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**PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 36
(Public service vehicles)**

Transmitted by the Expert from the Netherlands

Note: The text reproduced below was prepared by the expert from the Netherlands to incorporate the possibility of floor hatches into Regulation No. 36. The proposal is based on the text of the proposal for an European Community Directive on buses and coaches.

Note: This document is distributed to the Experts on General Safety Provisions only.

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A. PROPOSAL

Paragraph 2.9., amend to read:

"2.9. "Escape hatch" means ~~a roof-opening~~ an opening in the roof or floor intended for use as an exit by passengers in an emergency only."

Paragraph 5.6.1.9., amend to read:

"5.6.1.9. Escape hatches, additional to the emergency doors and windows, shall be fitted in ~~the roof of~~ Class I and Class II vehicles. They may also be "

Paragraph 5.6.2.4., amend to read:

 "..... respectively. For Class I vehicles and for vehicles with a rear part permanently closed off from the passengers' compartment, this provision is fulfilled if an escape hatch is fitted ~~in the roof.~~"

Paragraph 5.6.2.7., amend to read:

 " middle third of the ~~roof~~ vehicle; if there are two hatches,"

Paragraphs 5.6.9.1. and 5.6.9.2., amend to read:

- "5.6.9.1. Every escape hatch shall operate so as not to obstruct the clear passage from inside or outside the vehicle.
- 5.6.9.2. Roof escape hatches shall be either ejectable, hinged or made of readily breakable safety glass. Floor hatches shall be either hinged or ejectable and shall be fitted with an audible warning device to warn the driver when it is not securely closed. The floor escape hatch lock, and not the movement of the hatch itself, shall actuate this device. Floor escape hatches shall be proofed against unintentional operation. However this requirement shall not apply if the floor hatch is locked automatically when the vehicle is moving at a speed exceeding 5 km/h."

Insert new paragraphs 5.6.9.3. to 5.6.9.5., to read:

- "5.6.9.3. 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.
- 5.6.9.4. 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.

- 5.6.2.9.5. Escape hatches shall be capable of being easily opened or removed from the inside and from the outside. However, this requirement shall not be construed as precluding the possibility of locking the escape hatch for the purpose of securing the vehicle when unattended, provided that the escape hatch can always be opened or removed from the inside by the use of the normal opening or removal mechanism. In the case of a readily-breakable hatch, a device shall be provided adjacent to the hatch, readily available to persons inside the vehicle, to ensure that the hatch can be broken."

Insert a new paragraph 5.7.4.1., to read:

"5.7.4.1. Escape hatches in the roof"

Paragraphs 5.7.4.1. and 5.7.4.2.(former), renumber as paragraphs 5.7.4.1.1. and 5.7.4.1.2.

Insert a new paragraph 5.7.4.2., to read:

"5.7.4.2. Escape hatches in the floor

In the case of an escape hatch fitted in the floor, the hatch shall give direct and free access to the exterior of the vehicle and be fitted where there is a clear space above the hatch equivalent to the height of the gangway. Any heat source or moving components shall be at least 500 mm from any part of the hatch aperture.

It shall be possible to move a test gauge in the form of a thin plate having 600 mm x 400 mm with corners radiused by 200 mm in a horizontal position from a height above the floor of the vehicle of 1,00 m to the ground."

* * *

B. JUSTIFICATION

Re. para. 5.6.2.4.:

In vehicles where there is a rear compartment for the transport of goods (e.g. post) that is separated from the passengers' compartment, it is not possible to have an exit in the rear of the vehicle. For such vehicles an escape hatch can be a good alternative.
