

Entrance and exit

- 6-1 Door and hinged panel retention systems
- 6-2 PSV doors and doorways
- 6-3 PSV entry and exit steps, ramps and hoists
- 6-4 PSV emergency exits



Summary of legislation

Applicable legislation

- Land Transport Rule: Door Retention Systems 2001
- Land Transport Rule: Vehicle Standards Compliance 2002, section 7.4

Mandatory equipment

1. A motor vehicle fitted with doors used by the driver or passengers for entrance and exit of the motor vehicle must have a door retention system.

Permitted equipment

2. The door retention system on doors to the rear of the driver's seat may incorporate safety devices installed during the manufacture of the vehicle to prevent the doors from being opened from the inside of the vehicle (eg child safety locks).
3. A vehicle designed or adapted to transport prisoners is not required to be fitted with a mechanism for opening a door from the inside if the prison compartment has an alternative exit that can be operated by an authorised person in an emergency.

Equipment condition

4. A door retention system and its mountings must be safe and structurally sound.
5. A door used for the entrance and exit of the driver or passengers must be operable by any occupant seated by the door from inside the motor vehicle, unless it is permitted equipment designed or adapted to operate otherwise.
6. The vehicle must be designed and constructed using components and materials that are fit for their purpose, and within safe tolerance of its state when manufactured or modified.

Equipment performance

7. A door retention system must be in good working order.
8. A door used for entrance and exit must open and close easily.
9. A door used for entrance and exit must remain secure in a closed position during the operation of the motor vehicle.

Modifications

10. A modification that affects door or hinged panel retention systems must be inspected and certified by a low volume vehicle specialist certifier, unless the vehicle:
 - a) is excluded from the requirement for LVV specialist certification (**Table 6-1-1**), and
 - b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition, and performance.

Reasons for rejection

Mandatory equipment

1. A motor vehicle fitted with doors used by the driver or passengers for entrance and exit of the motor vehicle does not have a door retention system.
2. A vehicle for transporting prisoners does not have doors in the prison compartment that can be opened from the inside, and has no alternative exit that can be operated by an authorised person in an emergency.

Equipment condition

3. A hinge for a door or other hinged panel is not securely attached to both the vehicle body and to the door or other hinged panel due to loose connections, corrosion or other damage (**Note 1**).
4. A door used for entrance and exit of the driver or passengers cannot be opened from the inside, unless the vehicle is designed or adapted to transport prisoners and the door is inoperable from the inside of the prison compartment.
5. A child safety lock or similar safety device cannot be deactivated.
6. There is corrosion damage within 150 mm of the hinge of a door or other hinged panel. See **Figure 6-1-1**.
7. There is corrosion damage within 150 mm of the latch of a door or other hinged panel. See **Figure 6-1-1**.

Equipment performance

8. A door used for entrance and exit of the driver or passengers does not open or close easily.
9. A door or other hinged panel does not remain secure in a closed or locked position.

Modifications

10. A modification (**Note 2**) affects door or hinged panel retention systems, and:
 - a) is not excluded from the requirements for LVV specialist certification (**Table 6-1-1**), and
 - b) is missing proof of LVV specialist certification, ie:
 - c) the vehicle is not fitted with a valid low volume vehicle certification plate, or
 - d) the operator is not able to produce a valid modification declaration or authority card.

Table 6-1-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	<ul style="list-style-type: none"> • in-service requirements for condition and performance must be met.

Note 1 Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage is typically displayed by the lifting or bubbling of paint. In extreme cases, the area affected by the corrosion damage will fall out and leave a hole.

Note 2 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment, including replacement with undamaged or new structures, systems, components or equipment.

Child safety lock means a safety device installed during the manufacture of the vehicle to prevent a door from being opened from the inside of the vehicle.

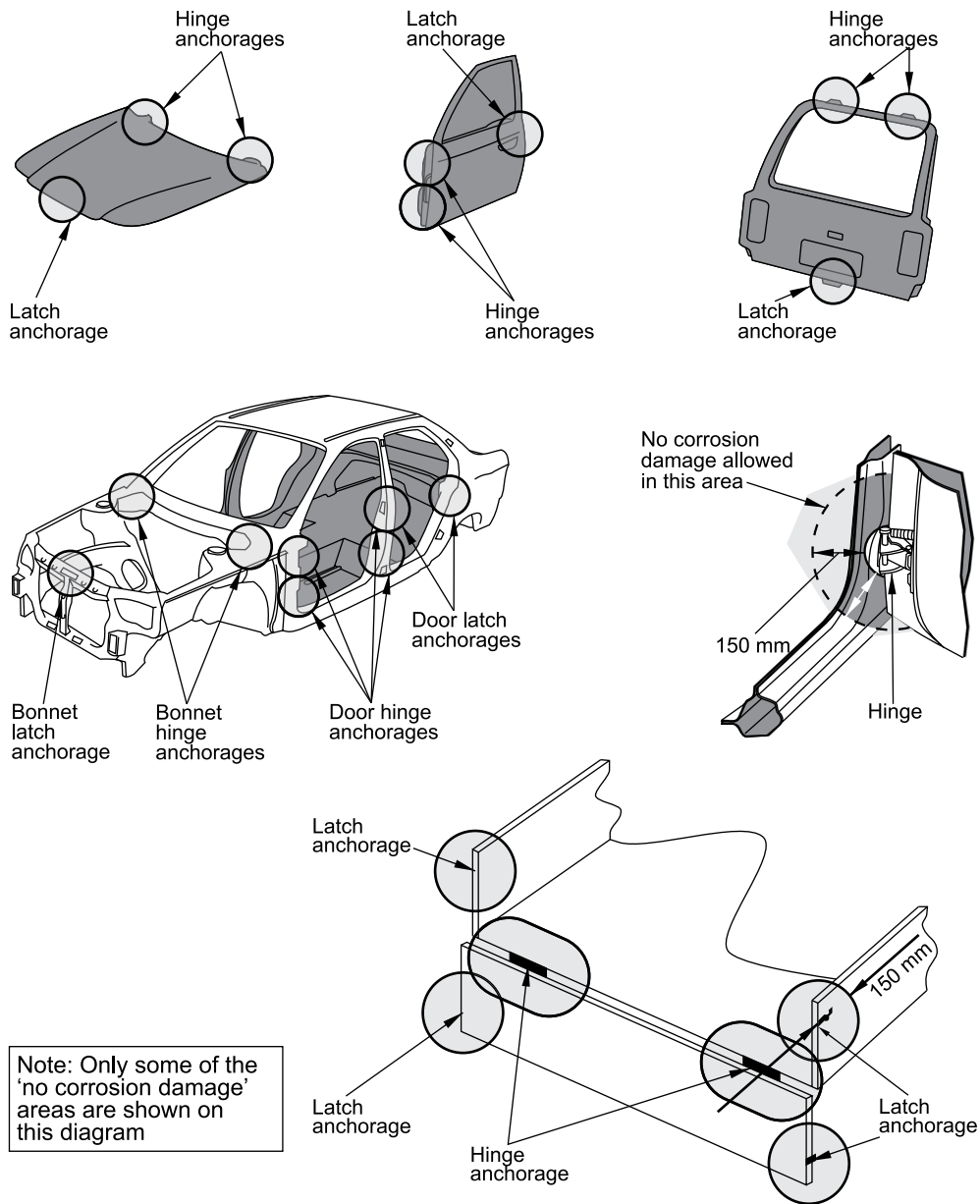


Figure 6-1-1. Hinge and latch anchorages

No corrosion damage is allowed within 150 mm of a circle around the outside of hinge or latch components. See also figures for corrosion limits to structure (section 3-1), seatbelt anchorages (section 7-5), and front or rear suspension anchorages (section 9-1).

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory equipment

General

1. Refer to general vehicle pages section 6-1.
2. A PSV must have at least one doorway for passenger entry or exit on the left-hand side of the vehicle, unless it is:
 - a) an outdoor-access vehicle, and a doorway for passenger entry or exit is provided in the rear, or
 - b) a vehicle fitted with equipment for people with special mobility requirements.
3. On a motor vehicle that entered service as a PSV on or after 1 July 2000, a door, except a left-front door alongside the driver, must have a device that warns the driver if the door is not closed properly.

Power-operated doors

4. A motor vehicle that entered service as a PSV before 1 July 2000 that has a door which is controlled from the driver's seat must have:
 - a) a sign by the door, in letters at least 10 mm high, which states: In an emergency use door control by the driver's seat, or
 - b) emergency controls which:
 - i. can be operated in an emergency when the PSV is stationary, and
 - ii. are fitted on, or next to the door, both inside and outside the vehicle, and
 - iii. have easy-to-understand operating instructions fitted next to them, both inside and outside the vehicle.
5. A motor vehicle that entered service as a PSV on or after 1 July 2000 that has a door which is controlled from the driver's seat must have emergency controls which:
 - a) can be operated in an emergency when the PSV is stationary, and
 - b) are fitted on, or next to the door, both inside and outside the vehicle, and
 - c) have easy-to-understand operating instructions fitted next to them, both inside and outside the vehicle.

Performance

General

6. A door and its operation must meet the requirements of section 6-1, except:
 - safety devices installed during the manufacture of the vehicle to prevent the doors from being opened from the inside of the vehicle (eg a child safety lock) must be removed or permanently deactivated (unless the vehicle is a small passenger service vehicle and a sign approved by the NZTA is displayed at the outer door handle), and

Reasons for rejection

Mandatory equipment

General

1. Refer to general vehicle pages section 6-1.
2. A PSV does not have at least one doorway for passenger entry or exit on the left-hand side of the vehicle, unless it is:
 - a) an outdoor-access vehicle, or
 - b) a vehicle fitted with equipment for people with special mobility requirements.
3. An outdoor-access vehicle does not have at least one doorway for passenger entry or exit on the left-hand side or in the rear of the vehicle.
4. On a motor vehicle that entered service as a PSV on or after 1 July 2000, a door, except for a left-front door alongside the driver, does not have a device that warns the driver if the door is not closed properly.

Power-operated doors

5. A motor vehicle that entered service as a PSV before 1 July 2000 that has a door which is controlled from the driver's seat does not have either:
 - a) a sign by the door, in letters at least 10 mm high, which states: *In an emergency use door control by the driver's seat, or*
 - b) emergency controls which:
 - i. are fitted on, or next to the door, both inside and outside the vehicle, or
 - ii. have easy-to-understand operating instructions fitted next to them, both inside and outside the vehicle.
6. A motor vehicle that entered service as a PSV on or after 1 July 2000 that has a door which is controlled from the driver's seat does not have emergency controls which:
 - a) can be operated in an emergency when the PSV is stationary, or
 - b) are fitted on, or next to the door, both inside and outside the vehicle, or
 - c) have easy-to-understand operating instructions fitted next to them, both inside and outside the vehicle.

Condition and performance

General

7. Refer to general vehicle pages 6-1.

- doors that are not controlled by the driver must be able to be opened from both inside and outside the vehicle when someone is in the vehicle except when the occupant has locked the doors, and
 - a door must be operable by any occupant next to the door, from inside the vehicle.
7. A doorway provided for passenger entry or exit must be clear of obstruction.
 8. A door must not lock automatically when it is closed.
 9. Speed-sensitive or other automatically operating central-locking devices must be permanently deactivated or removed.

Power-operated doors

10. A power-operated door must be maintained so that the opening and closing force of the door, or its method of operation, is unlikely to injure or trap any person.

Modification

11. If a PSV doorway has been modified since it was last certified for operation in-service and the modification has affected the door's operation or the doorway dimensions, the doorway must comply with the requirements for Entry Certification.

Reasons for rejection

8. A safety device installed during the manufacture of the vehicle to prevent the doors from being opened from inside the vehicle, eg a child safety lock, has not been removed or permanently deactivated, and
 - a) an approved sign (**Figure 6-2-1**) is not displayed adjacent to the exterior handle of each rear side door, or
 - b) the approved sign is not clearly legible.
9. A door that is not controlled by the driver cannot be opened from outside the vehicle.
10. A door locks automatically when it is closed.
11. An automatically operating central-locking device operates.
12. A doorway provided for passenger entry or exit is obstructed.
13. A device to warn the driver that the door is not closed properly:
 - a) does not function correctly, or
 - b) is not effective.
14. A door or doorway is in such a condition that it is likely to injure passengers entering or leaving the vehicle.
15. An emergency door control sign or operating instruction is not clearly legible.
16. An emergency door control:
 - a) cannot be operated when the PSV is stationary, or
 - b) does not allow the door to be operated manually in the event of a power failure, or
 - c) has a component that is significantly deteriorated so that its operation in an emergency is likely to be compromised.

Power-operated doors

17. A power-operated door is such that it is likely to injure or trap a person eg by excessive opening or closing force, or damage or deterioration.

Modification

18. Refer to general vehicle pages.
19. A door or doorway was modified since the last CoF inspection and there is no written confirmation that items affected by the modification comply with the requirements for entry certification.

Note 1: Definitions

Child safety lock (also known as a kiddi-lock) means a safety device installed during the manufacture of the vehicle to prevent a door from being opened from the inside of the vehicle.

Small passenger service vehicle means a vehicle used for use in a passenger service for the carriage of passengers that is designed or adapted to carry 12 or fewer persons (including the driver).



Figure 6-2-1. Approved child safety lock sign

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory equipment

General

1. Refer to general vehicle pages.
2. Heavy PSV and doorways for passenger entry or exit must be on the left-hand side of the vehicle, unless:
 - a) the vehicle is an outdoor-access vehicle, and a doorway for passenger entry or exit is provided in the rear, or
 - b) the vehicle is fitted with equipment for people with special mobility requirements.
3. On a motor vehicle that entered service as a PSV on or after 1 July 2000, a door, except a left-front door alongside the driver, must have a device that warns the driver if the door is not closed properly.
4. A heavy PSV must be fitted with handrails or handholds which are suitable to assist people who are entering or leaving the vehicle.

Power-operated doors

5. A motor vehicle that entered service as a PSV before 1 July 2000 that has a door which is controlled from the driver's seat must have:
 - a) a sign by the door, in letters at least 10 mm high, which states: In an emergency use door control by the driver's seat, or
 - b) emergency controls which:
 - i. can be operated in an emergency when the PSV is stationary, and
 - ii. are fitted on, or next to the door, both inside and outside the vehicle, and
 - iii. have easy-to-understand operating instructions fitted next to them, both inside and outside the vehicle.
6. A motor vehicle that entered service as a PSV on or after 1 July 2000 that has a door which is controlled from the driver's seat must have emergency controls which:
 - a) can be operated in an emergency when the PSV is stationary, and
 - b) are fitted on, or next to the door, both inside and outside the vehicle, and
 - c) have easy-to-understand operating instructions fitted next to them, both inside and outside the vehicle.

Performance

General

7. A door and its operation must meet the requirements of section 6-1, except:
 - safety devices installed during the manufacture of the vehicle to prevent the doors from being opened from the inside of the vehicle (eg a child safety lock) must be removed or permanently deactivated (unless the vehicle is a small passenger service vehicle and a sign approved by the NZTA is displayed at the outer door handle), and

Reasons for rejection

Mandatory equipment

General

1. Refer to general vehicle pages section 6-1.
2. A heavy PSV does not have all doorways for normal passenger entry and exit on the left-hand side of the vehicle, unless it is an outdoor access vehicle with a doorway provided for passenger entry and exit in the rear.
3. A heavy PSV has a doorway on the right-hand side of the vehicle unless it is a vehicle fitted with equipment for people with special mobility requirements.
4. An outdoor-access vehicle does not have at least one doorway for passenger entry or exit either on the left-hand side or in the rear of the vehicle.
5. On a motor vehicle that entered service as a PSV on or after 1 July 2000, a door, except for a left-front door alongside the driver, does not have a device that warns the driver if the door is not closed properly.

Power-operated doors

6. A motor vehicle that entered service as a PSV before 1 July 2000 that has a door which is controlled from the driver's seat does not have either:
 - a) a sign by the door, in letters at least 10 mm high, which states: In an emergency use door control by the driver's seat, or
 - b) emergency controls which:
 - i. are fitted on, or next to the door, both inside and outside the vehicle, or
 - ii. have easy-to-understand operating instructions fitted next to them, both inside and outside the vehicle.
7. A motor vehicle that entered service as a PSV on or after 1 July 2000 that has a door which is controlled from the driver's seat does not have emergency controls which:
 - a) can be operated in an emergency when the PSV is stationary, or
 - b) are fitted on, or next to the door, both inside and outside the vehicle, or

- doors that are not controlled by the driver must be able to be opened from both inside and outside the vehicle when someone is in the vehicle except when the occupant has locked the doors, and
 - a door must be operable by any occupant next to the door, from inside the vehicle.
8. A doorway provided for passenger entry or exit must be clear of obstruction.
 9. A door must not lock automatically when it is closed.
 10. Speed-sensitive or other automatically operating central-locking devices must be permanently deactivated or removed.

Power-operated doors

11. A power-operated door must be maintained so that the opening and closing force of the door, or its method of operation, is unlikely to injure or trap any person.

Modification

12. If a PSV doorway has been modified since it was last certified for operation in-service and the modification has affected the door's operation or the doorway dimensions, items affected by the modification must comply with the requirements for entry certification.

Reasons for rejection

- c) have easy-to-understand operating instructions fitted next to them, both inside and outside the vehicle.

Condition and performance

General

8. Refer to general vehicle pages 6-1.
9. A passenger service vehicle, other than a small passenger service vehicle, has a safety device installed during the manufacture of the vehicle to prevent the doors from being opened from inside the vehicle, eg a child safety lock, and the safety device has not been removed or permanently deactivated, and
 - a) a valid exemption cannot be produced, or
 - b) an approved sign (**Figure 6-2-2**) is not displayed adjacent to the exterior handle of each rear side door, or
 - c) the approved sign is not clearly legible.
10. A small passenger service vehicle has a safety device installed during the manufacture of the vehicle to prevent the doors from being opened from inside the vehicle, eg a child safety lock, and the safety device has not been removed or permanently deactivated, and
 - a) an approved sign (**Figure 6-2-2**) is not displayed adjacent to the exterior handle of each rear side door, or
 - b) the approved sign is not clearly legible.
11. A door that is not controlled by the driver cannot be opened from outside the vehicle.
12. A door locks automatically when it is closed.
13. A doorway provided for passenger entry or exit is obstructed.
14. An automatic central-locking device operates.
15. A device to warn the driver that the door is not closed properly:
 - a) does not function correctly, or
 - b) is not effective.
16. A door or doorway is in such a condition that it is likely to injure passengers entering or leaving the vehicle.
17. An emergency door control sign or operating

Reasons for rejection

instruction is not clearly legible.

18. An emergency door control:
 - a) cannot be operated when the PSV is stationary, or
 - b) does not allow the door to be opened manually in the event of a power failure, or
 - c) has a component that is significantly deteriorated so that its operation in an emergency is likely to be compromised.
19. A handrail or handhold for assisting people who are entering or leaving the vehicle is:
 - a) missing, or
 - b) insecure, or
 - c) significantly deteriorated so that it is likely to injure passengers.

Power-operated doors

20. A power-operated door is such that it is likely to injure or trap a person eg by excessive opening or closing force, or damage or deterioration.

Modification

21. A door or doorway was modified since the last CoF inspection and there is no written confirmation that items affected by the modification comply with the requirements for entry certification.

Note 1: Definitions

Child safety lock (also known as a kiddi-lock) means a safety device installed during the manufacture of the vehicle to prevent a door from being opened from the inside of the vehicle.

Small passenger service vehicle means a vehicle used for use in a passenger service for the carriage of passengers that is designed or adapted to carry 12 or fewer persons (including the driver).



Figure 6-2-2. Approved child safety lock sign

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999
- AS 3856.1 – 1991
- AS 3856.2 – 1991
- AS/NZS 3856.1 – 1998
- AS/NZS 3856.2 – 1998

Mandatory requirement

1. On a vehicle fitted with a wheelchair ramp that entered passenger service in New Zealand on or after 1/7/2000, or on a PSV fitted with a wheelchair ramp on or after 1/7/2000, a wheelchair ramp and its fitting to a PSV must be certified by an LVV specialist certifier.
2. On a vehicle fitted with a wheelchair hoist that entered passenger service in New Zealand on or after 1/7/2000, or on a PSV fitted with a wheelchair hoist on or after 1/7/2000, a wheelchair hoist and its attachment to a PSV must be certified by an LVV specialist certifier.

Condition and performance

3. The step-tread surfaces of entry and exit steps and ramps must be of a non-slip material.
4. Entry and exit steps and ramps must provide safe entry or exit for the occupants of a PSV.
5. External steps and ramps must be constructed so that they are not likely to injure any person.

Wheelchair hoists

6. The vehicle must be safe to be operated.
7. The components and materials must be fit for their purpose and within safe tolerance of their state when manufactured or modified.

Wheelchair ramps

8. On a vehicle fitted with a wheelchair ramp that entered passenger service in New Zealand on or after 1/7/2000, or on a PSV fitted with a wheelchair ramp on or after 1/7/2000:
 - a) there must be an unobstructed view from the driving position, either directly or indirectly:
 - i. of the exterior and interior of the doorway used for entry and exit, and
 - ii. of the wheelchair parking position, and
 - iii. of the ramp, unless where the ramp is power operated and cannot be seen clearly by the driver, it must be fitted with a sensor so that the ramp stops or retracts if it meets an obstruction before it is fully extended; and ramps must have a non-slip surface; and
 - b) ramps must have a non-slip surface, and
 - c) ramps must have:
 - i. a safety ridge along the side edges, or
 - ii. a conspicuous stripe, at least 20 mm wide, along the side edges of the ramp, and
 - d) there must be adequate illumination of the fully extended ramp to enable safe use during the hours of darkness; and

Reasons for rejection

Mandatory requirement

1. A wheelchair ramp or hoist fitted to a PSV that entered service as a PSV in NZ on or after 1/7/2000, or a wheelchair ramp or hoist fitted to a PSV on or after 1/7/2000, does not have evidence of LVV specialist certification, ie the vehicle is not fitted with a valid LVV certification plate.

Condition and performance

2. Entry and exit steps or ramp:
 - b) does not have a non-slip tread surface, or
 - c) does not provide safe entry or exit for occupants, eg:
 - i. the tread surface is slippery or significantly deteriorated, or
 - ii. the structure or its attachment is loose or significantly deteriorated.
3. A ramp or retractable step does not:
 - a) operate correctly, or
 - b) remain secure in its retracted position or when in use.

Wheelchair hoists

4. A wheelchair hoist:
 - a) does not operate correctly, or
 - b) is not securely fitted to the vehicle, or
 - c) component is missing, insecure or significantly deteriorated, or
 - d) if power-operated, does not incorporate a braking function that actuates when the control device is released, or
 - e) when powered down does not have a device that prevents jacking of the vehicle, or
 - f) if side-mounted, does not have a means of warning the driver when the hoist is not stowed, or
 - g) moving parts touch the vehicle during the raising/lowering cycle, or
 - h) platform does not provide safe parking for the wheelchair, or
 - i) is not fitted with a constraint to prevent the wheelchair rolling off the platform, or
 - j) cannot be operated manually in the event of a power failure.

- e) power operated ramps:
 - i. must be fitted with a device that gives audible warning while the ramp is extending or retracting, and
 - ii. must have a safety system to prevent the vehicle from moving off while the ramp is extended, and
 - iii. must be able to be operated in the event of power failure.

Modification

9. An entry and exit step or ramp, or a wheelchair hoist or ramp, fitted to or modified on a light PSV since it was last certified for operation in-service must meet the requirements for Entry Certification.

Reasons for rejection

Wheelchair ramps

5. On a vehicle fitted with a wheelchair ramp that entered passenger service in New Zealand on or after 1/7/2000, or on a PSV fitted with a wheelchair ramp on or after 1/7/2000, a wheelchair ramp and its fitting to a PSV:
 - a) does not, from the driving position, allow an unobstructed view of:
 - i. the exterior and interior of the doorway used for entry and exit, or
 - ii. the wheelchair parking position, or
 - iii. the ramp, unless where the ramp is power operated cannot be seen clearly by the driver, or
 - b) if it is power operated and cannot be clearly seen by the driver, does not stop or retract if it meets an obstruction before it is fully extended, or
 - c) does not have on the ramp side edges:
 - i. a safety ridge, or
 - ii. a conspicuous stripe at least 20 mm wide, or
 - d) does not have adequate illumination of the fully extended ramp to enable safe use during the hours of darkness, or
 - e) if it is power operated, there is no audible warning while the ramp is extending or retracting, or
 - f) cannot be operated manually in the event of a power failure.
6. A wheelchair ramp:
 - a) if side-mounted, has no device that warns the driver when the ramp is not stowed, or
 - b) moving part touches the vehicle during the raising/lowering cycle.

Modification

7. An entry and exit step or ramp, or a wheelchair hoist or ramp, was modified since the last CoF inspection and there is no written confirmation that items affected by the modification comply with the requirements for entry certification.

Note 1: Definitions

Outdoor-access vehicle means a motor vehicle that is used to provide access to remote areas solely in connection with outdoor activities.

Wheelchair hoist means an appliance attached to the vehicle, which is used for raising or lowering wheelchairs and their occupants into or out of the vehicle.

Wheelchair ramp means an inclined platform that is either permanently or temporarily attached to the vehicle to allow wheelchairs and their occupants into or out of the vehicle.

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999
- AS 3856.1 – 1991
- AS 3856.2 – 1991
- AS/NZS 3856.1 – 1998
- AS/NZS 3856.2 – 1998

Mandatory requirement

1. On a vehicle fitted with a wheelchair ramp that entered passenger service in New Zealand on or after 1/7/2000, or on a PSV fitted with a wheelchair ramp on or after 1/7/2000, a wheelchair ramp and its fitting to a PSV must be certified by an HV specialist certifier.
2. On a vehicle fitted with a wheelchair hoist that entered passenger service in New Zealand on or after 1/7/2000, or on a PSV fitted with a wheelchair hoist on or after 1/7/2000, a wheelchair hoist and its attachment to a PSV must be certified by an HV specialist certifier.

Mandatory equipment

3. A heavy PSV must be fitted with a panel to prevent the feet of seated passengers from protruding into any nearby stairwell or ramp.
4. A heavy PSV must be fitted with a guardrail or equivalent item:
 - a) to the rearward side of any stairwell or ramp if passengers can stand or sit behind the stairwell or ramp, and
 - b) to the forward side of the stairwell or ramp if there is a rearward or sideways facing seat in front of it or if passengers can stand in front of it.

Condition and performance

5. The step-tread surfaces of entry and exit steps and ramps must be of a non-slip material.
6. Entry and exit steps and ramps must provide safe entry or exit for the occupants of a PSV.
7. External steps and ramps must be constructed so that they are not likely to injure any person.

Wheelchair hoists

8. The vehicle must be safe to be operated.
9. The components and materials must be fit for their purpose and within safe tolerance of their state when manufactured or modified.

Wheelchair ramps

10. On a vehicle fitted with a wheelchair ramp that entered passenger service in New Zealand on or after 1/7/2000, or on a PSV fitted with a wheelchair ramp on or after 1/7/2000:
 - a) there must be an unobstructed view from the driving position, either directly or indirectly:
 - i. of the exterior and interior of the doorway used for entry and exit, and
 - ii. of the wheelchair parking position, and

Reasons for rejection

Mandatory requirement

1. A wheelchair ramp or hoist fitted to a PSV that entered service as a PSV in NZ on or after 1/7/2000 or a wheelchair ramp or hoist fitted to a PSV on or after 1/7/2000 does not have evidence of HV specialist certification, ie:
 - a) the hoist or ramp was fitted before the last CoF inspection and no LANDATA record has been entered, or
 - b) the hoist or ramp was fitted after the last CoF inspection and:
 - i. a valid LT400 form has not been presented, or
 - ii. the HVS certifier was not of the category, HVEC, HVIC or HVMC.

Mandatory equipment

2. A heavy PSV is not fitted with a panel to prevent the feet of seated passengers from protruding into any nearby stairwell or ramp.
3. A heavy PSV is not fitted with a guardrail or equivalent item:
 - a) to the rearward side of any stairwell or ramp if passengers can stand or sit behind the stairwell or ramp, and
 - b) to the forward side of the stairwell or ramp if there is a rearward or sideways facing seat in front of it or if passengers can stand in front of it.

Condition and performance

4. Entry and exit steps or ramp:
 - a) does not have a non-slip tread surface, or
 - b) does not provide safe entry or exit for occupants, eg:
 - i. the tread surface is slippery or significantly deteriorated, or
 - ii. the structure or its attachment is loose or significantly deteriorated.
5. A ramp or retractable step does not:
 - a) operate correctly, or
 - b) remain secure in its retracted position or when in use.

- iii. of the ramp, unless where the ramp is power operated and cannot be seen clearly by the driver, it must be fitted with a sensor so that the ramp stops or retracts if it meets an obstruction before it is fully extended; and
- b) ramps must have a non-slip surface; and
- c) ramps must have:
 - i. a safety ridge along the side edges, or
 - ii. a conspicuous stripe, at least 20 mm wide, along the side edges of the ramp, and
- d) there must be adequate illumination of the fully extended ramp to enable safe use during the hours of darkness; and
- e) power operated ramps:
 - i. must be fitted with a device that gives audible warning while the ramp is extending or retracting, and
 - ii. must have a safety system to prevent the vehicle from moving off while the ramp is extended, and
 - iii. must be able to be operated in the event of power failure.

Modification

11. An entry and exit step or ramp, or a wheelchair hoist or ramp, fitted to or modified on a heavy PSV since it was last certified for operation in-service must meet the requirements for Entry Certification.

Reasons for rejection

- 6. A panel fitted to prevent the feet of seated passengers from protruding into any nearby stairwell or ramp:
 - a) is insecure, or
 - b) deteriorated so that it is likely to injure occupants.
- 7. A guard rail or equivalent item:
 - a) is insecure, or
 - b) deteriorated so that it is likely to injure occupants.

Wheelchair hoists

- 8. A wheelchair hoist:
 - a) does not operate correctly, or
 - b) is not securely fitted to the vehicle, or
 - c) component is missing, insecure or significantly deteriorated, or
 - d) if power-operated, does not incorporate a braking function that actuates when the control device is released, or
 - e) when powered down does not have a device that prevents jacking of the vehicle, or
 - f) if side-mounted, does not have a means of warning the driver when the hoist is not stowed, or
 - g) moving parts touch the vehicle during the raising/ lowering cycle, or
 - h) platform does not provide safe parking for the wheelchair, or
 - i) is not fitted with a constraint to prevent the wheelchair rolling off the platform, or
 - j) cannot be operated manually in the event of a power failure.

Wheelchair ramps

- 9. On a vehicle fitted with a wheelchair ramp that entered passenger service in New Zealand on or after 1/7/2000, or on a PSV fitted with a wheelchair ramp on or after 1/7/2000, a wheelchair ramp and its fitting to a PSV:
 - a) does not, from the driving position, allow an unobstructed view of:
 - i. the exterior and interior of the doorway used for entry and exit, or
 - ii. the wheelchair parking position, or
 - iii. the ramp, unless where the ramp is power operated cannot be seen clearly by the driver, or

Reasons for rejection

- b) if it is power operated and cannot be clearly seen by the driver, does not stop or retract if it meets an obstruction before it is fully extended, or
 - c) does not have on the ramp side edges:
 - i. a safety ridge, or
 - ii. a conspicuous stripe at least 20 mm wide, or
 - d) does not have adequate illumination of the fully extended ramp to enable safe use during the hours of darkness, or
 - e) if it is power operated, there is no audible warning while the ramp is extending or retracting, or
 - f) cannot be operated manually in the event of a power failure.
10. A wheelchair ramp:
- a) if side-mounted, has no device that warns the driver when the ramp is not stowed, or
 - b) moving part touches the vehicle during the raising/lowering cycle.

Modification

11. An entry and exit step or ramp, or a wheelchair hoist or ramp, was modified since the last CoF inspection and there is no written confirmation that items affected by the modification comply with the requirements for entry certification.

Note 1: Definitions

Outdoor-access vehicle means a motor vehicle that is used to provide access to remote areas solely in connection with outdoor activities.

Wheelchair hoist means an appliance attached to the vehicle, which is used for raising or lowering wheelchairs and their occupants into or out of the vehicle.

Wheelchair ramp means an inclined platform that is either permanently or temporarily attached to the vehicle to allow wheelchairs and their occupants into or out of the vehicle.

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory equipment

Emergency exits

1. The compartment (**Note 2**) of an MD1 or MD2 class PSV must have at least two emergency exits.

Signs and markings (**Note 1**) (MD1 and MD2 vehicles only)

2. A dedicated emergency exit must have:
 - a) a coloured band on the inside frame, at least 20 mm wide, which contrasts with the background, or
 - b) signs on the exit, both inside and outside the PSV, with the words EMERGENCY EXIT in letters that are at least 75 mm high.
3. Opening, operating, or breaking instructions:
 - a) must be displayed on or next to every emergency exit, both inside and outside the PSV, and
 - b) for power-operated passenger entry and exit doors must include the words EMERGENCY DOOR CONTROL in letters that are at least 10 mm high, and
 - c) for dedicated emergency exits must include the words EMERGENCY EXIT in letters that are at least 10 mm high, and
 - d) must be displayed for seats which are designed to tilt out of the way to provide access to a dedicated emergency exit.

Dedicated emergency exits (MD1 and MD2 vehicles only)

4. A breakable-glass dedicated emergency exit must have a special-purpose hammer for breaking the glass, which must be:
 - a) fitted prominently and securely next to the glass, inside the PSV, and
 - b) connected to an alarm to warn the driver if the hammer is removed or tampered with.
5. Seats which are designed to tilt out of the way to provide access to a dedicated emergency exit must have:
 - a) a single-action tilting mechanism, and
 - b) a tilting mechanism that has an automatic locking device which locks the seat in the tilted position.
6. A chain or similar device used to retain the dedicated emergency exit must be easily breakable or detachable.
7. The glazing of a breakable-glass dedicated emergency exit must:
 - a) not be laminated, and
 - b) be made of readily breakable, toughened safety glass (refer to section 5-1 of this manual for markings), and

Reasons for rejection

Mandatory equipment

Emergency exits

1. The compartment (**Note 2**) of an MD1 or MD2 class PSV does not have at least two emergency exits.

Note: A sliding or similar type of dedicated emergency exit which is likely to jam even with slight distortion of the vehicle body must not be taken into account when counting the number of required emergency exits.

Signs and markings (MD1 and MD2 vehicles only)

2. A dedicated emergency exit does not have at least one of the following:
 - a) a coloured band on the inside frame, at least 20 mm wide, which contrasts with the background
 - b) signs on the exit, both inside and outside the PSV, with the words EMERGENCY EXIT in letters that are at least 75 mm high.
3. Opening, operating, or breaking instructions:
 - a) are not displayed on or next to every emergency exit, both inside and outside the PSV, or
 - b) for power-operated passenger entry and exit doors do not include the words EMERGENCY DOOR CONTROL in letters that are at least 10 mm high, or
 - c) for dedicated emergency exits do not include the words EMERGENCY EXIT in letters that are at least 10 mm high, or
 - d) are not displayed for seats which are designed to tilt out of the way to provide access to a dedicated emergency exit.

Dedicated emergency exits

4. A breakable-glass dedicated emergency exit does not have a special-purpose hammer for breaking the glass fitted prominently and securely next to the glass, inside the PSV.
5. The glazing of a breakable-glass dedicated emergency exit:
 - a) is laminated, or
 - b) is not made of readily breakable, toughened safety glass (refer to section 5-1 of this manual for markings), or

- c) not be modified, covered or treated in a way which might adversely affect the breakability or the removal of the glass.

Performance

Dedicated emergency exits

8. A dedicated emergency exit, its control mechanisms and associated equipment must comply with the following requirements:
 - a) its operation must be unlikely to injure or trap any person, if it is operated according to the operating instructions, and
 - b) must open easily from both inside and outside the vehicle when stationary, and
 - c) the frame must not have sharp edges, and
 - d) security locks or similar devices, if fitted, must have a device which gives audible and visible warning to the driver when the exit is locked and the engine is running, and
9. Internal access to a dedicated emergency exit must not be obstructed.
10. A dedicated emergency exit must open easily from both inside and outside the PSV.
11. A dedicated emergency exit must have an audible alarm system to warn the driver if the opening mechanism is activated, with the exception of:
 - a) a breakable-glass dedicated emergency exit
 - b) an emergency hatch in the floor of the upper deck of a double-decked vehicle
 - c) an emergency roof hatch or emergency window, if its internal opening device is sealed in such a way that it is clearly apparent if the seal has been opened.

Modification

12. If an emergency exit or dedicated emergency exit is fitted to or modified on a light PSV since it was last certified for operation in-service, the emergency exit or dedicated emergency exit must meet the requirements for Entry Certification.

Reasons for rejection

- c) has been modified, covered or treated in a way which might adversely affect the breakability or the removal of the glass, eg has a vinyl overlay.
6. A chain or similar device used to retain a dedicated emergency exit is not easily breakable or detachable.
 7. A seat which is designed to tilt out of the way to provide access to a dedicated emergency exit does not have:
 - a) a single-action tilting mechanism, or
 - b) a tilting mechanism that has an automatic locking device which locks the seat in the tilted position.

Performance

Dedicated emergency exits (MD1 and MD2 vehicles only)

8. The removal of an emergency exit hammer does not generate an audible or visible warning to the driver that the hammer has been removed or tampered with.
9. A dedicated emergency exit, including its control mechanisms or associated equipment:
 - a) is likely to injure or trap any person, if it is operated according to the operating instructions, or
 - b) does not open easily from both inside and outside the vehicle when stationary, or
 - c) has sharp edges on the frame, or
 - d) has security locks or similar devices that do not give audible and visible warning to the driver when the exit is locked and the engine is running.
10. Internal access to a dedicated emergency exit is obstructed.
11. A hinged or hatch-type dedicated emergency exit does not open easily from both inside and outside the PSV.

Note: check the operation of an emergency exit only if it can be done without causing damage.
12. The opening of a hinged or hatch-type dedicated emergency exit does not generate an audible warning to the driver that the opening mechanism is activated, with the exception of:
 - a) an emergency hatch in the floor of the upper deck of a double-decked vehicle

Reasons for rejection

- b) an emergency roof hatch, if its internal opening device is sealed in such a way that it is clearly apparent if the seal has been opened
- c) an emergency window, if its internal opening device is sealed in such a way that it is clearly apparent if the seal has been opened.

Modification

13. An emergency exit was modified (including fitting or removal) since the last CoF inspection and there is no written confirmation that items affected by the modification comply with the requirements for entry certification.

Note 1 These requirements are for light PSV emergency exit signs. Section 7-10 covers signs and instructions generally.

Note 2 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 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.

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory equipment

Emergency exits

1. The compartment (**Note 2**) of a heavy PSV must have at least:
 - a) two emergency exits, if the compartment accommodates 26 or fewer persons, or
 - b) three emergency exits, if the compartment accommodates 27 or more persons, or
 - c) four emergency exits, if the compartment accommodates 36 or more persons and the vehicle entered service as a PSV in New Zealand on or after 1 September 1999.

Signs and markings (**Note 1**)

2. A dedicated emergency exit must have:
 - a) a coloured band on the inside frame, at least 20 mm wide, which contrasts with the background, or
 - b) signs on the exit, both inside and outside the PSV, with the words EMERGENCY EXIT in letters that are at least 75 mm high.
3. Opening, operating, or breaking instructions:
 - a) must be displayed on or next to every emergency exit, both inside and outside the PSV, and
 - b) for power-operated passenger entry and exit doors must include the words EMERGENCY DOOR CONTROL in letters that are at least 10 mm high, and
 - c) for dedicated emergency exits must include the words EMERGENCY EXIT in letters that are at least 10 mm high, and
 - d) must be displayed for seats which are designed to tilt out of the way to provide access to a dedicated emergency exit.

Dedicated emergency exits (**Note 2**)

4. A breakable-glass dedicated emergency exit must have a special-purpose hammer for breaking the glass, which must be:
 - a) fitted prominently and securely next to the glass, inside the PSV, and
 - b) connected to an alarm to warn the driver if the hammer is removed or tampered with.
5. Seats which are designed to tilt out of the way to provide access to a dedicated emergency exit must have:
 - a) a single-action tilting mechanism, and
 - b) a tilting mechanism that has an automatic locking device which locks the seat in the tilted position.
6. A chain or similar device used to retain the dedicated emergency exit must be easily breakable or detachable.

Reasons for rejection

Mandatory equipment

Emergency exits

1. The compartment (**Note 2**) of a heavy PSV does not have at least:
 - a) two emergency exits, if the compartment accommodates 26 or fewer persons, or
 - b) three emergency exits, if the compartment accommodates 27 or more persons, or
 - c) four emergency exits, if the compartment accommodates 36 or more persons and the vehicle entered service as a PSV in New Zealand on or after 1 September 1999.

Signs and markings (**Note 1**)

2. A dedicated emergency exit does not have at least one of the following:
 - a) a coloured band on the inside frame, at least 20 mm wide, which contrasts with the background
 - b) signs on the exit, both inside and outside the PSV, with the words EMERGENCY EXIT in letters that are at least 75 mm high.
3. Opening, operating, or breaking instructions:
 - a) are not displayed on or next to every emergency exit, both inside and outside the PSV, or
 - b) for power-operated passenger entry and exit doors do not include the words EMERGENCY DOOR CONTROL in letters that are at least 10 mm high, or
 - c) for dedicated emergency exits do not include the words EMERGENCY EXIT in letters that are at least 10 mm high, or
 - d) are not displayed for seats which are designed to tilt out of the way to provide access to a dedicated emergency exit.

Dedicated emergency exits (**Note 2**)

4. A breakable-glass dedicated emergency exit does not have a special-purpose hammer for breaking the glass fitted prominently and securely next to the glass, inside the PSV.

7. The glazing of a breakable-glass dedicated emergency exit must:
 - a) not be laminated, and
 - b) be made of readily breakable, toughened safety glass (refer to section 5-1 of this manual for markings), and
 - c) not be modified, covered or treated in a way which might adversely affect the breakability or the removal of the glass.

Performance

Dedicated emergency exits

8. A dedicated emergency exit, its control mechanisms and associated equipment must comply with the following requirements:
 - a) its operation must be unlikely to injure or trap any person, if it is operated according to the operating instructions, and
 - b) must open easily from both inside and outside the vehicle when stationary, and
 - c) the frame must not have sharp edges, and
 - d) security locks or similar devices, if fitted, must have a device which gives audible and visible warning to the driver when the exit is locked and the engine is running.
9. Internal access to a dedicated emergency exit must not be obstructed.
10. A dedicated emergency exit must open easily from both inside and outside the PSV.
11. A dedicated emergency exit must have an audible alarm system to warn the driver if the opening mechanism is activated, with the exception of:
 - a) a breakable-glass dedicated emergency exit
 - b) an emergency hatch in the floor of the upper deck of a double-decked vehicle
 - c) an emergency roof hatch or emergency window, if its internal opening device is sealed in such a way that it is clearly apparent if the seal has been opened

Modification

12. If an emergency exit or dedicated emergency exit is modified (including fitting or removal) on a heavy PSV since it was last certified for operation in-service, the emergency exit or dedicated emergency exit must meet the requirements for Entry Certification.

Reasons for rejection

5. The glazing of a breakable-glass dedicated emergency exit:
 - a) is laminated, or
 - b) is not made of readily breakable, toughened safety glass (refer to section 5-1 of this manual for markings), or
 - c) has been modified, covered or treated in a way which might adversely affect the breakability or the removal of the glass, eg it has a vinyl overlay.
6. A chain or similar device used to retain a dedicated emergency exit is not easily breakable or detachable.
7. A seat which is designed to tilt out of the way to provide access to a dedicated emergency exit does not have:
 - a) a single-action tilting mechanism, or
 - b) a tilting mechanism that has an automatic locking device which locks the seat in the tilted position.

Performance

Dedicated emergency exits

8. The removal of an emergency exit hammer does not generate an audible or visible warning to the driver that the hammer has been removed or tampered with.
9. A dedicated emergency exit, including its control mechanisms or associated equipment:
 - a) is likely to injure or trap any person, if it is operated according to the operating instructions, or
 - b) does not open easily from both inside and outside the vehicle when stationary, or
 - c) has sharp edges on the frame, or
 - d) has security locks or similar devices that do not give audible and visible warning to the driver when the exit is locked and the engine is running.
10. Internal access to a dedicated emergency exit is obstructed.
11. A hinged or hatch-type dedicated emergency exit does not open easily from both inside and outside the PSV.

Note: Check the operation of an emergency exit only if it can be done without causing damage.

Reasons for rejection

12. The opening of a hinged or hatch-type dedicated emergency exit does not generate an audible warning to the driver that the opening mechanism is activated, with the exception of:
 - a) an emergency hatch in the floor of the upper deck of a double-decked vehicle
 - b) an emergency roof hatch, if its internal opening device is sealed in such a way that it is clearly apparent if the seal has been opened
 - c) an emergency window, if its internal opening device is sealed in such a way that it is clearly apparent if the seal has been opened.

Modification

13. An emergency exit was modified (including fitting or removal) since the last CoF inspection and there is no written confirmation that items affected by the modification comply with the requirements for entry certification.

Note 1 These requirements are for heavy PSV emergency exit signs.

Section 7-10 covers signs and instructions generally.

Note 2 Definitions

Compartment, for the purposes of emergency exits, means

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

Emergency exit means

- a) a door used for the entry and exit of the occupants and, for this purpose, a door of double width is a single emergency exit
- b) the access between the front and rear sections of an articulated bus
- c) the stairway from the upper deck to the lower deck
- d) 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.