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## Revision sheet 2021 - SBF 128:3 Rules for fixed automatic extinguishing system on buses

This revision sheet is valid from 2021-09-01.

### Preface

There are increasing environmental requirements for today's buses in terms of emissions and noise. This means that the engine compartments become increasingly closed and the installed equipment such as silencers and particulate filters get less cooling, which increases the risk of fire. These rules have been developed to reduce the risk of fire occurring and to provide an opportunity to extinguish any fire that has occurred.

~~This regulatory framework, SBF 128:3, and the EU adopted ECE R 107-6 regulatory framework, which requires automatic extinguishing systems on all buses from 2021, do not comply with each other but are not conflicting, which means that extinguishing systems on buses need to be designed according to both SBF 128:3 and ECE R 107-6. Depending on the bus category, the requirements according to ECE R 107-6 will take effect from June 2018.~~

The Swedish Fire Protection Association is a non-profit organisation that works towards improving fire safety in Sweden. Among other things, this work consists of issuing rules and standards for various fire protection devices and for natural or legal persons affected by them. The Swedish Fire Protection Association has a recognized position as a standardisation organisation in the field of fire safety.

The intention of the rules and standards is to set quality levels and safety levels that may be applied generally by the parties concerned. Application however is voluntary. Rules are not intended to include all necessary restrictions or provisions that may occur in an agreement or contract. Compliance with rules does not in itself mean that requirements or obligations in accordance with acts, ordinances or public regulations are automatically met.

Any exemption from these rules may be provided by the relevant claimant.

This edition was developed by  
Björn Björkman, Swedish Fire Protection Association  
Henrik Forell, If  
Magnus Larsson, Dina försäkringar AB  
Kristian Lindström, SIVEB, Finland  
Anders Wallstenius, Länsförsäkringar AB  
Fredrik Westerlind, Folksam  
Henrik Åkerdahl, Trygg-Hansa

This edition, SBF 128:3, will enter into force on 1 January 2017, replacing SBF 128:2. SBF 128:2 may apply until 31 December 2017.

Stockholm in December 2016

*Anders Bergqvist*

Secretary-General, Swedish Fire Protection Association

## 1. Introduction

SBF 128 applies to buses with a total weight of 10 tonnes or more, registered after 31 December 2003.

Buses with EC approval including UN ECE R107-6 extinguishing systems do not have to comply with SBF 128.

The rules constitute minimum requirements for a extinguishing system and requirements for companies (construction companies) that provide and assemble it.'

According to the Road Traffic Definitions Act (SFS 2001:559), bus is defined as follows.

*A car that is mainly for the carriage of passengers and has more than eight seats in addition to the driver's seat. Buses are divided into light and heavy buses.*

### **Significant changes in SBF 128:3**

In this edition of the regulatory framework, the following major changes have been made:

1. Editorial language processing
  2. The maximum time allowed to empty the extinguishing systems has been deleted.
  3. The requirements for pipes and wiring systems and nozzles specified for respective extinguishing agents have been summarized into one section.
  4. No requirement for ABC powder.
  5. The amount of necessary extinguishing powder has been lowered.
  6. Minimum aerosol requirements have been introduced.
  7. Fire tests according to SP Method 4912 replace previous full-scale test.
  8. Exemption for buses complying with UN ECE R107-6.
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