given in Annex 7 to this Regulation.
<u>6. 一般規定</u> <u>6.1 車輛應依照 4.之規定執行碰撞試驗。</u> <u>6.1.1 除車輛側方為非對稱之結構，其足以影響側方撞擊之結果以外，碰撞試驗應在駕駛側執行。若申請者與檢測機構協商同意，可選擇 6.1.1.1 或 6.1.1.2 之方法。</u> <u>6.1.1.1 在駕駛側執行碰撞試驗時，申請者應提供與駕駛側相比較結果一致性之資料。</u> <u>6.1.1.2 檢測機構若對該車輛之結構疑慮，則應在被視為最不利之乘客側執行碰撞試驗。</u> (後續項次依序順延)		參考 UN R95 03-S2 版，增訂碰撞試驗之一般規定。 5. Specifications and tests 5.1. The vehicle shall undergo a test in accordance with Annex 4 to this Regulation. 5.1.1. The test will be carried out on the driver's side unless asymmetric side structures, if any, are so different as to affect the performance in a side impact. In that case either of the alternatives in paragraph 5.1.1.1. or 5.1.1.2. may be used by agreement between the manufacturer and test authority. 5.1.1.1. The manufacturer will provide the authority responsible for approval with information regarding the

修訂規定	現行規定	說明
		compatibility of performances in comparison with the driver's side when the test is being carried out on that side. 5.1.1.2. The Approval Authority, if concerned as to the construction of the vehicle, will decide to have the test performed on the side opposite the driver, this being considered the least favourable.

基準實施日期列表

項目	實施日期	適用範圍	修正案送部日期
二、車輛規格規定	座椅應裝設三點式安全帶	一〇四年一月一日起 一〇八年一月一日起	100年12月9日公告
	駕駛座配備安全帶提醒裝置	一〇二年一月一日起	
	新增L2及L5類之三輪機車	一〇〇年一二月九日起	
	大客車設有自行車停放區(草案)	公告後實施	
	雙節式大客車規格規定	一〇一年二月七日起	99年4月12日送部
	開放式市區單層公車及上層開放式市區雙層公車之車身各部規格規定(草案)	〇年〇月〇日起	100年4月14日送部 100年2月7日公告
	車內影像顯示設備	一〇二年一月一日起	101年7月16日送部
	電動車輛低速警示音系統	一〇四年一月一日起 一〇六年一月一日起	101年1月3日送部 101年9月26日公告
	乘載安全資訊相關規定	一〇四年一月一日起	102年11月1日公告
		總重量小於或等於二・五公噸之新型式M1類車輛	103年5月23日送部

項目		實施日期	適用範圍	修正案送部日期
		一〇五年一月一日起	總重量小於或等於二・五公噸之各型式 M1 類車輛	103 年 8 月 22 日公告
三之一、車輛燈光與標誌檢驗規定：自九十五年七月一日起實施		九十五年七月一日起	新型式之 M2、M3、N2、N3 及 O 類車輛應符合本項 4.、6.及 7.之規定	99 年 11 月 9 日送部 102 年 3 月 20 日公告
		九十七年七月一日起	各型式之 M2、M3、N2、N3 及 O 類車輛，應符合本項 4.、6.及 7.之規定，惟其後霧燈得為選配並可就 4.5.1 或 4.5.2 之規定擇一符合	
		九十七年七月一日起	新型式之 M2、M3、N2、N3 及 O 類車輛，其後霧燈應符合本項 4.5.1 之規定	
		九十九年七月一日起	各型式之 M2、M3、N2、N3 及 O 類車輛，其後霧燈應符合本項 4.5.1 之規定	
		九十五年七月一日起	新型式之 L1 及 L3 類車輛，其氣體放電式頭燈，應符合本項 5.之規定	
		九十七年七月一日起	各型式之 L1 及 L3 類車輛，其氣體放電式頭燈，應符合本項 5.之規定	
		九十七年一月一日起	新型式之 M1 及 N1 類車輛，其車輛燈光與標誌，應符合本項 4.、6.及 7.之規定，惟其後霧燈僅能適用 4.5.1 之規定	
		九十九年一月一日起	各型式之 M1 及 N1 類車輛，其車輛燈光與標誌，應符合本項 4.、6.及 7.之規定，惟其後霧燈僅能適用 4.5.1 之規定	
		九十八年一月一日起	新型式之 L1 及 L3 類車輛，其車輛燈光與標誌，應符合本項 5.至 7.之規定	
		一〇〇年一月一日起	各型式之 L1 及 L3 類車輛，其車輛燈光與標誌，應符合本項 5.至 7.之規定	
三之二、車輛燈光與標誌檢驗規定：自一〇〇年一月一日起實施		一〇〇年一月一日起	新型式之 M、N 及 O 類車輛，其車輛燈光與標誌，應符合本項 4.及 6.至 8.之規定	102 年 3 月 20 日公告
		一〇二年一月一日起	各型式之 M、N 及 O 類車輛，已符合本基準項次「三之一」之規定且其車輛燈光與標誌配備適路性前方照明系統及/或緊急煞車訊號者，另應符合本項之適路性前方照明系統及/或緊急煞車訊號之相關規定	
		一〇〇年一月一日起	新型式之 L1 及 L3 類車輛，其車輛燈光與標誌，應符合本項 5.至 8.之規定 各型式之 L2 及 L5 類車輛，其車輛燈光與標誌，應符合本項 5.至 8.之規定	
三之三、車輛燈光與標誌檢驗規定		一〇二年一月一日起	新型式之 M、N 及 O 類車輛，其車輛燈光與標誌，應符合本項 4.及 6.至 8.之規定，符合本基準項次「三之二」規定之 M、N 及 O 類車輛，亦視同符合本項規定	103 年 5 月 23 日送部
		一〇四年一月一日起	新型式之 L1、L2、L3 及 L5 類車輛，其車輛燈光與標誌，應符合本項 5.至 8.之規定	103 年 8 月 22 日公告

項目	實施日期	適用範圍	修正案送部日期
	一〇六年一月一日起	1. 各型式之 L1、L2、L3 及 L5 類車輛，其車輛燈光與標誌，應符合本項 5.至 8.之規定 2. 各型式之 L1、L2、L3 及 L5 類車輛，已符合本基準項次「三之二」規定者且其近光頭燈燈泡光源主要總目標發光量超過二〇〇〇流明者及/或近光頭燈為 HID 光源者及/或配備晝行燈者，另應分別符合本項 5.2.5 及/或 5.2.6 及/或 6.12.3~6.12.7 之相關規定	
三之四、車輛燈光與標誌檢驗規定	一〇六年一月一日起	新型式之 M、N 及 O 類車輛，其車輛燈光與標誌，應符合本項 4.及 6.至 8.之規定。符合本基準項次「三之三」規定者，亦視同符合本項規定	103 年 5 月 23 日送部 103 年 8 月 22 日公告
	一〇七年一月一日起	新型式之 M1、N1 類車輛，其車輛燈光與標誌，應符合本項 4.及 6.至 8.之規定（不得選擇 4.2.6.6.2 及 4.2.6.6.3 規定）。符合本基準項次「三之三」規定者，亦視同符合本項規定。	
	一〇八年一月一日起	新型式之 M2、M3、N2、N3 類車輛，其車輛燈光與標誌，應符合本項 4.及 6.至 8.之規定（不得選擇 4.2.6.6.2 及 4.2.6.6.3 規定）。符合本基準項次「三之三」規定之 M 及 N 類車輛，亦視同符合本項規定。	
	一〇六年一月一日起	新型式之 L1、L2、L3 及 L5 類車輛，符合本基準項次「三之三」規定者，亦視同符合本項規定。	
四、靜態煞車	九十九年一月一日起	總重量不超過七五〇公斤之拖車，得免裝設煞車系統。	98 年 12 月 25 公告
七、左右兩側防止捲入裝置與後方安全防護裝置(或保險槓)	九十六年一月三十一日起	除曳引車以外之 N2 及 N3 類車輛、O2、O3、O4 類車輛	102 年 3 月 20 日公告
	九十三年一月一日起	新登記檢驗領照之曳引車	
七之一、左右兩側防止捲入裝置與後方安全防護裝置(或保險槓)（草案）	〇年〇月〇日起	中華民國一〇〇年七月一日起，新型式之 N2、N3、O2、O3、O4 類車輛及中華民國一〇二年一月一日起，各型式之 N2、N3、O2、O3、O4 類車輛，應符合本項規定。	99 年 12 月 30 日報部
八、汽車傾斜穩定度規定	八十九年一月一日起	三・五公尺以上汽車	97 年 06 月 11 公告
	九十六年七月一日起	車高三・四公尺以上之新型式大客車	
	九十七年一月一日起	車高三・四公尺以上之各型式大客車	
九、喇叭音量	九十年七月一日起	汽車、機車	102 年 3 月 20 日公告
九之一、聲音警告裝置(喇叭)安裝規定：自九十五年七月一日起實施	九十五年七月一日起	新型式之 M 及 N 類車輛	100 年 12 月 9 日公告
	九十七年七月一日起	各型式之 M 及 N 類車輛	

項目	實施日期	適用範圍	修正案送部日期
	九十六年一月一日起	各型式之 L1 及 L3 類車輛	
	九十八年一月一日起	各型式之 L1、L2、L3 及 L5 類車輛，其聲音警告裝置之安裝，應符合本項規定；且應使用符合本基準規定之聲音警告裝置	
十、載重計安裝規定	九十年七月一日起	裝載砂石、土方之傾卸式半拖車及二十噸以上傾卸式大貨車等車輛	97 年 06 月 11 公告
十一、轉彎及倒車警報裝置安裝規定	九十年七月一日起	裝載砂石、土方之傾卸式大貨車及傾卸式半拖車等車輛	97 年 06 月 11 公告
十二、機車排氣系統隔熱防護裝置	九十一年一月一日起	機車	102 年 3 月 20 日公告
十三、機車腳架穩定性與耐久性規定	九十三年一月一日起	L1 及 L3 類車輛	102 年 3 月 20 日公告
十四、機車客座扶手規定	九十四年一月一日起	L1、L2、L3 及 L5 類車輛	102 年 3 月 20 日公告
十五、載重計	九十年七月一日起	裝載砂石、土方之傾卸式半拖車及二十噸以上傾卸式大貨車等車輛	96 年 01 月 31 公告
十六、行車紀錄器	公告日起	總聯結重量及總重量在二十公噸以上之 M 及 N 類車輛	96 年 01 月 31 公告
	九十年一月一日起	八公噸以上未滿二十公噸之 M 及 N 類車輛	
	九十六年七月一日起	新型式之八公噸以下大客車	
	九十七年一月一日起	各型式之八公噸以下大客車	
十八、小型汽車置放架之靜態強度	九十八年十二月二十五日起	於適用型式及其範圍認定原則增訂「安裝位置」相同之規定。	98 年 12 月 25 公告
十九、車輛內裝材料難燃性能要求	九十一年一月一日起	幼童專用車、校車、大客車、小客車及小客貨兩用車之新車型	99 年 5 月 14 日送部 99 年 08 月 16 公告
	九十三年一月一日起	幼童專用車、校車、大客車、小客車及小客貨兩用車之各車型	
二十之一、反光識別材料：自九十五年七月一日起實施	九十五年七月一日起	使用於幼童專用車及校車車身左右兩側與後方車身標示之倒三角形黃色部分之新型式反光識別材料	96 年 09 月 17 公告
	九十七年七月一日起	使用於幼童專用車及校車車身左右兩側與後方車身標示之倒三角形黃色部分之各型式反光識別材料	

項目	實施日期	適用範圍	修正案送部日期
	九十五年七月一日起	使用於除前述車輛（幼童專用車及校車）外之 M、N 及 O 類車輛之新型式反光識別材料	
	九十七年七月一日起	使用於除前述車輛（幼童專用車及校車）外之 M、N 及 O 類車輛之各型式反光識別材料	
二十之二、反光識別材料：自一〇〇年一月一日起實施	一〇〇年一月一日起	使用於幼童專用車及校車車身左右兩側與後方車身標示之倒三角形黃色部分之新型式反光識別材料	98 年 03 月 02 公告
	一〇二年一月一日起	使用於幼童專用車及校車車身左右兩側與後方車身標示之倒三角形黃色部分之已符合本基準項次「二十之一」規定之各型式反光識別材料，另應符合本項 7.7 及 7.8 之規定	
	一〇〇年一月一日起	使用於除前述車輛（幼童專用車及校車）外之 M、N 及 O 類車輛之新型式反光識別材料	
	一〇二年一月一日起	使用於除前述車輛外之 M、N 及 O 類車輛之各型式反光識別材料已符合本基準項次「二十之一」之規定者，另應符合本項 7.7 及 7.8 之規定	
二十一、聲音警告裝置(喇叭)	九十五年七月一日起	使用於 M 及 N 類車輛之新型式聲音警告裝置	100 年 12 月 9 日公告
	九十七年七月一日起	使用於 M 及 N 類車輛之各型式聲音警告裝置	
	九十六年一月一日起	使用於 L3 類車輛之新型式聲音警告裝置	
	九十八年一月一日起	使用於 L2、L3 及 L5 類車輛之各型式聲音警告裝置	
二十二、速率計	九十五年七月一日起	新型式之 M1、N1、L1 及 L3 類車輛	100 年 12 月 9 日公告
	九十七年七月一日起	各型式之 M1、N1、L1 及 L3 類車輛	
	九十七年一月一日起	新型式之 M2、M3 及 N2、N3 類車輛	
	九十九年一月一日起	各型式之 M1、N1、L1、L2、L3 及 L5 類車輛	
二十三、間接視野裝置安裝規定	九十五年七月一日起	新型式之 L1 和 L3 類車輛	102 年 3 月 20 日公告
	九十七年七月一日起	各型式之 L1、L2、L3 及 L5 類車輛，其間接視野裝置(照後鏡)安裝應符合本項規定，且應使用符合本基準規定之間接視野裝置(照後鏡)	
	一〇〇年一月一日起	新型式之 M 類和 N 類車輛	

項目	實施日期	適用範圍	修正案送部日期
	一〇二年一月一日起	各型式之M類和N類車輛，其間接視野裝置安裝應符合本項規定，且應使用符合本基準規定之間接視野裝置	
二十四、機車控制器標誌	九十五年七月一日起	新型式之L1及L3類車輛	102年3月20日公告
	九十七年七月一日起	各型式之L1、L2、L3及L5類車輛	
二十五、安全玻璃	九十五年七月一日起	使用於M2及M3類車輛乘室區之新型式安全玻璃(儀表板除外)	98年9月17日送部 99年08月16公告
	九十七年七月一日起	使用於M2及M3類車輛乘室區之各型式安全玻璃(儀表板除外)	
	九十五年七月一日起	使用於M1及N類車輛之新型式前擋風玻璃，應符合本項規定中「厚度測定」、「耐衝擊性試驗」、「耐貫穿性試驗」、「人頭模型衝擊試驗」及「可見光透過率試驗」之規定	
	九十七年七月一日起	使用於M1及N類車輛之各型式前擋風玻璃，應符合本項規定中「厚度測定」、「耐衝擊性試驗」、「耐貫穿性試驗」、「人頭模型衝擊試驗」及「可見光透過率試驗」之規定	
	九十七年一月一日起	使用於M1及N類車輛乘室區之新型式安全玻璃(儀表板除外)	
	九十九年一月一日起	使用於M1及N類車輛乘室區之各型式安全玻璃(儀表板除外)	
二十五之一、安全玻璃：自一〇〇年一月一日起實施	一〇〇年一月一日起	使用於M及N類車輛乘室區之新型式安全玻璃(儀表板除外)	98年9月17日送部 99年08月16公告
二十五之二、安全玻璃	一〇五年一月一日起	使用於M及N類車輛乘室區之新型式安全玻璃(儀表板除外)	102年9月9日送部 103年01月03日公告
二十六、安全帶	九十五年七月一日起	使用於M及N類車輛之新型式安全帶	99年5月14日送部 100年9月20日公告
	九十七年七月一日起	使用於M及N類車輛之各型式安全帶	
二十七、間接視野裝置	九十五年七月一日起	使用於L1及L3類車輛之新型式間接視野裝置(照後鏡)	102年3月20日公告
	九十七年七月一日起	使用於L1、L2、L3及L5類車輛之各型式間接視野裝置(照後鏡)，應符合本項規定	
	一〇〇年一月一日起	使用於M及N類車輛之新型式間接視野裝置	
	一〇二年一月一日起	使用於M及N類車輛之各型式間接視野裝置，應符合本項規定	

項目	實施日期	適用範圍	修正案送部日期
二十八、輪胎	九十五年七月一日起	使用於 M、N 及 O 類車輛之新型式輪胎	96 年 01 月 31 公告
	九十七年七月一日起	使用於 M、N 及 O 類車輛之各型式輪胎	
二十八之一、輪胎：自一〇二年一月一日起實施	一〇二年一月一日起	使用於 M、N、O 及 L 類車輛之新型式輪胎應符合本項規定	99 年 5 月 14 日送部 102 年 3 月 20 日公告
	一〇四年一月一日起	使用於 M1、O1 及 O2 類車輛之各型式失壓續跑輪胎及速度超過三〇〇公里/小時之輪胎，應符合本項規定	
	一〇四年一月一日起	使用於 L 類車輛之各型式輪胎，應符合本項規定	
二十九、燈泡	九十五年七月一日起	M、N 及 O 類車輛其車輛型式安全審驗相關燈具所使用之新型式燈泡	100 年 12 月 9 日公告
	九十七年七月一日起	M、N 及 O 類車輛其車輛型式安全審驗相關燈具所使用之各型式燈泡	
	九十八年一月一日起	L1 及 L3 類車輛其車輛型式安全審驗相關燈具所使用之新型式燈泡	
	一〇〇年一月一日起	L1、L2、L3 及 L5 類車輛其車輛型式安全審驗相關燈具所使用之各型式燈泡	
三十、氣體放電式頭燈	九十五年七月一日起	使用於 M、N、L1 及 L3 類車輛之新型式氣體放電式頭燈	98 年 9 月 17 日送部 99 年 08 月 16 公告
	九十七年七月一日起	使用於 M、N、L1 及 L3 類車輛之各型式氣體放電式頭燈	
三十之一、氣體放電式頭燈：自一〇〇年一月一日起實施	一〇〇年一月一日起	使用於 M、N 及 L3 類車輛之新型式氣體放電式頭燈以及 L5 類車輛各型式氣體放電式頭燈	100 年 12 月 9 日公告
	一〇二年一月一日起	使用於 M、N 及 L3 類車輛之各型式氣體放電式頭燈，已符合本基準項次「三十」之規定且裝設額外光源及/或具備轉彎光型者，另應符合本項之裝設額外光源及/或具備轉彎光型之相關規定	
	一〇四年一月一日起	新型式之 M、N 及 L3 類車輛之「6.配光性能穩定性試驗」其試驗電壓應符合 6.1.2 之規定。	
三十之二、氣體放電式頭燈	一〇六年一月一日起	1.使用於 M、N、L3 及 L5 類車輛之新型式氣體放電式頭燈及使用氣體放電式光源之分散式光學系統，應符合本項規定。 2.符合本基準項次「三十之一」規定之既有型式氣體放電式頭燈，亦視同符合本項規定。	103 年 5 月 23 日送部 103 年 8 月 22 日公告
	一〇七年一月一日起	1.使用於 L 類車輛之新型式類型 E 對稱光型頭燈，應符合條文 10.之規定。且應使用符合本基準中「燈泡」規定之氣體放電式光源。 2.符合本基準項次「三十之一」規定之既有型式類型 E 對稱光型頭燈，亦視同符合本項規定。	

項目	實施日期	適用範圍	修正案送部日期
三十一、方向燈	九十五年七月一日起	使用於 M、N 及 O 類車輛之新型式方向燈	102 年 3 月 20 日公告
	九十七年七月一日起	使用於 M、N 及 O 類車輛之各型式方向燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
	九十八年一月一日起	使用於 L1 及 L3 類車輛之新型式方向燈	
	一〇〇年一月一日起	使用於 L1、L2、L3 及 L5 類車輛之各型式方向燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
三十二、前霧燈	九十五年七月一日起	使用於 M 及 N 類車輛之新型式前霧燈	100 年 12 月 9 日公告
	九十七年七月一日起	使用於 M 及 N 類車輛之各型式前霧燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
	九十六年一月一日起	使用於 L3 類車輛之新型式前霧燈	
	九十八年一月一日起	使用於 L3 及 L5 類車輛之各型式前霧燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
三十二之一、前霧燈：自一〇二年一月一日起實施	一〇二年一月一日起	新型式之 L、M、N 類車輛	99 年 5 月 14 日送部 102 年 3 月 20 日公告
	一〇六年一月一日起	各型式之 L、M、N 類車輛	
	一〇四年一月一日起	新型式之 L、M 及 N 類車輛之「7.配光性能穩定性試驗」其試驗電壓應符合 7.1.2 之規定。	
三十二之二、前霧燈	一〇六年一月一日起	M、N、L3 類車輛所使用之新型式 B 類及 F3 類前霧燈，應符合本項規定，且應使用符合本基準各章節規定之光源。符合本基準項次「三十二之一」規定之 M、N、L3 類車輛，亦視同符合本項規定。	101 年 3 月 8 日送部 102 年 3 月 20 日公告
三十三、倒車燈	九十五年七月一日起	使用於 M、N 及 O 類車輛之新型式倒車燈	98 年 9 月 17 日送部 102 年 3 月 20 日公告
	九十七年七月一日起	使用於 M、N 及 O 類車輛之各型式倒車燈，其倒車燈應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
三十四、車寬燈(前位置燈)	九十五年七月一日起	使用於 M、N 及 O 類車輛之新型式車寬燈(前位置燈)	102 年 3 月 20 日公告
	九十七年七月一日起	使用於 M、N 及 O 類車輛之各型式車寬燈(前位置燈)，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
	九十八年一月一日起	使用於 L1 及 L3 類車輛之新型式車寬燈(前位置燈)	

項目	實施日期	適用範圍	修正案送部日期
	一〇〇年一月一日起	使用於 L1、L2、L3 及 L5 類車輛之各型式車寬燈(前位置燈)，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
三十五、尾燈(後位置燈)	九十五年七月一日起	使用於 M、N 及 O 類車輛之新型式尾燈(後位置燈)	102 年 3 月 20 日公告
	九十七年七月一日起	使用於 M、N 及 O 類車輛之各型式尾燈(後位置燈)，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
	九十八年一月一日起	使用於 L1 及 L3 類車輛之新型式尾燈(後位置燈)	
	一〇〇年一月一日起	使用於 L1、L2、L3 及 L5 類車輛之各型式尾燈(後位置燈)，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
三十六、停車燈	九十五年七月一日起	使用於 M、N 及 O 類車輛之新型式停車燈	98 年 9 月 17 日送部 99 年 08 月 16 公告
	九十七年七月一日起	使用於 M、N 及 O 類車輛之各型式停車燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
三十七、煞車燈	九十五年七月一日起	使用於 M、N 及 O 類車輛之新型式煞車燈	102 年 3 月 20 日公告
	九十七年七月一日起	使用於 M、N 及 O 類車輛之各型式煞車燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
	九十八年一月一日起	使用於 L1 及 L3 類車輛之新型式煞車燈	
	一〇〇年一月一日起	使用於 L1、L2、L3 及 L5 類車輛之各型式煞車燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
三十八、第三煞車燈	九十五年七月一日起	使用於 M、N 及 O 類車輛之新型式第三煞車燈	99 年 5 月 14 日送部 102 年 3 月 20 日公告
	九十七年七月一日起	使用於 M、N 及 O 類車輛之各型式第三煞車燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
三十九、輪廓邊界標識燈	九十五年七月一日起	使用於 M、N 及 O 類車輛之新型式輪廓邊界標識燈	99 年 5 月 14 日送部 102 年 3 月 20 日公告
	九十七年七月一日起	使用於 M、N 及 O 類車輛之各型式輪廓邊界標識燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
四十、側方標識燈	九十五年七月一日起	使用於 M、N 及 O 類車輛之新型式側方標識燈	98 年 03 月 02 公告
	九十七年七月一日起	使用於 M、N 及 O 類車輛之各型式側方標識燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	

項目	實施日期	適用範圍	修正案送部日期
四十之一、側方標識燈：自一〇〇年一月一日起實施	一〇〇年一月一日起	使用於M、N及O類車輛之新型式側方標識燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	98年9月17日送部 102年3月20日公告
	一〇二年一月一日起	使用於M、N及O類車輛之各型式側方標識燈，已符合本基準項次「四十」之規定且發光顏色為紅色者，另應符合本項之紅色側方標識燈光度與照射角度規定	
四十一、反光標誌(反光片)	九十五年七月一日起	使用於M、N及O類車輛之新型式反光標誌	99年11月9日送部 100年9月20日公告
	九十七年七月一日起	使用於M、N及O類車輛之各型式反光標誌	
	九十八年一月一日起	使用於L1及L3類車輛之新型式反光標誌	
	一〇〇年一月一日起	使用於L1及L3類車輛之各型式反光標誌	
四十一之一、反光標誌(反光片)：自一〇〇年一月一日起實施	一〇〇年一月一日起	使用於M、N、O、L1、L2、L3及L5類車輛之新型式反光標誌	100年12月9日公告
四十二、動態煞車：自九十六年一月一日起實施	九十六年一月一日起	新型式之L1及L3類車輛	99年11月9日送部 100年9月20日公告
	九十八年一月一日起	各型式之L1及L3類車輛	
	九十七年一月一日起	新型式之M1、N類及O類車輛	
	九十九年一月一日起	除O3、O4類全拖車外之各型式之M1、N類及O類車輛	
	九十七年一月一日起	新型式之M2及M3類車輛	
	九十八年一月一日起	各型式之M2及M3類車輛	
	九十八年十二月二十五日起	同一申請者同一年度同型式規格之M1或N1類車輛申請少量車型安全審驗且總數未逾二十輛或機關、學校進口自行使用之N2、N3類及丙、丁類大客車，得免符合本項「動態煞車」規定中第二煞車系統性能及能量儲存裝置測試。	
	一〇〇年一月一日起	各型式O3、O4類全拖車車輛	
四十二之一、動態煞車：自一〇〇年一月一日起實施	一〇〇年一月一日起	新型式之M、N及O類非電動車輛。 各型式之L2及L5類車輛，其動態煞車應符合本項規定	102年3月20日公告

項目	實施日期	適用範圍	修正案送部日期
	一〇〇年七月一日起	新型式之M、N及O類電動車輛	
	一〇二年七月一日起	各型式之M、N及O類電動車輛，配備電力再生煞車系統者	
	一〇二年一月一日起	各型式之M、N及O類車輛已符合本基準項次「四十二」之規定，配備自動煞車或選擇性煞車者，另應符合本項5.1.12之規定；配備緊急煞車信號功能者，另應符合本項5.1.13及6.1.21之規定	
	一〇〇年一月一日起	同一申請者同一年度同型式規格之M1或N1類車輛申請少量車型安全審驗且總數未逾二十輛或機關、學校進口自行使用之N2、N3類及丙、丁類大客車，得免符合本項「動態煞車」規定中第二煞車系統性能及能量儲存裝置測試。	
四十二之二、動態煞車：自一〇二年一月一日起實施	一〇二年一月一日起	新型式之M、N、O及L類車輛	102年3月20日公告
	一〇四年一月一日起	各型式之L類車輛	
四十二之三、動態煞車	一〇七年一月一日起	新型式之M1、N1、O1、O2、L3及L5類車輛	102年9月9日送部 103年01月03日公告
	一〇九年一月一日起	1.各型式之M1及N1類車輛；已符合本基準項次「四十二之二」規定之既有型式O1、O2、L3及L5類車輛，亦視同符合本項規定。 2.可行駛狀態之車重大於一七三五公斤之M1及N1類車輛，得就5.6.車輛穩定性電子式控制系統(ESC)或6.9.車輛穩定性電子式控制功能(VSF)之規定擇一符合。	
	一〇八年一月一日起	1.新型式之M2、M3、N2及N3類車輛； 2.下述新型式車輛得免配備有6.9.車輛穩定性電子式控制功能(VSF)；惟若有配備VSF，則該功能應符合本項6.9規定： (1)逾三軸之M2、M3、N2及N3類車輛。 (2)逾三軸或未配備氣壓式懸吊之O3及O4類車輛。 (3)G類車輛、液壓傳動系統亦使用於煞車及輔助功能之液壓傳動車輛、設有立位之大客車、雙節式大客車及總重量介於三．五至七．五公噸之N2類曳引車。	

項目	實施日期	適用範圍	修正案送部日期
	一〇九年一月一日起	1.新型式之 O3 及 O4 類車輛 2.下述新型式車輛得免配備有 6.9 車輛穩定性電子式控制功能 (VSF)；惟若有配備 VSF，則該功能應符合本項 6.9 規定： (1)逾三軸之 M2、M3、N2 及 N3 類車輛。 (2)逾三軸或未配備氣壓式懸吊之 O3 及 O4 類車輛。 (3)G 類車輛、液壓傳動系統亦使用於煞車及輔助功能之液壓傳動車輛、設有立位之大客車、雙節式大客車及總重量介於三・五至七・五公噸之 N2 類曳引車。	
	一一〇年一月一日起	1.各型式 M2、M3、N2 及 N3 類車輛 2.已符合本基準項次「四十二之二」規定之下述既有型式車輛，亦視同符合本項規定： (1)逾三軸且未配備有 VSF 之 M2、M3、N2、N3、O3 及 O4 類車輛。 (2)未配備氣壓式懸吊且未配備有 VSF 之 O3 及 O4 類車輛。 (3)G 類車輛。 (4)液壓傳動系統亦使用於煞車及輔助功能之液壓傳動車輛。 (5)設有立位之大客車。 (6)雙節式大客車。 (7)總重量介於三・五至七・五公噸之 N2 類曳引車。	
	一一一年一月一日起	1.各型式之 O3 及 O4 類車輛 2.已符合本基準項次「四十二之二」規定之下述既有型式車輛，亦視同符合本項規定： (1)逾三軸且未配備有 VSF 之 M2、M3、N2、N3、O3 及 O4 類車輛。 (2)未配備氣壓式懸吊且未配備有 VSF 之 O3 及 O4 類車輛。 (3)G 類車輛。 (4)液壓傳動系統亦使用於煞車及輔助功能之液壓傳動車輛。 (5)設有立位之大客車。 (6)雙節式大客車。 (7)總重量介於三・五至七・五公噸之 N2 類曳引車。	
四十三、防鎖死煞車系統	九十七年一月一日起	若配備防鎖死煞車系統之新型式之 M1 及 N1 車輛	102 年 3 月 20 日公告
	九十九年一月一日起	若配備防鎖死煞車系統之各型式之 M1 及 N1 車輛	
	九十八年一月一日起	若配備防鎖死煞車系統之新型式之 L1 及 L3 車輛	
	一〇〇年一月一日起	若配備防鎖死煞車系統之各型式之 L1、L3 及 L5 車輛	
	一〇〇年一月一日起	若配備防鎖死煞車系統之超過四軸之新型式 M2、M3、N2 及 N3 車輛	

項目	實施日期	適用範圍	修正案送部日期
	一〇二年一月一日起	若配備防鎖死煞車系統之超過四軸之各型式 M2、M3、N2 及 N3 車輛	
	一〇〇年一月一日起	新型式之 O3、O4 類車輛和不超過四軸之 M2、M3、N2、N3 類車輛，應配備防鎖死煞車系統	
	一〇二年一月一日起	各型式之 O3、O4 類車輛和不超過四軸之 M2、M3、N2、N3 類車輛，應配備防鎖死煞車系統	
四十三之一、防鎖死煞車系統：自一〇二年一月一日起實施	一〇二年一月一日起	新型式之 O3、O4 類車輛和不超過四軸之 M2、M3、N2、N3 類車輛，應配備防鎖死煞車系統	102 年 3 月 20 日公告
	一〇四年一月一日起	各型式之 O4 類車輛，已符合本基準項次「四十三」規定者，另應符合本項 4.2 之規定	
	一〇二年一月一日起	若配備防鎖死煞車系統之新型式之 M1、N1、L1、L3、L5 車輛及超過四軸之 M2、M3、N2 及 N3 車輛	
	一〇四年一月一日起	各型式超過四軸之 M2、M3、N2 及 N3 車輛，已符合本基準項次「四十三」規定且配備整合式持久煞車系統者，另應符合本項 5.1.6 之規定	
	一〇六年一月一日起	各型式之 L1 及 L3 類車輛，若配備防鎖死煞車系統，則應符合本項規定。	
	一〇二年一月一日起	同一申請者同一年度同型式規格之 M1 或 N1 類車輛，申請少量車型安全審驗且總數未逾二十輛或機關、學校進口自行使用之 N2、N3 類及丙、丁類大客車，得免符合本項「防鎖死煞車系統」規定中能量消耗試驗及抓地力利用率試驗測試。	
四十四、轉向控制系駕駛人碰撞保護	九十七年一月一日起	總重量小於一・五公噸之新型式 M1 和 N1 類車輛	100 年 9 月 20 日公告
	九十九年一月一日起	總重量小於一・五公噸之各型式 M1 和 N1 類車輛	
四十四之一、轉向控制系駕駛人碰撞保護：自一〇〇年一月一日起實施	一〇〇年一月一日起	新型式非電動 M1 和總重量小於一・五公噸之新型式 N1 非電動類車輛	99 年 2 月 1 日送部 102 年 3 月 20 日公告
	一〇二年一月一日起	總重量大於一・五公噸之各型式 M1 類非電動車輛	
	一〇一年一月一日起	新型式 M1 類電動車輛和總重量小於一・五公噸之新型式 N1 類電動車輛	
	一〇三年一月一日起	各型式 M1 類電動車輛和總重量小於一・五公噸之各型式 N1 類車輛	
四十五、側方碰撞乘員保護	九十七年一月一日起	座椅 R 點距地高度小於七〇〇公釐之新型式 M1 及 N1 類車輛	102 年 3 月 20 日公告
	九十九年一月一日起	座椅 R 點距地高度小於七〇〇公釐之各型式 M1 及 N1 類車輛	

項目	實施日期	適用範圍	修正案送部日期
四十五之一、側方碰撞乘員保護：自一〇三年一月一日起實施	一〇三年一月一日起	座椅R點距地高度小於七〇〇公釐 M1 及 N1 類車輛	99 年 2 月 1 日送部 102 年 3 月 20 日公告
四十六、前方碰撞乘員保護	九十七年一月一日起	總重量小於二・五公噸之新型式 M1 類車輛	102 年 3 月 20 日公告
	九十九年一月一日起	總重量小於二・五公噸之各型式 M1 類車輛	
四十六之一、前方碰撞乘員保護：自一〇三年一月一日起實施	一〇三年一月一日起	總重量小於二・五公噸 M1 類車輛	100 年 10 月 14 日送部 102 年 3 月 20 日公告
四十七、轉向系統	九十七年一月一日起	新型式之 M、N、及 O 類車輛	97 年 06 月 11 公告
	九十九年一月一日起	各型式之 M、N、及 O 類車輛	
四十八、安全帶固定裝置	九十七年一月一日起	新型式之 M 及 N 類車輛	102 年 3 月 20 日公告
	九十九年一月一日起	各型式之 M 及 N 類車輛	
	九十七年一月一日起	安全帶固定裝置之適用型式及其範圍認定原則，應符合以下規定： 2.1.1 車種代號相同 2.1.2 廠牌及車輛型式系列相同 2.1.3 底盤車廠牌相同 2.1.4 底盤車申請者宣告之底盤車型式系列相同 2.1.5 若以底盤車代替完成車執行本項全部或部分檢測時，其適用型式及其範圍認定原則： 2.1.5.1 底盤車廠牌相同 2.1.5.2 底盤車申請者宣告之底盤車型式系列相同	
	九十八年一月一日起	安全帶固定裝置之適用型式及其範圍認定原則，應符合以下規定： 2.2.1 廠牌相同 2.2.2 固定點數量相同 2.2.3 固定裝置結構、尺寸及材質相同 2.2.4 與固定裝置各固定點接合之固定方式、結構(含接合固定之鈑件厚度)及材質相同	
四十八之一、安全帶固定裝置：自一〇四年一月一日起實施	一〇四年一月一日起	新型式之 M 及 N 類車輛	98 年 9 月 17 日送部 102 年 3 月 20 日公告

項目	實施日期	適用範圍	修正案送部日期
四十八之二、安全帶固定裝置	一〇五年一月一日起	新型式之M及N類車輛	102年9月9日送部 103年01月03日公告
	一〇八年一月一日起	各型式之M1類車輛；已符合本基準項次「四十八之一」規定者，另應符合本項7.之規定。	
四十九、座椅強度	九十七年一月一日起	使用於M及N類車輛之新型式座椅	99年11月9日送部 102年3月20日公告
	九十九年一月一日起	使用於M及N類車輛之各型式座椅	
五十、頭枕	九十七年一月一日起	使用於M1、N1類車輛以及總重量小於三・五公噸之M2類車輛外側前座之新型式頭枕	102年3月20日公告
	九十九年一月一日起	使用於M1、N1類車輛以及總重量小於三・五公噸之M2類車輛外側前座之各型式頭枕	
五十之一、頭枕：自一〇二年一月一日起實施	一〇二年一月一日起	下列之頭枕，應符合本項規定：(1.1.1~1.1.2)	102年3月20日公告
	一〇四年一月一日起	使用於M1及總重量小於三・五公噸之M2類車輛後座之各型式頭枕	
五十一、門門／鉸鏈	九十七年一月一日起	使用於M1及N1類車輛之新型式門門/鉸鏈	99年08月16公告
	九十九年一月一日起	使用於M1及N1類車輛之各型式門門/鉸鏈	
五十一之一、門門與鉸鏈：自一〇二年一月一日起實施	一〇二年一月一日起	使用於M1及N1類車輛乘員進出門之新型式門門與鉸鏈	99年11月9日送部 102年3月20日公告
	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門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	
五十二、非氣體放電式頭燈	九十七年一月一日起	使用於M及N類車輛之新型式非氣體放電式頭燈	99年5月14日送部 99年08月16公告
	九十九年一月一日起	使用於M及N類車輛之各型式非氣體放電式頭燈	
	九十八年一月一日起	使用於L1及L3類車輛之新型式非氣體放電式頭燈	
	一〇〇年一月一日起	使用於L1及L3類車輛之各型式非氣體放電式頭燈	

項目	實施日期	適用範圍	修正案送部日期
五十二之一、非氣體放電式頭燈：自一〇〇年一月一日起實施	一〇〇年一月一日起	使用於 M、N、L1 及 L3 類車輛之新型式非氣體放電式頭燈以及 L2、L5 類車輛之各型式非氣體放電式頭燈	102 年 3 月 20 日公告
	一〇二年一月一日起	使用於 M、N、L1 及 L3 類車輛之各型式非氣體放電式頭燈，已符合本基準項次「五十二」之規定且裝設額外光源及/或具備轉彎光型者，另應符合本項之裝設額外光源及/或具備轉彎光型之相關規定	
	一〇四年一月一日起	新型式之 M、N、L1 及 L3 類車輛之「9.配光穩定性試驗」其試驗電壓應符合 9.1.2 之規定。	
五十二之二、非氣體放電式頭燈	一〇六年一月一日起	1.使用於 M 及 N 類車輛之新型式非氣體放電式頭燈，應符合本項規定。 2.符合本基準項次「五十二之一」規定之既有型式非氣體放電式頭燈，亦視同符合本項規定。	103 年 5 月 23 日送部
	一〇七年一月一日起	1.用於 L 類車輛之新型式非氣體放電式頭燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡。 2.符合本基準項次「五十二之一」規定之既有型式非氣體放電式頭燈，亦視同符合本項規定。	103 年 8 月 22 日公告
五十三、後霧燈	九十七年一月一日起	使用於 M、N 及 O 類車輛之新型式後霧燈	100 年 12 月 9 日公告
	九十九年一月一日起	使用於 M、N 及 O 類車輛之各型式後霧燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
	九十八年一月一日起	使用於 L3 類車輛之新型式後霧燈	
	一〇〇年一月一日起	使用於 L3 及 L5 類車輛之各型式後霧燈，應符合本項規定，且應使用符合本基準中「燈泡」規定之燈泡	
五十四、火災防止規定	九十七年十二月三十一日起	軸距逾四公尺之大客車及軸距未逾四公尺且總重量逾四・五噸之大客車	97 年 06 月 11 公告
五十四之一、火災防止規定	一〇四年一月一日起	軸距逾四公尺及軸距未逾四公尺且總重量逾四・五噸之新型式大客車	102 年 11 月 1 日公告
	一〇六年一月一日起	軸距逾四公尺及軸距未逾四公尺且總重量逾四・五噸之各型式大客車	
五十四之二、火災防止規定	一〇五年一月一日起	軸距逾四公尺及軸距未逾四公尺且總重量逾四・五噸之新型式大客車	102 年 9 月 9 日送部 103 年 01 月 03 日公告
	一〇六年一月一日起	軸距逾四公尺及軸距未逾四公尺且總重量逾四・五噸之各型式大客車	

項目	實施日期	適用範圍	修正案送部日期
五十五、大客車車身結構強度	九十七年十二月三十一日起	下述車輛之車身結構強度，應符合本項規定 1.1 軸距逾四公尺之大客車 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： 1.2.1 僅設座位供載運乘客 1.2.2 設有座位供做載客用途，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	97 年 06 月 11 公告
	一〇一年二月七日起	M2 及 M3 類之雙節式大客車應符合本項規定。	100 年 4 月 14 日送部 102 年 3 月 20 日公告
五十六、電磁相容性	一〇〇年一月一日起	新型式之 L、M1 及 N1 類車輛	99 年 2 月 1 日送部 102 年 3 月 20 日公告
	一〇二年一月一日起	各型式之 L、M1 及 N1 類車輛	
五十六之一、電磁相容性：自一〇四年一月一日起實施	一〇二年一月一日起	新型式之 L 類車輛；已符合「五十六、電磁相容性」者，另應符合電磁耐受規定。	103 年 5 月 23 日送部
	一〇四年一月一日起	各型式之 L 類車輛；已符合「五十六、電磁相容性」者，另應符合電磁耐受規定。	103 年 8 月 22 日公告
	一〇三年一月一日起	新型式之 M、N 及 O 類車輛；已符合「五十六、電磁相容性」者，另應符合電磁耐受規定。	
	一〇五年一月一日起	各型式之 M、N 及 O 類電動車輛	
	一〇五年一月一日起	各型式之 M1、N1 類非電動車輛	
	一〇六年一月一日起	各型式之 M2、M3、N2、N3 類非電動車輛	
	一〇七年一月一日起	各型式之 O 類非電動車輛	
五十六之二、電磁相容性	一〇五年一月一日起	新型式之 L 類車輛；符合車輛安全檢測基準項次「五十六之一、電磁相容性」規定之既有型式 L 類非電動車輛，亦視同符合本項規定。	103 年 5 月 23 日送部
	一〇七年一月一日起	各型式之 L 類車輛；符合車輛安全檢測基準項次「五十六之一、電磁相容性」規定之既有型式 L 類非電動車輛，亦視同符合本項規定。	103 年 8 月 22 日公告

項目	實施日期	適用範圍	修正案送部日期
	一〇六年一月一日起	新型式之 M1 及 N1 類車輛；符合車輛安全檢測基準項次「五十六之一、電磁相容性」規定之既有型式 M1 及 N1 類非電動車輛，亦視同符合本項規定。	
	一〇八年一月一日起	各型式之 M1 及 N1 類車輛；符合車輛安全檢測基準項次「五十六之一、電磁相容性」規定之既有型式 M1 及 N1 類非電動車輛，亦視同符合本項規定。	
	一〇七年一月一日起	新型式之 M2、M3、N2 及 N3 類車輛；符合車輛安全檢測基準項次「五十六之一、電磁相容性」規定之既有型式 M2、M3、N2 及 N3 類非電動車輛，亦視同符合本項規定。	
	一〇九年一月一日起	各型式之 M2、M3、N2 及 N3 類車輛；符合車輛安全檢測基準項次「五十六之一、電磁相容性」規定之既有型式 M2、M3、N2 及 N3 類非電動車輛，亦視同符合本項規定。	
	一〇八年一月一日起	新型式之 O 類車輛；符合車輛安全檢測基準項次「五十六之一、電磁相容性」規定之既有型式 O 類非電動車輛，亦視同符合本項規定。	
	一一〇年一月一日起	各型式之 O 類車輛；符合車輛安全檢測基準項次「五十六之一、電磁相容性」規定之既有型式 O 類非電動車輛，亦視同符合本項規定。	
五十七、小型輕型機車電子控制裝置	九十六年六月一日起	小型輕型機車	102 年 3 月 20 日公告
五十八、小型輕型機車之車架疲勞強度	九十六年七月一日起	小型輕型機車	102 年 3 月 20 日公告
五十九、適路性前方照明系統	一〇〇年一月一日起	使用於 M 及 N 類車輛之新型式適路性前方照明系統	99 年 11 月 9 日送部 102 年 3 月 20 日公告
	一〇二年一月一日起	使用於 M 及 N 類車輛之各型式適路性前方照明系統	
五十九之一、適路性前方照明系統	一〇六年一月一日起	1.使用於 M 及 N 類車輛之新型式適路性前方照明系統，應符合本項規定。 2.符合本基準項次「五十九」規定之 M 及 N 類車輛，亦視同符合本項規定。	102 年 3 月 20 日公告
六十、含視野輔助燈之照後鏡	九十九年一月一日起	使用於 M 及 N 類車輛之照後鏡，如含後方視野輔助燈者，應符合本項規定。	98 年 12 月 15 公告
六十一、機械式聯結裝置安裝規定	一〇〇年一月一日起	除車輛安全檢測基準第十七項所指小型汽車及其附掛拖車以外之新型式 N 及 O 類車輛	99 年 12 月 17 公告
	一〇〇年七月一日起	除車輛安全檢測基準第十七項所指小型汽車及其附掛拖車以外之各型式 N 及 O 類車輛	
六十二、機械式聯結裝置	一〇〇年一月一日起	除車輛安全檢測基準第十七項所指小型汽車及其附掛拖車以外之 N 及 O 類車輛所使用之機械式聯結裝置	99 年 12 月 17 公告
六十三、低地板大客車規格規定	九九年八月十六日起	下述設有立位之新型式低地板大客車： 1.1 軸距逾四公尺之大客車。 1.2 軸距未逾四公尺且總重量逾四・五噸之有設立位大客車。	99 年 7 月 16 日送部 102 年 3 月 20 日公告

項目	實施日期	適用範圍	修正案送部日期
六十四、電動汽車之電氣安全：自一〇三年一月一日起實施	一〇三年一月一日起	使用於設計速度大於 25 公里/小時之新型式 M 及 N 類電動車輛	103 年 5 月 23 日送部
	一〇五年一月一日起	使用於設計速度大於 25 公里/小時之各型式 M 及 N 類電動車輛	103 年 8 月 22 日公告
六十五、電動機車高溫擠壓電擊安全防護規範：自九十九年十二月一日起實施	九十九年十二月一日起	新型式之 L 類電動機車	99 年 2 月 1 日送部 102 年 3 月 20 日公告
	一〇一年十二月一日起	各型式之 L 類電動機車	
六十六、燃油箱	一〇三年一月一日起	使用於 M、N 及 O 類車輛之新型式油箱	100 年 12 月 30 日送部
	一〇五年一月一日起	使用於 M、N 及 O 類車輛之各型式油箱	102 年 3 月 20 日公告
六十七、載運輪椅使用者車輛規定	一〇二年一月一日起	除符合車輛安全檢測基準「低地板大客車規格規定」之低地板大客車以外設有輪椅區之 M 類車輛	101 年 8 月 28 日送部 101 年 10 月 18 日公告
六十八、胎壓偵測輔助系統	一〇三年十一月一日起	新型式 M1 類車輛	101 年 11 月 5 日公告
	一〇五年七月一日起	各型式 M1 類車輛	
	一〇三年十一月一日起	新型式 N1 類車輛	
	一〇五年七月一日起	各型式 N1 類車輛	
六十九、低速輔助照明燈	一〇三年一月一日起	使用於 M 及 N 類車輛之低速輔助照明燈	102 年 3 月 4 日報部 102 年 5 月 9 日公告
七十、大客車設置之自行車置放架靜態強度(草案)	〇年〇月〇日起	設有自行車置放架之 M2 及 M3 類車輛	99 年 4 月 12 日送部
七十一、行車視野輔助系統(草案)	一〇四年一月一日起	各型式 M2 及 M3 類車輛	101 年 8 月 9 日送部
	〇年〇月〇日起	新型式 N2 及 N3 類車輛	
	〇年〇月〇日起	各型式 N2 及 N3 類車輛	
七十二、前方碰撞輔助警示系統(草案)	一〇四年一月一日起	除市區公車以外之新型式 M2 及 M3 類車輛	101 年 9 月 11 日送部

項目	實施日期	適用範圍	修正案送部日期
	一〇六年一月一日起	除市區公車以外之各型式 M2 及 M3 類車輛	

待公告車輛安全檢測基準增修案規劃表											
項目		參考	草案年	適用車輛		實施日期綜合確認因子			實施年		預定公告年
編號	名稱	UN 版本		基準範圍	增修對象	UN 所訂新型式日期 A 後一年	討論定案後緩 衝期兩年(定 案年+2)	依產品開發技 術難度	新型式	既有型式	
2	車輛規格規定(新增 4.5 開放式市區單層公車及上層開放式市區雙層公車之車身各部規格規定)	UN R107 03-S1 版	101 年 /101.6.13	L、N、M、 O 類	M2 及 M3 類	1. UN R107 附件 3 內容之無頂大客車相關內容為既有之內容,非 UN 新增訂內容,故無列出 UN 所訂新型式日期後一年之年份。 2. 已實施。	101+2 ->103(2014)年	ARTC 代表說明現已具備檢測能量。	---	---	基準草案已於 101 年 7 月 16 日報部
42-3	動態煞車系統(煞車輔助系統)	UN R13H 00-S14 版	103 年 /103.7.30	M1、N1 類	---	---	---	ARTC 代表說明無檢測能量可執行。	107.1.1	不追溯	
64-1	電動汽車之電氣安全	UN R100 02 版	103 年 /103.7.18	M、N 類	---	---	---	ARTC 代表說明僅能執行部分試驗。	---	---	
71	行車視野輔助系統	--- (非調和 UN 法規 項目)	101 年 /101.7.5	N2、N3、M2 及 M3 類	N2、N3、M2 及 M3 類	---	101+2 ->103(2014)年	ARTC 代表說明現已具備檢測能量。	1.M2 及 M3 類; 104.01.01 2.N2 及 N3 類;待 討論	1.M2 及 M3 類; 104.01.01 2.N2 及 N3 類; 待討論	基準草案已於 101 年 8 月 9 日 報部
72	前方碰撞輔助警示系統	--- (非調和 UN 法規 項目)	101 年 /101.8.15	除市區公車以外之各 型式 M2 及 M3 類車輛	除市區公車以外之 各型式 M2 及 M3 類車輛	---	101+2 ->103(2014)年	ARTC 代表說明現已具備檢測能量。	104.1.1	106.1.1	基準草案已於 101 年 9 月 11 日報部

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

車室(Passenger compartment) 係指車輛(小客車)內由車頂、地板、側板、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。

乘客室(Passenger compartment)係指(大客車)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。

基準名稱	基準條文	對應英文版基準條文 (內容與 UN 條文相同)	修正意見																							
020.車輛規格規定	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）。	R36: 5.6.1.1. The minimum number of service doors required is as follows: <table border="1"> <thead> <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> </thead> <tbody> <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> </tbody> </table>	Number of passengers	Number of service doors			Class I	Class II	Class III	23 - 45	1	1	1	46 - 70	2	1	1	71 - 100	3	2	1	> 100	4	3	1	僅規範乘客，基準條文不需修正
Number of passengers	Number of service doors																									
	Class I	Class II	Class III																							
23 - 45	1	1	1																							
46 - 70	2	1	1																							
71 - 100	3	2	1																							
> 100	4	3	1																							
020.車輛規格規定	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。	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.	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。																							
	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	R36: 5.6.11.1. Each emergency exit shall be marked by an inscription reading "Emergency exit" inside and outside the vehicle.	僅規範乘客，基準條文不需修正																							

	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。		
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	R36: 5.7.1.1. The free space extending inwards into the vehicle from the	僅規範乘客，基準條文不需修正

	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。	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.	
	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	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	僅規範乘客，基準條文不需修正

	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。	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 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		僅規範乘客，基準條文不需修正

	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		僅規範乘客，基準條文不需修正

	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	R107: 2.5. "Service door" means a door intended for use by passengers in	僅規範乘客，基準條文不需修正

	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，其第一節剛性車廂應至少二個車門）。	normal circumstances with the driver seated:	
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	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	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

	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 0 0 乘四 0 0 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。	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 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.	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 0 0 乘四 0 0 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	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	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

	求駕駛區須有外部出口。	paragraph 7.7.5.1.1., no external exit is required from the driver's compartment.	道與主要乘客室相通時，則不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：	R107: 7.6.1.9. If a driver's door or other exit from the compartment is provided in the circumstances described in paragraph 7.6.1.8. it may only count as an exit for passengers provided:	4.4.2.8 若在 4.4.2.7 描述的情況下，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，其面積等於或超過一〇平方公尺，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四〇。若兩車門之一為雙扇車門，則此距離應在相距最遠之	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	僅規範乘客，基準條文不需修正

	兩個車門間測量。	two doors which are furthest apart.	
	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。	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 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.	僅規範乘客，基準條文不需修正
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	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

	使用；		
	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 0 0 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	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	僅規範乘客，基準條文不需修正

	所述安全裝置之一或其他裝置啟動。	actuated by one of the safety devices referred to in paragraph 7.6.6.3.1. or by any other device.	
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 所述之方式打開。	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 passenger in accordance with paragraph 7.6.6.2.; this shall not apply if the driver has deactivated the opening controls.	僅規範乘客，基準條文不需修正
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）之高度應不大於一二〇〇公釐，對鉸鏈式	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	僅規範乘客，基準條文不需修正

	安全窗應不小於六五〇公釐，而對玻璃式安全窗則應不小於五〇〇公釐。 若鉸鏈式安全窗之出口於距地板六五〇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五〇〇公釐，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。	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 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，並應至少可開啟一〇〇度。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，並應至少可開啟一〇〇度。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	R107:	僅規範乘客，基準條文不需修正

	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。	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.	
	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	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	僅規範乘客，基準條文不需修正

	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。	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).	
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。鉸接段的軟蓋蓬（包括折疊蓬）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	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	僅規範乘客，基準條文不需修正

	一〇〇公釐處，且下一級階梯的投影應至少保留二〇〇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比。	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.	
	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 than 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／	R107:	僅規範乘客，基準條文不需修正

	或面向通道的座椅，其最小腳部淨空間應至少為三〇〇公釐深，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／或之上，但不得妨礙按4.4.14.5測量最小通道寬度。	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 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九〇〇公釐，從就座乘客擱腳的地板處向上不小於一三五〇公釐。	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一五〇〇公釐，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	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	僅規範乘客，基準條文不需修正

	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。	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.	
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	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	僅規範乘客，基準條文不需修正

	定。(參見圖五)	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).	
	4.4.14.12.1.2.1 防護桿距 乘客 站立地板之高度應至少八〇〇公釐。	R107: 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.	僅規範乘客，基準條文不需修正
	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一〇〇公釐處，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。且一直徑五〇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。且一直徑五〇公釐之圓球無法自位於駕駛室正後方之 乘客室 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:	僅規範乘客，基準條文不需修正

		7.9.4.2. The floor cannot carry the mass of the passengers ;	
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 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。	R94: 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.		(此為 103.6.30 交通部基準討論會議修訂之內容)
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	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		(此為 103.6.30 交通部基準討論會議修訂之內容)

	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。	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 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0.3公尺至0.9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	3-3.6.19.2. Other requirements: The exterior courtesy lamp shall not be	僅規範乘客，基準條文不需修正

	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。	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.	
	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三〇公尺處往後延伸。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)。	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 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).	僅規範乘客，基準條文不需修正
	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向中心面平行，且與車輛前 乘客 側最外側點相切，並從駕駛者眼點後方二〇公尺處往後延伸。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，	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	僅規範乘客，基準條文不需修正

	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)。	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 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二〇〇〇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二〇〇〇公釐之平面。	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三〇〇公釐及距地一二〇〇公釐處之直線，則無須強制安裝車前視鏡(VI類)：	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.	僅規範乘客，基準條文不需修正

	(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九〇〇公釐之平面。	(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	
	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、及無法容納直徑一五〇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 of one 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、及無法容納直徑一五〇公釐之圓者得免該項測試 註4：天窗得免該項測試	25-2.3.2. The safety glass panes shall be subjected to the tests listed in the following table: 1: laminated-glass pane (a glass pane consisting of one 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
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	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	僅規範乘客，基準條文不需修正

	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。	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.	
	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）。	42-3.2.2.8. 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 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九〇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 乘客數逾二人（不包含駕駛	42-3.6.2.6.1.1.2. The passenger 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

	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。	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	
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。	44-0.3.1.1. 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 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
	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)。	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	規範乘員，基準條文不需修正

	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。	165 mm in diameter, contains any dangerous sharp edges, likely to increase the risk of serious injury to the occupants .	
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	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	規範乘員，基準條文不需修正

	執行本項試驗。	criterion of “The protection of the occupants in the event of a frontal collision” specified in this “Standards”	
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。	44-1.4.2.1. 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 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
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、	44-1.5.3.3. Specifications of paragraph 44-1.5.3.1. above are deemed	規範乘員，基準條文不需修正

	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。	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」	
45-0 側方碰撞乘員保護	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「側方碰撞 乘員 保護」規定。	45-0.1.2. The applicants applying for low volume safety approval or vehicle-by-vehicle may be exempt from regulation of “the protection of the occupants in the event of a lateral collision” except child-only vehicle	規範乘員，基準條文不需修正
	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 中華民國一〇三年一月一日起，座椅 R 點距地高度小於或等於七〇〇公釐 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	45-1.2.1.1. " Passenger compartment with regard to occupant protection" means the space for occupant accommodation, bounded	2.1.1 乘員之車室 ：指車輛內由車

	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。	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.	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：指車輛內由車頂、地板、側板、車門、玻璃、前方隔板、後方隔板、後方開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。	R95 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.	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. 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 M1 類車輛，其前方碰撞乘員保護，應符合本項規定。	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
	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 中華民國一〇三年一月一日起，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	46-1.1.3. Except for child-only vehicle, application for low volume or vehicle-by-vehicle safety approval may be exempt from this	規範乘員，基準條文不需修正

	者，得免符合本項「前方碰撞乘員保護」規定。	regulation	
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。	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 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：指車輛內由車頂、地板、側板、車門、玻璃、前方隔板、後方隔板、後方開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	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	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

	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。	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 front outboard seats.	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。
	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	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

	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。		
	5.2 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。	48-1.5.2. In 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.	5.2 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。
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	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	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

	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。	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 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.	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. In 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	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	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	

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。

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, 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.

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。	48-2.7.1.2. Seat positions, or ISOFIX positions, which are indicated by the vehicle manufacturer as being suitable for the installation of 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.	7.1.2 申請者明述適合安裝兒童保護裝置或 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)功率輸出大於二〇〇千瓦(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)功率輸出大於二〇〇千瓦(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	

			掛乘客座椅位置，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・〇公釐 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.	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

		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 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.	之側向式座椅。 4.4.3 座椅固定裝置、調整、鎖定與位移系統試驗：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。
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。	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, 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.	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	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	規範乘員，基準條文不需修正	

	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】	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】	
	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). 【請參考頁末表格】	規範乘員，基準條文不需修正
	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	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	2.1 頭枕(Head restraint)：指裝置的功能可限制成人乘員頭部對

	向後移動，以降低事故時 乘客 頸椎受傷之危險。	torso in order to reduce the danger of injury to the cervical vertebrae of that occupant in the event of an accident.	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80g 達三毫秒以上。	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 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80g 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 乘員 清楚知道這個位置並非頭枕的正常使用位置；
	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	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	2.1 頭枕(Head restraint)：指裝置

	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。	torso in order to reduce the danger of injury to the cervical vertebrae of that occupant in the event of an accident.	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八〇g 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八〇g 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六五〇公釐的位置時，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 門門鉸鏈	3.2 無半門狀態之滑動門，應在車門沒有達到全門時，自動從門定位置移到局部	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	規範乘員，基準條文不需修正

	開啟位置；局部開啟位置應可讓車輛乘員輕易辨認。	partially opened position shall be readily apparent to occupants of the vehicle.	
51-1 門門／鉸鏈	1.1 中華民國一〇二年一月一日起，使用於 M1 及 N1 類車輛乘員進出門之新型式門門與鉸鏈，應符合本項規定。 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，其新型式門門與鉸鏈，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門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，其各型式門門與鉸鏈，應符合本項規定。	R11: 1. Scope This Regulation applies to vehicles of categories M1 and N11 with 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.	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(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。	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 vertical and rearward position, providing direct access for passengers to enter or depart the vehicle.	僅規範乘客，基準條文不需修正
	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/啣合裝置，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/啣合裝置，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	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	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

	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。	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.	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乘客室。
	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 電瓶應與駕駛室和乘客室隔離且通風。
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	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。

		not be so located that there is a risk of fuel falling on to the engine or exhaust system during filling.	
	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 outside air.	5.5.2 電瓶應與駕駛室和乘客室隔離且通風。
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	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

	總和。		
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：	55.5.1.6.5. In the case where occupant restraint devices are part of the 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:	規範乘員，基準條文不需修正	
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 0.5。	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	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	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	

	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。	at the front and rear of the passenger compartment shall be used	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。
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.整車翻覆試驗 乘員 束縛裝置之相關規定綜合考量。	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 paragraph 55.5.		規範乘員，基準條文不需修正
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 點後方小於二〇〇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 點前方六〇〇公釐的垂直平面，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 點後方小於二〇〇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 點前方六〇〇公釐的垂直平面，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)	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		僅規範乘客，基準條文不需修正

	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。	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.	
	10.3.2.1 車身骨架吸收之總能量為： $ET = 0.75 \cdot M \cdot g \cdot \Delta h$ 其中：M = Mk， 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 $g = \text{重力常數} = 9.8 \text{ 公尺/秒平方}$ $\Delta h = \text{車輛在翻覆時的重心垂直位移距離（公尺）}$ 。	55.10.3.2.1. the total energy (ET) to be absorbed by the superstructure is: $E_T = 0.75 M g \Delta h$ 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.	規範乘員，基準條文不需修正
	10.4.1 車身骨架之總能量(ET)吸收：ET = $0.75 \cdot M \cdot g \cdot \Delta h$ 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 Mt $g = \text{重力常數} = 9.8 \text{ 公尺/秒平方}$ $\Delta h = \text{車輛在翻覆測驗時的重心垂直位移距離（公尺）}$ ，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	規範乘員，基準條文不需修正

		rollover test, as determined in paragraph 55.7.3.	
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。	56-1.2.11. "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
	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	56-2.6.2.1.2. Other vehicle systems	僅規範乘客，基準條文不需修正

	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。	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.	
	7.2.3 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。	56-2.7.2.3. 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
	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	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

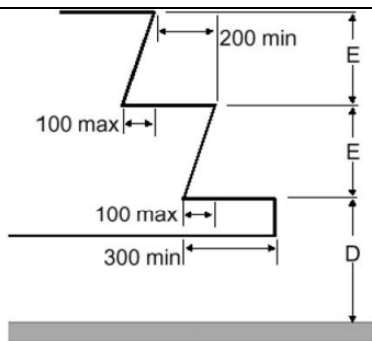
	位面積之百分之三五之大客車。		
2.1 第一類：指乘客數逾二二人(不包含駕駛員)，且設有利於乘客頻繁上下車之立位區域之低地板大客車。	63.2.1. "Class I": For low floor vehicles having a capacity exceeding 22 passengers in addition to the driver, vehicles constructed with areas for standing passengers, to allow frequent passenger movement.	僅規範乘客，基準條文不需修正	
2.2 第二類：指乘客數逾二二人(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。	63.2.2. "Class II": For low floor 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	
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0.03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之車門符合此規定，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二七〇公釐。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三二〇公釐，而若是僅有一個供乘客上下車之車門符合此規定，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	規範乘員，基準條文不需修正

		user.	
	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 電動汽車之電氣安全	2.21 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。	R100 "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."	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)
	4.1.1.1 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。

02 車輛規格規定 4.4.2.3

<table><tr><td colspan="2">每個分隔艙內的乘客和駕駛及服務員等人員數量</td><td colspan="2">出口的最少數量</td></tr><tr><td colspan="2">17~30</td><td colspan="2">4</td></tr><tr><td colspan="2">31~45</td><td colspan="2">5</td></tr><tr><td colspan="2">46~60</td><td colspan="2">6</td></tr><tr><td colspan="2">61~75</td><td colspan="2">7</td></tr><tr><td colspan="2">76~90</td><td colspan="2">8</td></tr><tr><td colspan="2">91~110</td><td colspan="2">9</td></tr><tr><td colspan="2">111~130</td><td colspan="2">10</td></tr><tr><td colspan="2">> 130</td><td colspan="2">11</td></tr></table>				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		<table><tr><td colspan="2">Number of passengers and crew to be accommodated in each compartment</td><td colspan="2">Minimum total number of exits</td></tr><tr><td colspan="2">17~30</td><td colspan="2">4</td></tr><tr><td colspan="2">31~45</td><td colspan="2">5</td></tr><tr><td colspan="2">46~60</td><td colspan="2">6</td></tr><tr><td colspan="2">61~75</td><td colspan="2">7</td></tr><tr><td colspan="2">76~90</td><td colspan="2">8</td></tr><tr><td colspan="2">91~110</td><td colspan="2">9</td></tr><tr><td colspan="2">111~130</td><td colspan="2">10</td></tr><tr><td colspan="2">>130</td><td colspan="2">11</td></tr></table>				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	
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																																																																															
<table><tr><td>乘客數量</td><td>車頂逃生口數量</td></tr><tr><td>不超過 50</td><td>1</td></tr><tr><td>超過 50</td><td>2</td></tr></table>				乘客數量	車頂逃生口數量	不超過 50	1	超過 50	2	<table><tr><td colspan="2">Number of passengers (in the upper deck in the case of double-deck vehicles)</td><td colspan="2">Number of hatches</td></tr><tr><td colspan="2">not exceeding 50</td><td colspan="2">1</td></tr><tr><td colspan="2">exceeding 50</td><td colspan="2">2</td></tr></table>				Number of passengers (in the upper deck in the case of double-deck vehicles)		Number of hatches		not exceeding 50		1		exceeding 50		2																																																							
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																																																																															
<table><tr><td colspan="2">乘客數量</td><td>> 22</td><td>≤ 22</td></tr><tr><td rowspan="2">面積</td><td>第一級階梯（mm）</td><td>400 × 300</td><td>400 × 200</td></tr><tr><td>其它階梯（mm）</td><td>400 × 200</td><td>400 × 200</td></tr></table>				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	<table><tr><td colspan="2">Number of passengers</td><td>> 22</td><td>≤ 22</td></tr><tr><td>Area</td><td>First step (mm)</td><td>400 x 300</td><td>400 x 200</td></tr><tr><td></td><td>Other steps (mm)</td><td>400 x 200</td><td>400 x 200</td></tr></table>				Number of passengers		> 22	≤ 22	Area	First step (mm)	400 x 300	400 x 200		Other steps (mm)	400 x 200	400 x 200																																																	
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																																																																															

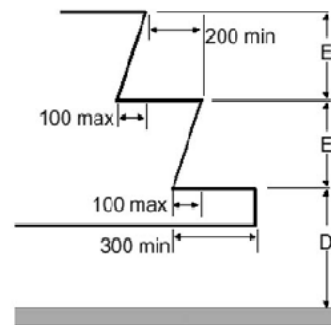


類別		尺度
第一階距地高”D”	最大高度(公釐)	340 ^{1/}
	最小深度(公釐)	300
其他階梯高”E”	最大高度(公釐)	250 ^{2/}
	最小高度(公釐)	120
	最小深度(公釐)	200

備註：1/若為安全門則為七 0 0 公釐。

2/若為位於車輛最後軸之後車門的階梯則為三 0 0 公釐。

圖三：乘客用階梯尺度

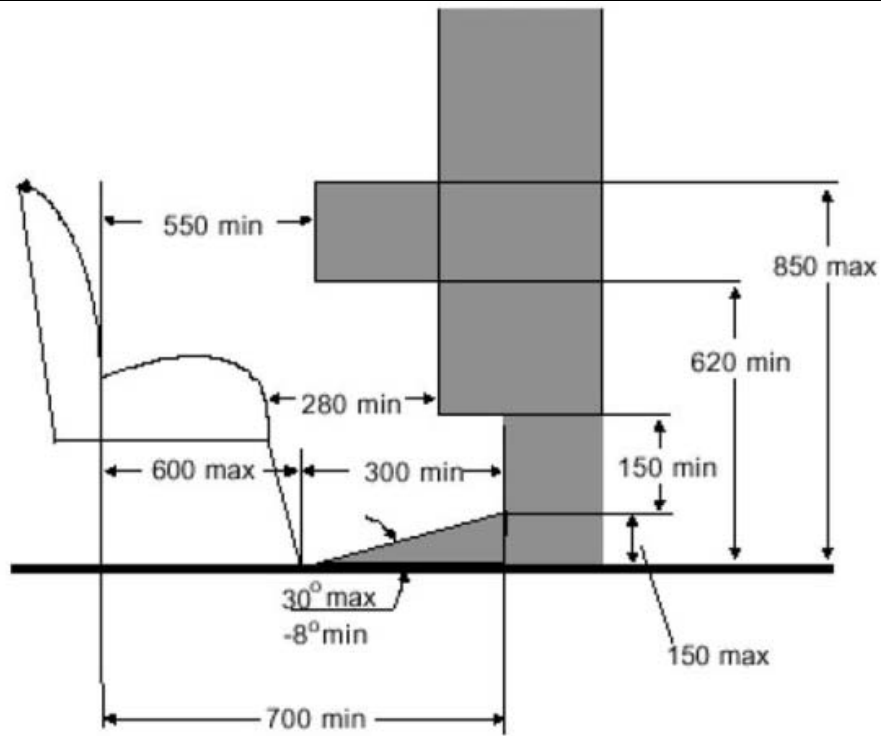


Classes		Dimension
First step from ground "D"	Max. height (mm)	340 ^{1/}
	Min. depth (mm)	300
Other steps "E"	Max. height (mm)	250 ^{2/}
	Min. height (mm)	120
	Min. depth (mm)	200

^{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

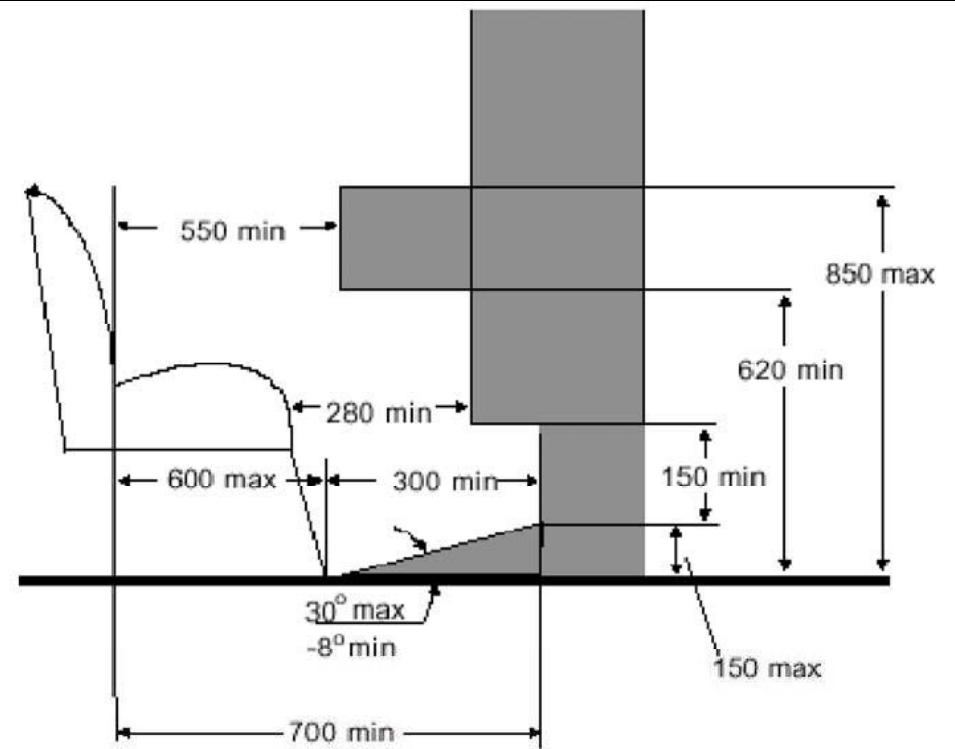


Figure 4: Space for seated passengers behind a partition or other rigid structure other than a seat

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 選配(Optional):	強制 (Compulsory): (依備註規定)乘客側 1 個 選配(Optional): 駕駛側 1 個 (皆	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

				若無安裝 V 類 視鏡，則兩側可 選配	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

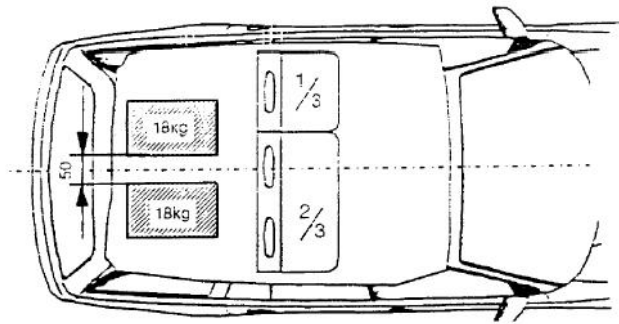
Chart 1 :The amount of installation devices' table

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 vision prescribed in	Optional	Compulsory 1 on the driver's side and 1 on the passenger's side Class II mirrors may be fitted as an	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	Optional (must be fitted at least 2 m above the ground)	Optional 1 front mirror; except the vehicle having front mirror of class VI.

	paragraph 23.7.1		alternative.		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 1 on the driver's side	Not permitted	Compulsory: For both sides if a	Compulsory: (See the note) 1 on	Optional 1 front mirror (must	Compulsory 1 front mirror;

		and 1 on the passenger's side		Class V mirror can be fitted Optional: For both sides together if not	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.	be fitted at least 2 m above the ground.	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

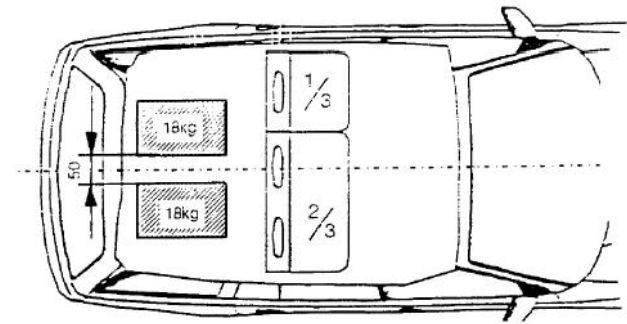
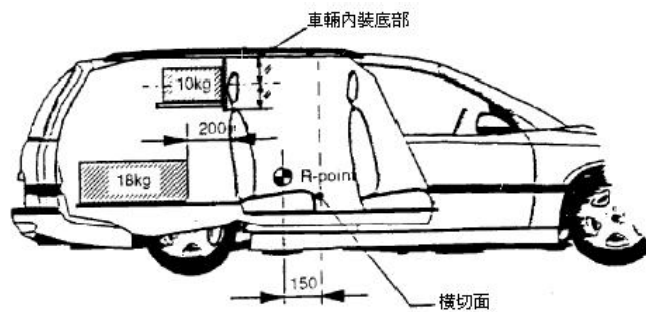


Fig. 2 Position of test blocks before test of rear seat-backs

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

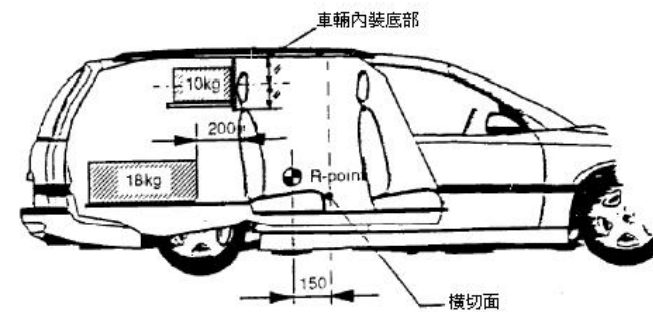


Fig 3. Testing of a partitioning system above the backrest regarding hazard-prevention from the moving luggage

56-1 電磁相容性：9.2.1.2

車輛測試狀況(五〇公里/小時循環)	失效標準
車速五〇公里/小時(L1、L2 為二五公里/小時)正負百分之二〇(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一〇。對自排檔：包含檔位變換率超過正常速度正負百分之一〇
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

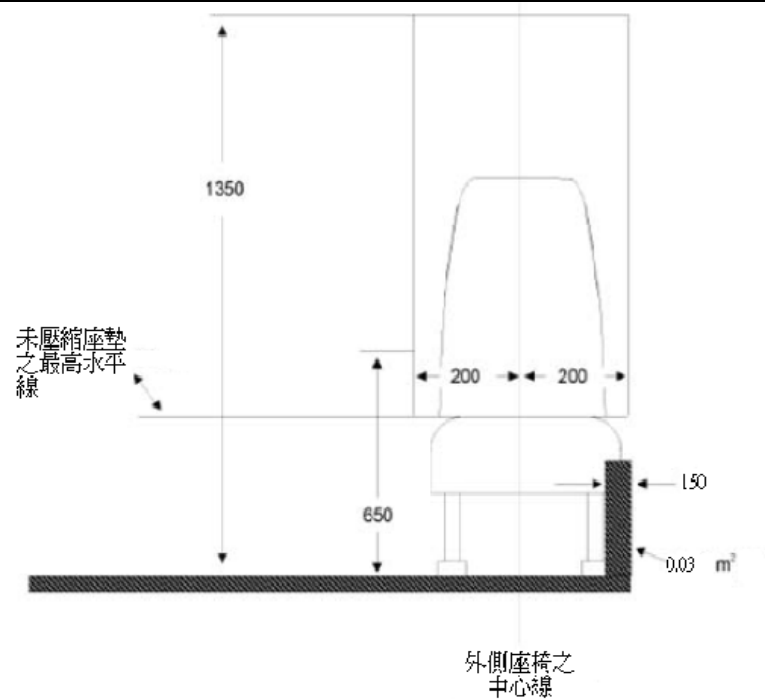
車輛測試狀況(五〇公里/小時循環)	失效標準
車速五〇公里/小時(L1、L2 為二五公里/小時)正負百分之二〇(車輛在滾輪上行駛時)。若車輛裝配循跡系統，應能作動。	速度變化超過正常速度正負百分之一〇。對自排檔：包含檔位變換率超過正常速度正負百分之一〇
打開駕駛側方向燈	頻率改變(低於 0.75Hz 或高於 2.25Hz) 循環改變(低於百分之二五或高於百分之七五)
打開近光燈(手動模式)	關閉燈光
前雨刷開啟至最大速度(手動模式)	前雨刷完全關閉
可調式懸吊在正常位置	非預期重大變化
警示燈重置	警示燈非預期作動
關閉喇叭	喇叭非預期作動
若有氣囊及安全束縛系統則乘客氣囊應關閉且操作正常	非預期作動
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) $\pm$ 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 $\pm$ 10 per cent of the nominal speed. In case of automatic gearbox: change of gear ratio inducing a speed variation greater than $\pm$ 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 light inactivated during cycle Brake warning light ON with loss of function Unexpected activation

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

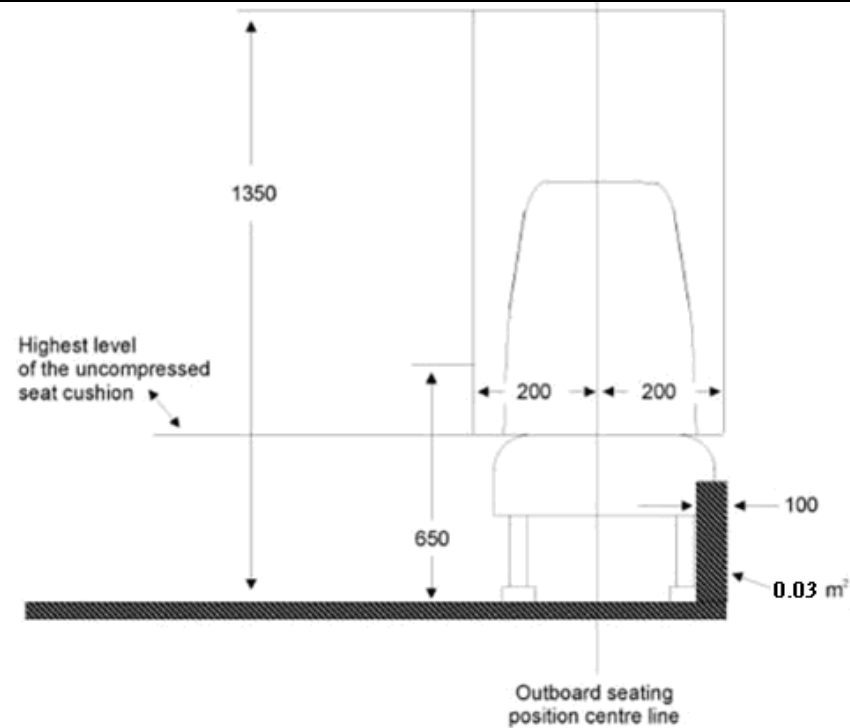


Figure 1: Permitted intrusion in lower part of passenger space