Entrance and exit

Entrance and exit | 6-1 Door and hinged panel retention systems

Summary of legislation

Applicable legislation

- Land Transport Rule: Door Retention Systems 2001

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in the *VIRM: In-service certification*, section 6-1.

Compliance with approved standards

2. Door retention systems on the following vehicles must comply with one or more of the approved door retention system standards in **Table 6-1-1**:
   a) vehicles of class MA manufactured on or after 1 January 1991
   b) vehicles of class MB, MC and MD1 manufactured on or after 1 January 1998.

Condition, performance and modification

3. Door retention systems must comply with the requirements relating to condition, performance and modification set out in the *VIRM: In-service certification*, section 6-1.

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in the *VIRM: In-service certification*, section 6-1.

Compliance with approved standards

2. A door retention system that is required to comply with an approved door retention system standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in **Table 6-1-1** at the time the vehicle was manufactured.

Condition, performance and modification

3. A door retention system does not comply with a requirement relating to condition, performance or modification set out in the *VIRM: In-service certification*, section 6-1.

Table 6-1-1. Approved door retention system standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
11	70/387 98/90 2001/31	206	2	Technical Standard for Door Retention Systems Article 25

* A door retention system that is required to comply with an approved door retention system standard must comply with at least one of the standards listed in the table.

Entrance and exit | 6-2 PSV doors and doorways

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. The dimensions of a doorway must be at least those specified in **Table LPSV 6-2-1**.
2. Vehicles must comply with the requirements relating to mandatory equipment set out in the *VIRM: In-service certification*, section 6-2.

Performance

3. PSV doors and doorways must comply with the requirements relating to performance set out in the *VIRM: In-service certification*, section 6-2.

Reasons for rejection

Mandatory requirements

1. A doorway does not meet the dimension requirements of **Table LPSV 6-2-1**.
2. A vehicle does not comply with the requirements relating to mandatory equipment set out in the *VIRM: In-service certification*, section 6-2.

Condition and performance

3. A PSV door or doorway does not comply with the requirements relating to condition and performance set out in the *VIRM: In-service certification*, section 6-2.

Table LPSV 6-2-1. Minimum width and height for PSV doorways

A doorway that:	Minimum width (mm)	Minimum height (mm)
Gives access to less than three rows of seats and less than eight occupants (**Figure 6-2-1**)	No minimum but must give easy access	No minimum but must give easy access
Is un-tapered with no central stanchion	550	Same as minimum aisle height (see section 7-4), except: 1. the rear door of an outdoor-access vehicle may have reduced height if this is required for additional frame strength, or 2. the door height may be reduced to 1650 mm for a PSV that: a) Is one of a series of identical vehicles produced in quantities of 1000 or more, and b) does not have more than 25 passenger seats, and c) is not allowed to carry standing passengers, and d) has a GVM not exceeding 7000 kg.
With central stanchion	550 each side of stanchion	
Is tapered at the top to accommodate body shape	See **Table LPSV 6-2-2**	
Is intended for wheelchair access (**Figure 6-2-2**)	800	1300 top of sill to doorway top

Entrance and exit | 6-2 PSV doors and doorways (cont.)

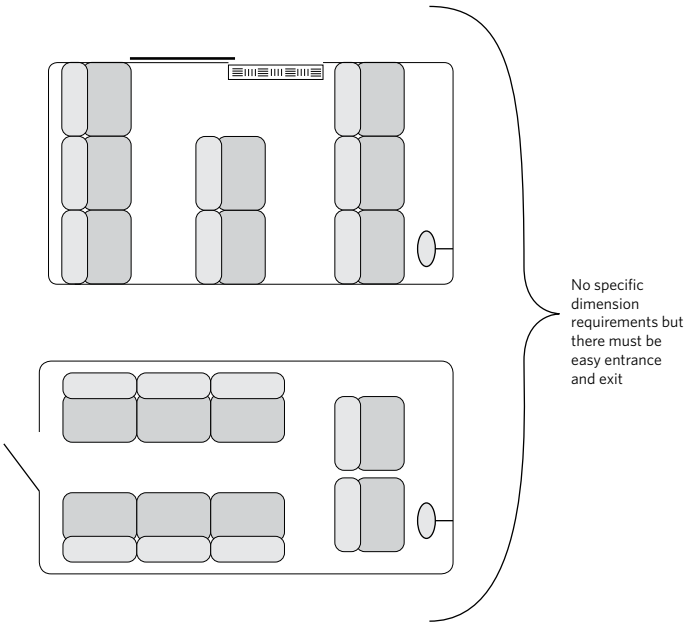
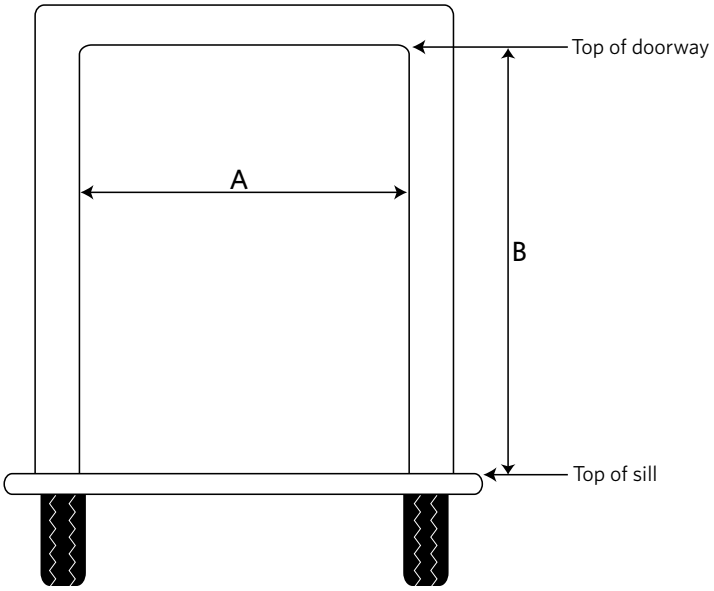


Figure 6-2-1. Entrance and exit



'A' must be at least 800 mm
'B' must be at least 1300 mm

Figure 6-2-2. Doorway intended for wheel chair access

Table LPSV 6-2-2. Minimum width for tapered doorways (Figure 6-2-3)

Height above doorway sill (mm)	Minimum width (mm)
1600 or less	550
1601 to 1800	450
1801 to 1830	400
1831 and above	380

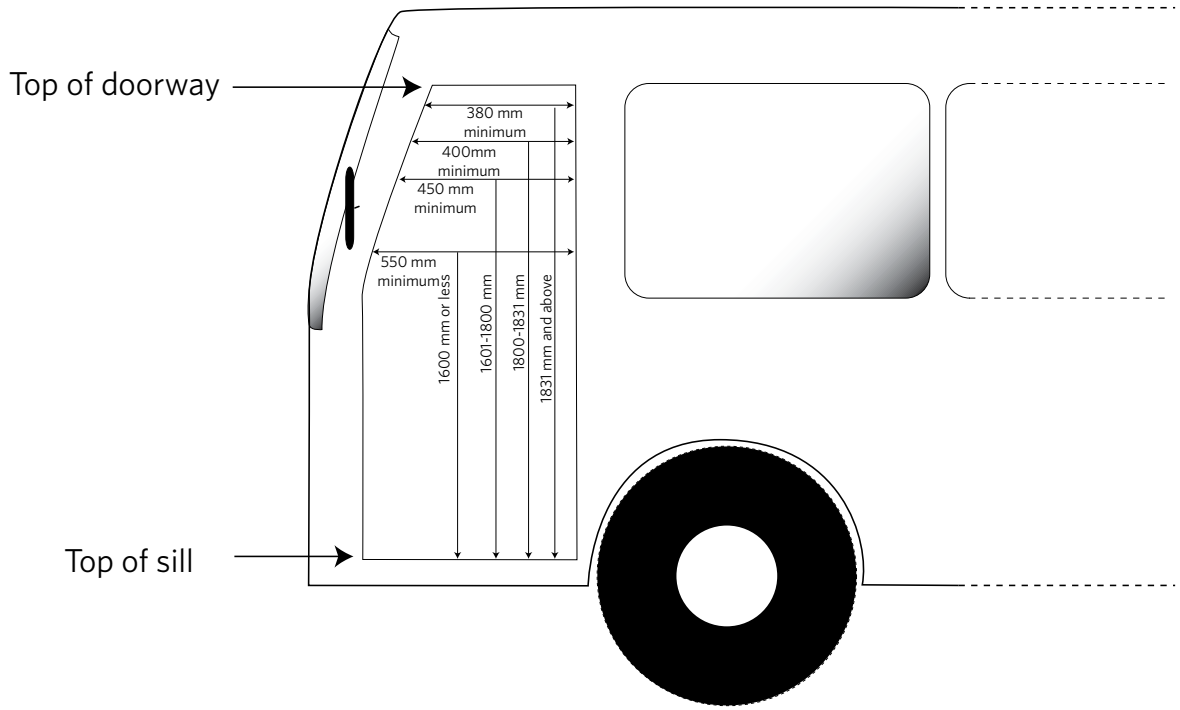


Figure 6-2-3. Tapered doorways

Entrance and exit | 6-2 PSV doors and doorways

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. The dimensions of a doorway must be at least those specified in **Table HPSV 6-2-1**.

Heavy PSV

2. A heavy PSV must be fitted with handrails or handholds which are suitable to assist people entering and leaving the vehicle.
3. Required handrails and handholds must be of adequate strength for their foreseeable use and be securely fastened.
4. The minimum cross section dimension of handholds on doors may be 15 mm if one other dimension is at least 25 mm.
5. The cross section dimension of handholds in doorways (other than those on doors) must have no dimension smaller than 20 mm or greater than 45 mm.
6. Vehicles must comply with the requirements relating to mandatory equipment set out in the *VIRM: In-service certification*, section 6-2.

Performance

7. PSV doors and doorways must comply with the requirements relating to performance set out in the *VIRM: In-service certification*, section 6-2.

Reasons for rejection

Mandatory requirements

1. A doorway does not meet the dimension requirements of **Table HPSV 6-2-1**.
2. A heavy PSV is not fitted with sufficient handrails suitable for assisting people entering and leaving the vehicle.
3. A required handrail or handhold is not:

a) sufficiently strong for its foreseeable use, or

b) not securely fastened.

4. A handhold on a door has a cross section smaller than 15 × 25 mm.
5. A handhold in a doorway (other than a handhold on a door) has a cross section dimension:

a) smaller than 20 mm, or

b) greater than 45 mm.

6. A vehicle does not comply with the requirements relating to mandatory equipment set out in the *VIRM: In-service certification*, section 6-2.

Condition and performance

7. A PSV door or doorway does not comply with the requirements relating to condition and performance set out in the *VIRM: In-service certification*, section 6-2.

Table HPSV 6-2-1. Minimum width and height for PSV doorways

A doorway that:	Minimum width (mm)	Minimum height (mm)
Gives access to less than three rows of seats and less than eight occupants (**Figure 6-2-1**)	No minimum but must give easy access	No minimum but must give easy access
Is un-tapered with no central stanchion	550	Same as minimum aisle height (see section 7-4), except: 1. the rear door of an outdoor-access vehicle may have reduced height if this is required for additional frame strength, or 2. the door height may be reduced to 1650 mm for a PSV that: a) Is one of a series of identical vehicles produced in quantities of 1000 or more, and b) does not have more than 25 passenger seats, and c) is not allowed to carry standing passengers, and d) has a GVM not exceeding 7000 kg.
With central stanchion	550 each side of stanchion	
Is tapered at the top to accommodate body shape	See **Table HPSV 6-2-2**	
Is intended for wheelchair access (**Figure 6-2-2**)	800	1300 top of sill to doorway top

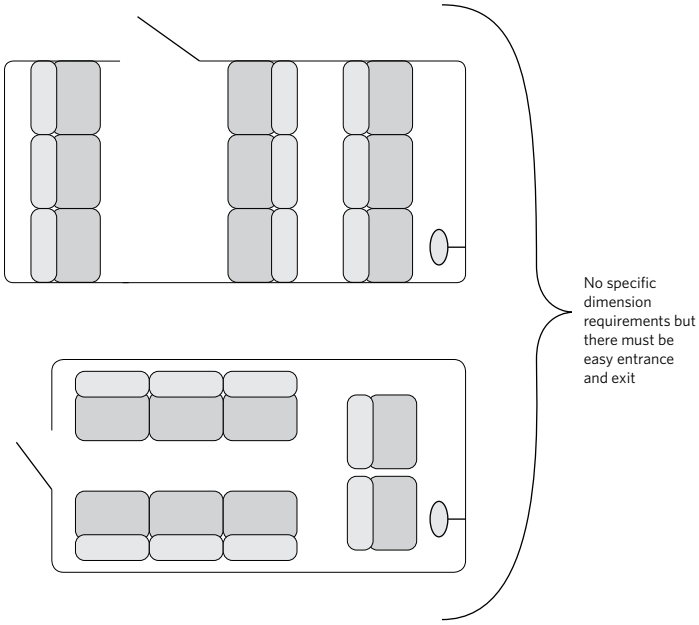


Figure 6-2-1. Entrance and exit

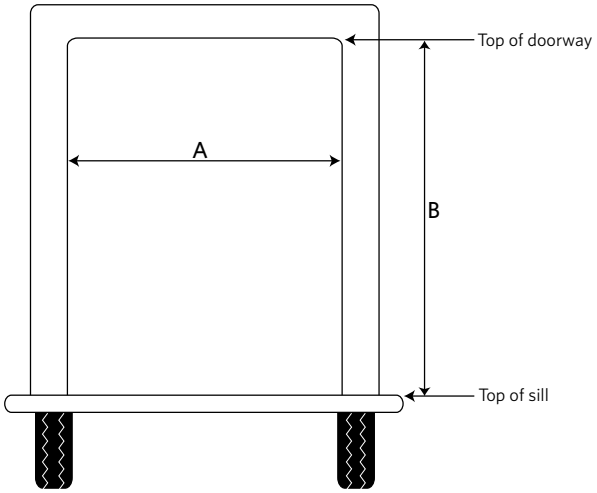


Figure 6-2-2. Doorway intended for wheel chair access

Table HPSV 6-2-2. Minimum width for tapered doorways (Figure 6-2-3)

Height above doorway sill (mm)	Minimum width (mm)
1600 or less	550
1601 to 1800	450
1801 to 1830	400
1831 and above	380

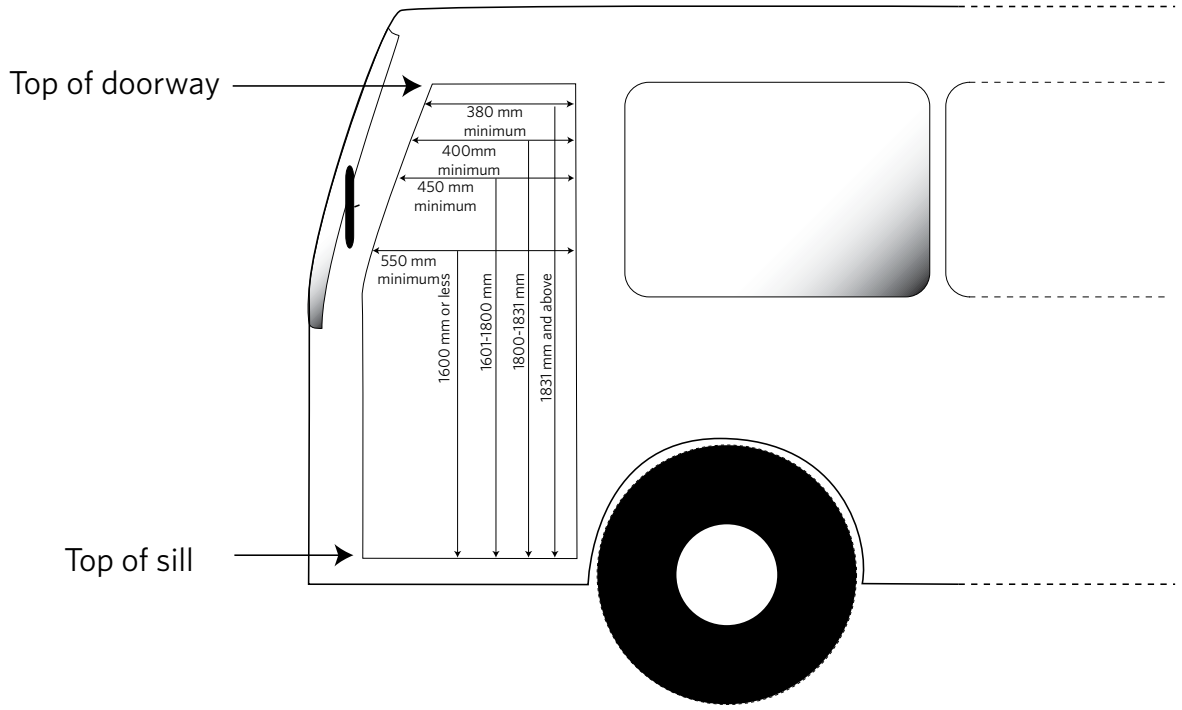


Figure 6-2-3. Tapered doorways

Entrance and exit 6-3 PSV entry and exit steps, ramps and hoists

Note An unmodified vehicle is not required to comply with section 6-3 provided that it complies with either:

- **UN/ECE 36 and UN/ECE 66**
- **UN/ECE 107 and UN/ECE 66**
- **UN/ECE 52**
- **Directive 2001/85/EC.**

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. Permanent external steps and ramps on the side of the passenger service vehicle must not extend more than 20 mm beyond the adjacent body line of the vehicle, and must be constructed so that they are not likely to injure any person.
2. Manually operated extending steps on the side of the passenger service vehicle must comply with (1) above both when they are folded away and when they are in the extended position.
3. Retractable steps must comply with the requirements of the version of UN/ECE Regulation No. 52, UN/ECE Regulation No. 107 or Directive 2001/85/EC, which was applicable either:
   i. if they were fitted before the vehicle entered service as a PSV in New Zealand, at the time when the vehicle entered service as a PSV in New Zealand, or
   ii. if they were fitted after the vehicle entered service as a PSV in New Zealand, at the time the steps were fitted.
4. Power operated retractable steps must meet the following requirements:
   a) the movement of the step must be synchronised with the operation of the associated door, and
   b) the vehicle must not be able to move under its own power when the step is extended, and
   c) if the associated door is not within the driver's direct view, the door must not be able to be closed with a passenger on the step (compliance with this requirement may be demonstrated by placing a weight of 15 kg at the centre of the step), and
   d) the step must not protrude more than 10 mm beyond the adjacent line of the body work when the associated door is closed.
5. Mechanically operated retractable steps must not protrude more than 10 mm beyond the adjacent line of the body work when the associated door is closed.
6. Ramps must be at least 800 mm wide, or at least 760 mm wide with a 20 mm high safety ridge along the side edges.
7. The cross section dimension of handholds on steps or ramps must have no dimension smaller than 20 mm or greater than 45 mm.

Reasons for rejection

Mandatory requirements

1. A step has a gradient of more than five percent (1 in 20)
2. A permanent external step or ramp on the side of the passenger service vehicle:
   a) extends more than 20 mm beyond the adjacent body line of the vehicle, or
   b) could injure a person (eg is not pedestrian friendly).
3. A manually operated extending step on the side of the vehicle:
   a) extends more than 20 mm beyond the adjacent body line of the vehicle when folded away or extended, or
   b) could injure a person (eg is not pedestrian friendly).
4. On a vehicle with a power operated retractable step:
   a) the movement of the step is not synchronised with the operation of the associated door, or
   b) the vehicle is able to move under its own power when the step is extended, or
   c) if the associated door is not within the driver's direct view, the door is able to be closed with a passenger on the step (compliance with this requirement may be demonstrated by placing a weight of 15 kg at the centre of the step), or
   d) the step protrudes more than 10 mm beyond the adjacent line of the body work when the associated door is closed.
5. On a vehicle with a mechanically operated retractable step, the step protrudes more than 10 mm beyond the adjacent line of the body work when the associated door is closed.
6. A ramp is not:
   a) at least 800 mm wide, or
   b) at least 760 mm wide with a 20 mm high safety ridge along the side edges.

Entrance and exit 6-3 PSV entry and exit steps, ramps and hoists (cont.)

8. A vehicle must comply with the requirements relating to mandatory requirements set out in the *VIRM: In-service certification*, section 6-3.

Condition and performance

9. A vehicle must comply with the requirements relating to condition and performance set out in the *VIRM: In-service certification*, section 6-3.

Reasons for rejection

7. A handhold on steps or a ramp has a cross section dimension:

   a) smaller than 20 mm, or

   b) greater than 45 mm.

8. A vehicle does not comply with the requirements relating to mandatory requirements set out in the *VIRM: In-service certification*, section 6-3.

Condition and performance

9. A vehicle does not comply with a requirement relating to condition or performance set out in the *VIRM: In-service certification*, section 6-3.

Entrance and exit 6-3 PSV entry and exit steps, ramps and hoists

Note An unmodified vehicle is not required to comply with Summary of legislation 1–6, or Reasons for rejection 1–6, provided that it complies with either:

- **UN/ECE 36 and UN/ECE 66**
- **UN/ECE 107 and UN/ECE 66**
- **UN/ECE 52**
- **Directive 2001/85/EC.**

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. Except for a stretch limousine, if the floor of a heavy PSV at the entrance or exit door is more than 410 mm above the surface of the level roadway, there must be a step or ramp which complies with the following requirements:
   a) unless the entrance is of an outdoor access vehicle or is a left-front passenger entrance providing access for less than three passenger seating positions, the distance from the ground to the tread surface of the lowest entrance level must be less than 410 mm when measured with the unladen vehicle:
      i. on a flat horizontal surface, and
      ii. if the height of the suspension can be adjusted from the driver's seat, the vehicle is in its lowest suspension position.
2. Unless the entrance is of a stretch limousine or an outdoor access vehicle or is a left-front passenger entrance providing access for less than three passenger seating positions, entry and exit steps must meet the following dimensional requirements:
   a) if more than one step is provided, the rise from one step to the next must be less than 300 mm, and
   b) the step depth from the front edge to inner riser must be at least 200 mm, and
   c) the step width parallel to the doorway must be at least 550 mm, and
   d) If more than one step is provided, any intermediate step which is cut away to allow space for the door to open must be at least 180 mm deep and at least 250 mm wide.
3. Permanent external steps and ramps on the side of the passenger service vehicle must not extend more than 20 mm beyond the adjacent body line of the vehicle, and must be constructed so that they are not likely to injure any person.
4. Manually operated extending steps on the side of the passenger service vehicle must comply with (3) above both when they are folded away and when they are in the extended position.

Reasons for rejection

Mandatory requirements

1. A step has a gradient of more than five percent (1 in 20)
2. A heavy PSV, other than a stretch limousine, with the floor at the entrance and exit door more than 410 mm above the surface of the level roadway does not have a step or ramp (**Figure 6-3-1**).
3. Unless the entrance is of a stretch limousine or an outdoor access vehicle or is a left-front passenger entrance providing access for less than three passenger seating positions, the distance from the ground to the tread surface of the lowest entrance level is 410 mm or more, with the unladen vehicle on a level surface and with any driver-adjustable suspension in its lowest position.
4. A required entry or exit step does not meet the following (**Figure 6-3-2**):
   a) the rise from one step to the next is 300 mm or more.
   b) the depth of a step from front to inner riser is less than 200 mm.
   c) the width of a step parallel to the doorway is less than 550 mm
   d) an intermediate step that is cut away to allow space for the door to open is:
      i. less than 180 mm deep, or
      ii. less than 250 mm wide.
5. A permanent external step or ramp on the side of the passenger service vehicle:
   a) extends more than 20 mm beyond the adjacent body line of the vehicle, or
   b) could injure a person (eg is not pedestrian friendly).

Entrance and exit 6-3 PSV entry and exit steps, ramps and hoists (cont.)

5. Retractable steps must comply with the requirements of the version of UN/ECE Regulation No 36, UN/ECE Regulation No. 107 or Directive 2001/85/EC, which was applicable either:
   i. if they were fitted before the vehicle entered service as a PSV in New Zealand, at the time when the vehicle entered service as a PSV in New Zealand, or
   ii. if they were fitted after the vehicle entered service as a PSV in New Zealand, at the time the steps were fitted.
6. Power operated retractable steps must meet the following requirements:
   a) the movement of the step must be synchronised with the operation of the associated door, and
   b) the vehicle must not be able to move under its own power when the step is extended, and
   c) if the associated door is not within the driver's direct view, the door must not be able to be closed with a passenger on the step (compliance with this requirement may be demonstrated by placing a weight of 15 kg at the centre of the step), and
   d) the step must not protrude more than 10 mm beyond the adjacent line of the body work when the associated door is closed.
7. Mechanically operated retractable steps must not protrude more than 10 mm beyond the adjacent line of the body work when the associated door is closed.
8. Ramps must be at least 800 mm wide, or at least 760 mm wide with a 20 mm high safety ridge along the side edges.
9. The cross section dimension of handholds on steps or ramps must have no dimension smaller than 20 mm or greater than 45 mm.
10. A vehicle must comply with the requirements relating to mandatory requirements and equipment set out in the *VIRM: In-service certification*, section 6-3.

Condition and performance

11. A vehicle must comply with the requirements relating to condition and performance set out in the *VIRM: In-service certification*, section 6-3.

Reasons for rejection

6. A manually operated extending step on the side of the vehicle:
   a) extends more than 20 mm beyond the adjacent body line of the vehicle when folded away or extended, or
   b) could injure a person (eg is not pedestrian friendly).
7. On a vehicle with a power operated retractable step:
   a) the movement of the step is not synchronised with the operation of the associated door, or
   b) the vehicle is able to move under its own power when the step is extended, or
   c) if the associated door is not within the driver's direct view, the door is able to be closed with a passenger on the step (compliance with this requirement may be demonstrated by placing a weight of 15 kg at the centre of the step), or
   d) the step protrudes more than 10 mm beyond the adjacent line of the body work when the associated door is closed.
8. On a vehicle with a mechanically operated retractable step, the step protrudes more than 10 mm beyond the adjacent line of the body work when the associated door is closed.
9. A ramp is not:
   a) at least 800 mm wide, or
   b) at least 760 mm wide with a 20 mm high safety ridge along the side edges.
10. A handhold on steps or a ramp has a cross section dimension:
    a) smaller than 20 mm, or
    b) greater than 45 mm.
11. A vehicle does not comply with the requirements relating to mandatory requirements and equipment set out in the *VIRM: In-service certification*, section 6-3.

Condition and performance

12. A vehicle does not comply with a requirement relating to condition or performance set out in the *VIRM: In-service certification*, section 6-3.

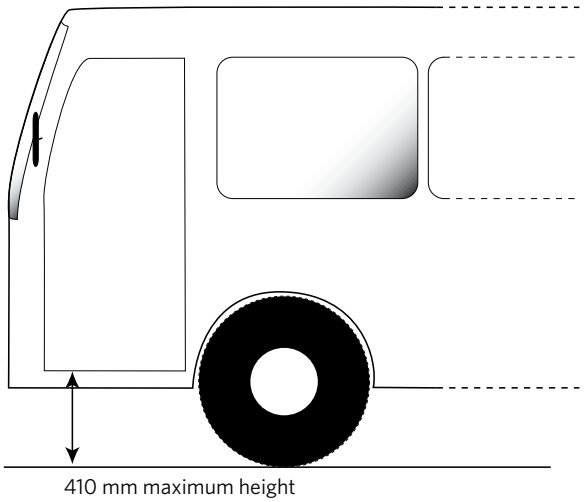


Figure 6-3-1. Height of floor from surface of level roadway

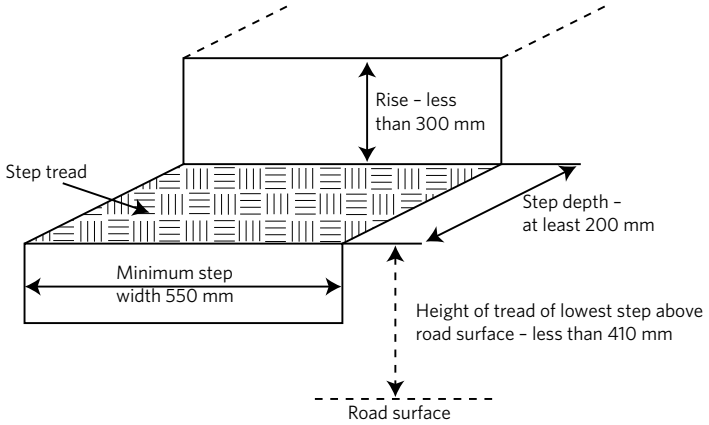


Figure 6-3-2. Entry/exit step requirements

Entrance and exit | 6-4 PSV emergency exits

Note **An unmodified vehicle is not required to comply with Summary of legislation 1–6, or Reasons for rejection 1–6, provided that it complies with either:**
- **UN/ECE 36 and UN/ECE 66**
- **UN/ECE 107 and UN/ECE 66**
- **UN/ECE 52**
- **Directive 2001/85/EC.**

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. Emergency exits must be:
   a) distributed throughout the area used by the occupants of the PSV, and
   b) on at least two different surfaces of the compartment.
2. Dedicated emergency exits:
   a) must be provided for on as many different surfaces as is practicable, and
   b) must not be on the left-hand side of the PSV if the vehicle has less than three dedicated emergency exits.
3. A dedicated emergency exit must open outwards.
4. A dedicated emergency exit of a hinged door or hinged window type in the side wall of a vehicle must not be hinged on its rear edge.
5. A push-out or free-falling dedicated emergency exit must not require a force of more than 400 newtons to open it (**Note 2**).
6. A sliding or similar type of dedicated emergency exit, which is likely to jam or malfunction if there is even a slight distortion of the vehicle body or frame, must not be fitted on a motor vehicle which entered service as a PSV in New Zealand on or after 1 September 1999.
7. A dedicated emergency exit which is a doorway must be at least:
   a) 1200 mm high (except for a stretch limousine), and
   b) 500 mm wide.
8. A dedicated emergency exit which is a window or hatch must have no dimension less than 500 mm, and the free area of the opening must be at least 0.35 m^2
9. A dedicated emergency exit in a motor vehicle which entered service as a PSV in New Zealand on or after 1 September 1999 must comply with the following requirements:
   a) a person must not be required to step both upwards and downwards to access the emergency exit, and

Reasons for rejection

Mandatory requirements

1. A PSV does not have emergency exits:
   a) distributed throughout the area used by the occupants of the PSV, or
   b) on at least two different surfaces of the compartment.
2. A PSV does not have dedicated emergency exits on as many different surfaces as is practicable.
3. A PSV with less than three dedicated emergency exits has one on the left-hand side of the vehicle.
4. A dedicated emergency exit door opens inwards.
5. A dedicated emergency exit on the side wall is hinged on its rear edge.
6. A push-out or free-falling dedicated emergency exit requires a force of more than 400 newtons to open it (**Note 2**).
7. A PSV is fitted with a sliding or similar type of dedicated emergency exit, which is likely to jam or malfunction if there is even a slight distortion of the vehicle body or frame.
8. A dedicated emergency exit which is a doorway is not at least:
   a) 1200 mm high (except for a stretch limousine),or
   b) 500 mm wide.
9. A dedicated emergency exit which is a window or hatch:
   a) has a dimension (eg height or width) less than 500 mm, or
   b) has a free area of the opening is less than 0.35 m^2.
10. A person is required to step both upwards and downwards to access a dedicated emergency exit.

b) if an emergency exit window is on the side of the vehicle, the lower edge of the emergency exit window opening must not be more than 1 m above the floor adjacent to the emergency exit, and

c) if an emergency exit window is in the extreme rear of the vehicle and there are seats in front of it, there must be a permanent shelf to cover any gap between the emergency exit window and the rear of the seats.

10. A vehicle must comply with the requirements relating to mandatory equipment set out in the *VIRM: In-service certification*, section 6-4.

Performance

11. A vehicle must comply with the requirements relating to performance set out in the *VIRM: In-service certification*, section 6-4.

Reasons for rejection

11. The lower edge of a dedicated emergency exit on the side of the vehicle is 1 m or more above the adjacent floor.

12. A dedicated emergency exit window or door is in the extreme rear of the vehicle and there are seats in front of it, and there is no permanent shelf to cover any gap exceeding 150 mm between the emergency exit window/door and the rear of the seats (**Figure 6-4-1**).

13. A vehicle does not comply with the requirements relating to mandatory equipment set out in the *VIRM: In-service certification*, section 6-4.

Performance

14. A vehicle does not comply with a requirement relating to performance set out in the *VIRM: In-service certification*, section 6-4

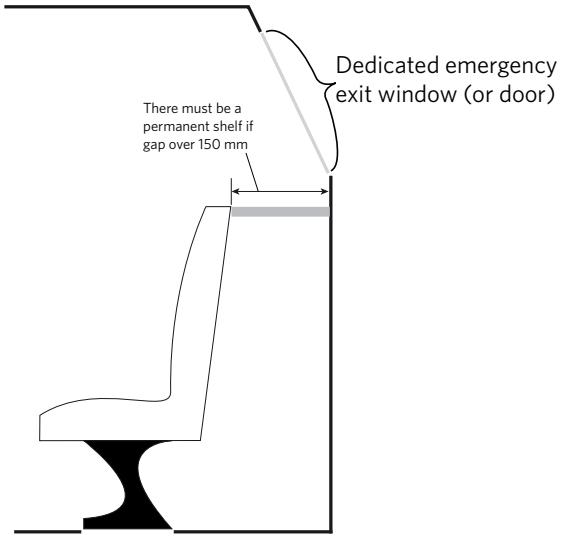


Figure 6-4-1. Dedicated emergency exit window (or door)

Note 1 Definitions

Compartment, for the purposes of emergency exits, means:

- the separated driver's compartment
- the upper and lower passenger compartments of a double-decked vehicle
- the front and rear sections of the passenger compartment of an articulated bus
- the passenger compartment of a single-decked non-articulated bus.

Emergency exit means:

- a door used for the entry and exit of the occupants and, for this purpose, a door of double single width is a single emergency exit
- the access between the front and rear sections of an articulated bus

- the stairway from the upper deck to the lower deck
- a dedicated emergency exit.

Dedicated emergency exit means any doorway, window, hatch or other opening that is designed and constructed solely to provide a means of leaving the vehicle in the event of an emergency.

Surfaces (of a PSV) means:

- the side walls
- the front and rear faces
- the roof
- the floor of the upper deck of a double-decked vehicle.

Note 2 If it is suspected that the opening force exceeds 400 newtons, the exit must be checked during an entry inspection. A push-out or free falling dedicated emergency exit is not required to have levers or handles to open it. It must be mounted in a rubber that has a removable rubber strip on both the inside and outside. In the absence of either rubber strip the owner must demonstrate the operation of the exit.

Entrance and exit 6-4 PSV emergency exits

Note An unmodified vehicle is not required to comply with Summary of legislation 1–6, or Reasons for rejection 1–6, provided that it complies with either:
- **UN/ECE 36 and UN/ECE 66**
- **UN/ECE 107 and UN/ECE 66**
- **UN/ECE 52**
- **Directive 2001/85/EC.**

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. Emergency exits must be:
   a) distributed throughout the area used by the occupants of the PSV, and
   b) on at least two different surfaces of the compartment.
2. Dedicated emergency exits:
   a) must be provided for on as many different surfaces as is practicable, and
   b) must not be on the left-hand side of the PSV if the vehicle has less than three dedicated emergency exits.
3. A dedicated emergency exit must open outwards.
4. A dedicated emergency exit of a hinged door or hinged window type in the side wall of a vehicle must not be hinged on its rear edge.
5. A push-out or free-falling dedicated emergency exit must not require a force of more than 400 newtons to open it (**Note 2**).
6. A sliding or similar type of dedicated emergency exit, which is likely to jam or malfunction if there is even a slight distortion of the vehicle body or frame, must not be fitted on a motor vehicle which entered service as a PSV in New Zealand on or after 1 September 1999.
7. A dedicated emergency exit which is a doorway must be at least:
   a) 1200 mm high (except for a stretch limousine), and
   b) 500 mm wide.
8. A dedicated emergency exit which is a window or hatch must have no dimension less than 500 mm, and the free area of the opening must be at least 0.35 m^2
9. A dedicated emergency exit in a motor vehicle which entered service as a PSV in New Zealand on or after 1 September 1999 must comply with the following requirements:
   a) a person must not be required to step both upwards and downwards to access the emergency exit, and

Reasons for rejection

Mandatory requirements

1. A PSV does not have emergency exits:
   a) distributed throughout the area used by the occupants of the PSV, or
   b) on at least two different surfaces of the compartment.
2. A PSV does not have dedicated emergency exits on as many different surfaces as is practicable.
3. A PSV with less than three dedicated emergency exits has one on the left-hand side of the vehicle.
4. A dedicated emergency exit door opens inwards.
5. A dedicated emergency exit in the side wall is hinged on its rear edge.
6. A push-out or free-falling dedicated emergency exit requires a force of more than 400 newtons to open it (**Note 2**).
7. A PSV is fitted with a sliding or similar type of dedicated emergency exit, which is likely to jam or malfunction if there is even a slight distortion of the vehicle body or frame.
8. A dedicated emergency exit which is a doorway is not at least:
   a) 1200 mm high (except for a stretch limousine),or
   b) 500 mm wide.
9. A dedicated emergency exit which is a window or hatch:
   a) has a dimension (e.g. height or width) less than 500 mm, or
   b) has a free area of the opening is less than 0.35 m^2.
10. A person is required to step both upwards and downwards to access a dedicated emergency exit.

b) if an emergency exit window is on the side of the vehicle, the lower edge of the emergency exit window opening must not be more than 1 m above the floor adjacent to the emergency exit, and

c) if an emergency exit window is in the extreme rear of the vehicle and there are seats in front of it, there must be a permanent shelf to cover any gap between the emergency exit window and the rear of the seats.

10. A vehicle must comply with the requirements relating to mandatory equipment set out in the *VIRM: In-service certification*, section 6-4.

Performance

11. A vehicle must comply with the requirements relating to performance set out in the *VIRM: In-service certification*, section 6-4.

Reasons for rejection

11. The lower edge of a dedicated emergency exit on the side of the vehicle is 1 m or more above the adjacent floor.

12. A dedicated emergency exit window or door is in the extreme rear of the vehicle and there are seats in front of it, and there is no permanent shelf to cover any gap exceeding 150 mm between the emergency exit window/door and the rear of the seats (**Figure 6-4-1**).

13. A vehicle does not comply with the requirements relating to mandatory equipment set out in the *VIRM: In-service certification*, section 6-4.

Performance

14. A vehicle does not comply with a requirement relating to performance set out in the *VIRM: In-service certification*, section 6-4.

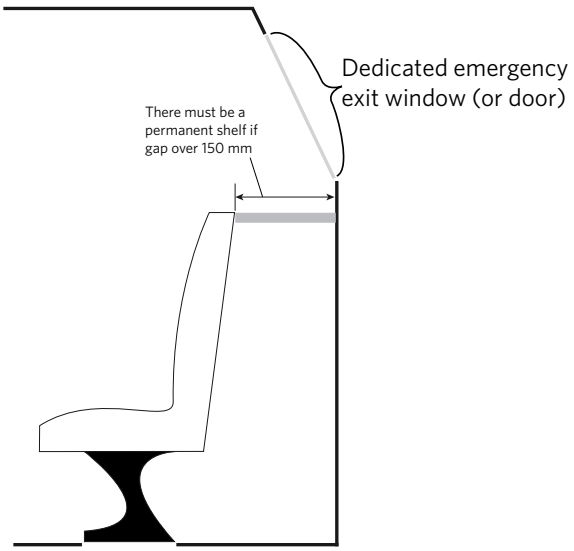


Figure 6-4-1. Dedicated emergency exit window (or door)

Note 1 Definitions

Compartment, for the purposes of emergency exits, means:

- the separated driver's compartment
- the upper and lower passenger compartments of a double-decked vehicle
- the front and rear sections of the passenger compartment of an articulated bus
- the passenger compartment of a single-decked non-articulated bus.

Emergency exit means:

- a door used for the entry and exit of the occupants and, for this purpose, a door of double single width is a single emergency exit
- the access between the front and rear sections of an articulated bus

- the stairway from the upper deck to the lower deck
- a dedicated emergency exit.

Dedicated emergency exit means any doorway, window, hatch or other opening that is designed and constructed solely to provide a means of leaving the vehicle in the event of an emergency.

Surfaces (of a PSV) means:

- the side walls
- the front and rear faces
- the roof
- the floor of the upper deck of a double-decked vehicle.

Note 2 If it is suspected that the opening force exceeds 400 newtons, the exit must be checked during an entry inspection. A push-out or free falling dedicated emergency exit is not required to have levers or handles to open it. It must be mounted in a rubber that has a removable rubber strip on both the inside and outside. In the absence of either rubber strip the owner must demonstrate the operation of the exit.