

- 2 The requirement of specification for motor vehicle
 - 2.1 The requirement of specification for motor vehicle shall according to suitable types and range of principle are as below :
 - 2.1.1 The same vehicle category symbol.
 - 2.1.2 The same type of vehicle body.
 - 2.1.3 The same axle set type.
 - 2.1.4 The same axle weight, gross vehicle weight and gross combination weight.
 - 2.1.5 The same brand and vehicle type series.
 - 2.1.6 The chassis vehicle have had same axle set type.
 - 2.1.7 The same chassis brand.
 - 2.1.8 Chassis manufacturers announced that the same chassis vehicle type series.
 - 2.2 The tolerations of the dimension and weight about this requirements of specification for vehicle is defined as below:
 - 2.2.1 Tolerations of dimension: The sum of toleration of measurement and manufacturing
 - 500 cm below: +/- 2%
 - 500 cm above: +/- 10 cm
 - Total toleration is not enough +/- 1 cm: as +/- 1 cm
 - 2.2.2 Tolerations of weight: The sum of toleration of measurement and manufacturing
 - 10 tonnes below: +/- 2%
 - 10 tonnes above: +/- 0.2 tonnes
 - Total toleration is not enough +/- 0.01 tonnes: as +/- 0.01 tonnes
 - 2.2.3 The actual measured value of vehicle height will be used as the judgmental and certified specification since 2007/7/1.
 - 2.3 Dimension limits of vehicle:
 - 2.3.1 Maximum length
 - 2.3.1.1 The large passenger vehicle shall not exceed 12.2m ; The articulated buses shall not exceed 18.75 m.
 - 2.3.1.2 The heavy truck shall not exceed 11m.
 - 2.3.1.3 The firefighting vehicle approved by Ministry of the Interior (MOI) shall not exceed 15m.
 - 2.3.1.4 The trailer of small vehicle shall not exceed 7m.
 - 2.3.1.5 The motorcycle with engine displacement above 550cm³ shall not exceed 4m, and the motorcycle with engine displacement under 550cm³ shall not exceed 2.5m.
 - 2.3.2 Maximum width
 - 2.3.2.1 The maximum width of motor vehicle shall not exceed 2.5m.
 - 2.3.2.2 The firefighting vehicle approved by MOI shall not exceed 2.6m.
 - 2.3.2.3 The small-light moped shouldn't exceed 1m, and handlebar stem is forbids using elastic and adjustable, three-wheeled vehicle (category L2 and L5) or other motorcycle/moped shall not exceed 1.3m.
 - 2.3.3 Maximum height
 - 2.3.3.1 The double deck city bus shall not exceed 4.4m.
 - 2.3.3.2 The single axle (front & rear wheels) large passenger vehicle shall not exceed 3.6m, if passenger vehicle that is front single axle, rear double axle vehicle, the maximum height shall not exceed 3.8m. From 2007.07.01, the new types of passenger

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- vehicle and from 2008.01.01 , each types of passenger vehicle the maximum height shall not exceed 3.5m.
- 2.3.3.3 The other large vehicle of various categories shall not exceed 3.8m.
- 2.3.3.4 The firefighting vehicle approved by MOI shall not exceed 4.2m.
- 2.3.3.5 The small vehicle and its trailer shall not exceed 1.5 times of the maximum width, shall not exceed 2.85m as the upper limit.
- 2.3.3.6 The motorcycle shall not exceed 2m.
- 2.3.4 Dimensions between the outer edge of rear wheels and the inner edge of vehicle body
 - 2.3.4.1 The large vehicle shall not exceed 15cm.
 - 2.3.4.2 The small vehicle and its trailer shall not exceed 10cm.
- 2.3.5 Rear overhang
 - 2.3.5.1 The passenger vehicle shall not exceed 60% of its wheelbase.
 - 2.3.5.2 The truck and cargo-passenger vehicle shall not exceed 50% of its wheelbase.
 - 2.3.5.3 The special vehicle with special device and the firefighting vehicle approved by MOI shall not exceed 66.6% of its wheelbase, however, the portion of carrying passengers or cargo shall not exceed 50%.
- 2.4 The body specifications of motor vehicle:
 - 2.4.1 The body specifications of large passenger vehicle: articulated buses shall comply with paragraphs 2.4.4.
 - 2.4.1.1 The large passenger vehicles in this attachment are classified into :
 - 2.4.1.1.1 Class I: Large passenger vehicles with wheelbase more than 4m.
 - 2.4.1.1.2 Class II: Large passenger vehicles with wheelbase less than 4m, and gross vehicle weight more than 4.5MT.
 - 2.4.1.1.3 Class III: Large passenger vehicles with wheelbase less than 4m, and gross vehicle weight more than 3.5MT but less than 4.5MT.
 - 2.4.1.1.4 Class IV: Large passenger vehicles with wheelbase less than 4m, and gross vehicle weight less than 3.5MT.
 - 2.4.1.2 Exit means service door and emergency exit. The number and sitting of exits shall comply with the following requirements:
 - 2.4.1.2.1 Service door means a door used by passengers in normal circumstances, except the door right to the left of driver's seat. The service doors shall be situated on the right side and the minimum number of service door is one. (For city bus whose approved number of passengers exceeds 47, the minimum number of service door shall be two.)
 - 2.4.1.2.2 Emergency exit means emergency door, emergency window or escape hatch. At least one emergency door shall be situated either in the rear face or in the left-rear side of the vehicle, and at least one emergency exit situated in the rear face or roof of the vehicle. (For city bus whose approved number of passengers exceeds 52, the minimum number of emergency exits shall be two.)
 - 2.4.1.2.3 For large passenger vehicles of classes I, II and III, the number of exits shall comply with the following requirements. A double service door, which can afford two side-by-side vertical rectangular panels (each of which is applicable to a normal access passage), shall count as two doors. And a double window, when divided into two by an imaginary vertical line, exhibits two parts each of which complies as to dimensions and access with the requirements applicable to a normal emergency window, shall count as two emergency windows.
 - 2.4.1.2.3.1 For large passenger vehicles with approved number of passengers not more than 18, the minimum number of exits shall be 3.

- 2.4.1.2.3.2 For large passenger vehicles with approved number of passengers more than 18 but not more than 32, the minimum number of exits shall be 4.
- 2.4.1.2.3.3 For large passenger vehicles with approved number of passengers more than 32 but not more than 47, the minimum number of exits shall be 5.
- 2.4.1.2.3.4 For large passenger vehicles with approved number of passengers more than 47 but not more than 62, the minimum number of exits shall be 6.
- 2.4.1.2.3.5 For large passenger vehicles with approved number of passengers more than 62, the minimum number of exits shall be 7.
- 2.4.1.2.4 Class I vehicles shall also comply with the following requirements:
 - 2.4.1.2.4.1 The exits shall be placed in such a way that their number on each of the two sides of the vehicle is substantially the same. The exits on the same side of the vehicle shall be suitably spaced out along the length of the vehicle.
 - 2.4.1.2.4.2 Two of the doors (Service door or emergency door) on the same side of the vehicle shall be separated such that the distance between transverse vertical planes through their centers of area is not less than 40 percent of the overall length of the passenger compartment measured parallel to the longitudinal axis of the vehicle. If one of these doors forms part of a double door this distance shall be measured between the doors which are furthest apart. The overall length of the passenger compartment is the distance between the front face of seat cushion of the most front seat and the back face of seat-back of the rearmost seat, measured parallel to the longitudinal axis of the vehicle.
 - 2.4.1.2.4.3 If there is only one escape hatch, it shall be situated in the middle third of the vehicle; if there are two hatches, they shall be separated by a distance of at least 2m measured between the nearest edges of the apertures in a line parallel with the longitudinal axis of the vehicle.
- 2.4.1.3 Exits markings
 - 2.4.1.3.1 For vehicles of class I, there shall be a green marking light placed on, or within 30cm of each exit. For vehicles of class II, there shall be a green marking light placed on, or within 30cm of each service door, emergency door and escape hatch; and since 2006/1/1, there shall be a green marking light placed on, or within 30cm of each emergency window.
 - 2.4.1.3.2 Each emergency exit shall be marked by the characters reading "Emergency Exit" and "Emergency exit" at easily seen location inside and outside the vehicle, or close to the exit. Each character size of "Emergency Exit" shall be at least 10 square cm when marked in the emergency doors; and shall be at least 4 square cm when marked in the emergency windows or escape hatches.
 - 2.4.1.3.3 Clear instructions concerning the method of operation shall be placed on or close to the control of every emergency exit.
 - 2.4.1.3.4 Service doors
 - 2.4.1.3.5 Door aperture height:
 - 2.4.1.3.5.1 For vehicles of class I: At least 185cm.
 - 2.4.1.3.5.2 For vehicles of class II and III: At least 150cm. But, for vehicles of class III before 2005/12/31, at least 110cm.
 - 2.4.1.3.5.3 For vehicles of class IV: At least 110cm.
 - 2.4.1.3.6 Door aperture width:
 - 2.4.1.3.6.1 For vehicles of class I and II: At least 76cm.
 - 2.4.1.3.6.2 For vehicles of class III and IV: At least 65cm.

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- 2.4.1.3.7 In the event of emergency every power-operated service door shall be capable, when the vehicle is stationary, of being opened by hand from inside and, when not locked, from outside by controls:
 - 2.4.1.3.7.1 override all other controls;
 - 2.4.1.3.7.2 in the case of interior controls, are placed on, or within 30cm of, the door;
 - 2.4.1.3.7.3 have clear instructions concerning the method of operation placed on or close to the emergency control;
 - 2.4.1.3.7.4 can be operated by one person to open the door;
 - 2.4.1.3.7.5 may be protected by a device which can be easily broken (with indication to the driver both audibly and visually) to gain access to the emergency control, otherwise it cannot count as service door.
- 2.4.1.4 Access passage to service door means the space extending inwards into the vehicle from the service door up to the outermost edge of the upper step (edge of the gangway. When there is no step at the door, the space to be considered as access passage shall be that which is measured up to a distance of 30cm from the starting position of the inner face of the service door). The access passage to service door of the large passenger vehicle shall comply with the following requirements:
 - 2.4.1.4.1 For vehicles of class I: It shall permit the free passage of a vertical rectangular panel 2cm thick, 55cm wide and 185cm in height above the floor. The panel shall be parallel with the door aperture and kept at right angles to the probable direction of motion of a person using the entrance, as it is moved from the edge of gangway through the service door to the outer edge of the vehicle.
 - 2.4.1.4.2 For vehicles of class II: It shall permit the free passage of a vertical rectangular panel 2cm thick, 55cm wide and 150cm in height above the floor. The panel shall be parallel with the door aperture and kept at right angles to the probable direction of motion of a person using the entrance, as it is moved from the edge of gangway through the service door to the outer edge of the vehicle.
- 2.4.1.5 Emergency doors
 - 2.4.1.5.1 Effective height:
 - 2.4.1.5.1.1 For vehicles of class I: At least 160cm.
 - 2.4.1.5.1.2 For vehicles of class II and III: At least 125cm.
 - 2.4.1.5.1.3 For vehicles of class III and IV: At least 110cm.
 - 2.4.1.5.2 Effective width shall be at least 55cm.
 - 2.4.1.5.3 The height of the lowest edge of emergency doors from the ground (means the height of lower edge of emergency door or stair to ground) :
 - 2.4.1.5.3.1 For vehicles of class I and II: It shall not exceed 70cm. But before 2005/12/31, for city buses of class I, and vehicles of class II, it shall not exceed 100cm.
 - 2.4.1.5.3.2 For vehicles of class III and IV: It shall not exceed 100cm.
 - 2.4.1.5.4 Emergency doors shall be equipped with "safety locks" incorporated with an audible device to warn the driver when the locks are removed. Emergency doors shall not be of the power-operated or of the sliding type. Emergency doors shall be capable of being easily opened from inside and from outside when the vehicle is stationary, and it cannot be closed automatically without external force acting on it.
 - 2.4.1.5.5 The outside control devices of emergency doors shall be not more than 180cm above the ground.
- 2.4.1.6 Access passage to emergency doors means the free space between the gangway and the emergency doors aperture. The

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- access passage to emergency doors of the large passenger vehicles shall comply with the following requirements:
- 2.4.1.6.1 No movable seat or cover plate is allowed, and the access passage shall be kept clear. (If there is a movable device(s) near the access passage, all possible positions of the device(s) shall comply with this requirement.)
 - 2.4.1.6.2 For vehicles of class I: It shall permit the free passage of a rectangular panel 2cm thick, 55cm wide and 160cm in height above the floor. The panel shall be parallel with the door aperture and kept at right angles to the probable direction of motion of a person using the exit, as it is moved from the edge of gangway through the emergency door to the outer edge of the vehicle.
 - 2.4.1.6.3 For vehicles of class II: It shall permit the free passage of a rectangular panel 2cm thick, 55cm wide and 125cm in height above the floor. The panel shall be parallel with the door aperture and kept at right angles to the probable direction of motion of a person using the exit, as it is moved from the edge of gangway through the emergency door to the outer edge of the vehicle.
 - 2.4.1.6.4 If the access passage to emergency door regulated in 7.2 and 7.3 is parallel with the gangway, the free space of this access passage to emergency door shall be at least 55cm wide and 55cm in length.
 - 2.4.1.7 Emergency windows:
 - 2.4.1.7.1 Every emergency window shall be either one of the following types:
 - 2.4.1.7.1.1 A movable emergency window: It shall be easily operated by hands from inside and from outside the vehicle. Every hinged emergency window shall be opened outwards, and can be opened to more than 90 degrees. Every emergency windows which is hinged at the top shall be provided with an appropriate mechanism to hold it open, and shall be fitted with an audible warning device to warn the driver. The movement of window lock, but not the movement of the window itself, shall actuate this device.
 - 2.4.1.7.1.2 Emergency windows: From 2006/07/01 who use the new type of glass for emergency windows of passenger vehicle, and from 2008/207/01 who use each types of glass for emergency windows of passenger vehicle, all of them, the glazing materials of this emergency windows shall comply with the Testing standard of Vehicle Safety's 「Safety glass」 requirements about toughened glass and shall be readily breakable. The applicant shall prepare the document of proof.
 - 2.4.1.7.2 The area of emergency window shall be at least 4000 cm^2 , and it shall be possible to inscribe in this area a rectangle of 50cm high and 70cm wide. For emergency window(s) situated in the rear face of the vehicle, if the manufacturer does not provide an emergency window of the minimum dimensions prescribed above, it shall be possible to inscribe in the emergency window aperture a rectangle of 35cm high and 155cm wide. The corners of the rectangle may be rounded to a radius of curvature not exceeding 25cm.
 - 2.4.1.7.3 The height of the lower edge of an emergency window fitted in the side of the vehicle from the level of the floor immediately below it shall be not more than 100cm nor less than 65cm in the case of a hinged emergency window, or 50cm in the case of a window made of breakable glass. However, in the case of a hinged emergency window the height of the lower edge may be reduced to a minimum of 50cm provided that the window aperture is equipped with a guard up to a height of 65cm to prevent the possibility of passengers falling out of the vehicle. Where the window aperture is equipped with a guard, the size of the window aperture above the guard shall not be less than the minimum size prescribed above.

- 2.4.1.8 Access to emergency windows means the free space between the gangway and the emergency windows aperture. It shall be possible to move a test gauge (The test gauge shall be in the form of a panel having a size of 40x60cm, 2cm thick and with corners radiused by 20 cm.) from the gangway to the exterior of the vehicles through every emergency window. The direction of motion of the test gauge shall be in the direction in which a passenger evacuating the vehicle would be expected to move. The test gauge shall be kept perpendicular to that direction of motion. However, in the case of an emergency window in the rear face of the vehicle, the test gauge may alternatively have a size of 35x140cm with corners radiused by 17.5 cm and 2 cm thick. If there are movable devices in front of the emergency windows, it still have to comply with the above requirements for all possible positions.
- 2.4.1.9 Window breaking devices:
- 2.4.1.9.1 The minimum number of window breaking devices shall be 3. (For double-deck city buses, each deck shall have at least 3 window breaking devices)
- 2.4.1.9.2 It shall be placed in the position where passengers can easily reach, and comply with the following requirements:
- 2.4.1.9.2.1 There shall be at least one window breaking device placed near the driver's seat.
- 2.4.1.9.2.2 There shall be at least one window breaking device placed in the front section of the vehicle, and at least one in the rear section of the vehicle.
- 2.4.1.9.2.3 There shall be at least one window breaking device placed in the each side of the vehicle.
- 2.4.1.9.3 Clear instructions concerning the method of operation and a marking reading "Emergency window breakers" shall be placed on or close to the device. The character size of "Emergency window breakers" shall be at least 4 square cm.
- 2.4.1.10 Escape hatches:
- 2.4.1.10.1 Every escape hatch shall be operated manually from inside or outside the vehicle. The aperture area shall be at least 4000 cm^2 , and it shall be possible to inscribe in this area a rectangle measuring 50x70cm.
- 2.4.1.10.2 It shall be possible to put a triangle having a side angle of 20 degrees and a height of 160cm, to touch the inner face of the escape hatch by the top point of the triangle, and touch part of a seat or equivalent support by the bottom of the triangle. If the support is folding-type or movable, it shall be possible to be locked when in action.
- 2.4.1.11 Steps:
- 2.4.1.11.1 Depth:
- 2.4.1.11.1.1 For vehicles of class I, the width and shape of every step shall be such that a rectangle of 40x30cm in the case of a first step from ground, and 40x20cm in the case of any other steps, can be placed on it. The gradient of the rectangular area shall not exceed 3 degrees.
- 2.4.1.11.1.2 For vehicles of class II: The minimum depth of each step of emergency doors shall be at least 25cm; but for vehicles after 2006/1/1, the minimum depth shall be 23cm in the case of the first step from ground, and 20cm in the case of any other steps. The area of each step shall be not less than 800 cm², and the gradient of the surface of each step shall not exceed 3 degrees.
- 2.4.1.11.1.3 For vehicles of class III and IV: emergency door's stair needs to be above 25cm in depth.
- 2.4.1.11.1.4 Each step may extend into the area of the vertical projection of the next step by up to 10cm and the projection over the tread below shall leave a free surface of at least 20cm in depth.

- 2.4.1.11.2 Height:
- 2.4.1.11.2.1 First step from ground: The height of the first step in relation to the ground shall be measured with the vehicle unladen, and measured the vertical distance between the step surface and the ground.
 - 2.4.1.11.2.1.1 For vehicles of class I and II: it shall not exceed 40cm in the case of a service door, and not exceed 70cm in the case of a emergency door (For city buses of class I, and vehicles of class II, which are before 2005/12/31, shall not exceed 100cm.)
 - 2.4.1.11.2.1.2 For vehicles of class III and IV: it shall not exceed 40cm in the case of a service door, and not exceed 70cm in the case of a emergency door.
 - 2.4.1.11.2.2 Other steps: It shall not be less than 12cm and not exceed 35cm.
- 2.4.1.11.3 Retractable steps if fitted shall comply with the following requirements:
- 2.4.1.11.3.1 When the door is closed no part of the retractable step shall project more than 1cm beyond the adjacent line of the bodywork.
 - 2.4.1.11.3.2 When the door is open and the retractable step is in the extended position, the depth of the step shall conform to the above requirements.
 - 2.4.1.11.3.3 It shall not be possible for the vehicle to move from rest, under its own power, when the step is in the extended position. The step shall not be capable to extend when the vehicle is in motion.
- 2.4.1.12 Gangway means the space parallel to the longitudinal axis of the vehicle, and measured from the rear face of seat-back of the foremost seat to the 30cm in front of the front face of seat cushion of the rearmost seat; and it can extend to the access of service doors and emergency doors. But gangway does not include the access space in front of the back face of seat-back of the seats which are near the prominent part of the front-mounted engine, and the access space which is behind 30cm in front of the front face of seat cushion of the last second row of seats of the large passenger vehicle with rear-mounted engine. The gangway of the large passenger vehicle shall comply with the following requirements:
- 2.4.1.12.1 No movable seat is allowed.
 - 2.4.1.12.2 For vehicles of class III and IV, which do not apply for standing passenger: The effective width of the gangway shall be at least 25cm, and at least 120cm for the inner height, and shall permit the free passage of a cylinder with 25cm in diameter and 120cm in height.
 - 2.4.1.12.3 For vehicles of class II, which do not apply for standing passenger: The effective width of the gangway shall be at least 32cm, and at least 150cm for the inner height, and shall permit the free passage of a cylinder with 32cm in diameter and 150cm in height.
 - 2.4.1.12.4 For double-deck city buses: The effective width of the gangway shall be at least 32cm; and for upper deck, at least 170cm for the inner height, and shall permit the free passage of a cylinder with 32cm in diameter and 170cm in height; and for lower deck, at least 185cm for the inner height, and shall permit the free passage of a cylinder with 32cm in diameter and 185cm in height. If the cylinder may come into contact with strap hangers used by standing passengers, strap hangers can be moved away under the test.
 - 2.4.1.12.5 For vehicles of class I, and vehicles of class II after 2006/1/1 applying for standing passengers: The effective width of the gangway shall be at least 32cm, and at least 185cm for the inner height, and shall permit the free passage of a cylinder with 32cm in diameter and 185cm in height. If the cylinder may come into contact with strap hangers used by standing

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- passengers, strap hangers can be moved away under the test.
- 2.4.1.12.6 Applying for standing passengers vehicles of class III and IV and vehicles of class II before 2005/12/31 applying for standing passengers: The effective width of the gangway shall at least 32cm, and at least 185cm for the inner height, and it shall be determined in the shortest height on the central line of the gangway.
- 2.4.1.13 Passenger seats (Not including the seat of crew member, which is situated in the right side of the driver's seat):
- 2.4.1.13.1 If any access to the emergency doors or service doors exists in front of the passenger seats, and the height between the floor under passenger's feet and the access exceeds 12cm, there shall be protection rails or panels. The height between the upper edge of the protection rails or panels and the floor under passenger's feet shall be at least 80cm. The width of rails or protection panels shall be enough to cover the width of the seat-back of seats.
- 2.4.1.13.2 The distance between the front of a seat-back and the rear of the seat-back of the seat (protection rails or panels) preceding it, shall, when measured horizontally and at all heights above the floor between the level of the top surface of the seat cushion and a point 62cm above the floor, shall be:
- 2.4.1.13.2.1 For vehicles of class I (not including the city buses): at least 68cm.
- 2.4.1.13.2.2 Other large passenger vehicles: at least 65cm.
- 2.4.1.13.3 For vehicles of class I, and vehicles of class II after 2006/1/1, the distance between the front of a seat cushion and the rear of the seat-back of the seat (protection rails or panels) preceding it, shall be at least 28cm, when measured horizontally.
- 2.4.1.13.4 Minimum depth of seat cushion:
- 2.4.1.13.4.1 For vehicles of class I (not including the city buses): at least 40cm.
- 2.4.1.13.4.2 Other large passenger vehicles: at least 35cm.
- 2.4.1.13.5 The foremost seats above the driver's compartment shall be equipped with protection rails or panels to separate from the windscreen, the distance between the rear face of the upper edge of protection rails or panels and the windscreen shall be at least 70cm. The height between the upper edge of protection rails or panels and the floor shall be at least 80cm, and the width of rails or protection panels shall be enough to cover the width of the seat-back of seats.
- 2.4.1.14 Luggage cabinet means the space intended for passengers to place luggage, but not including the passenger compartment and toilet. As for the vehicles of class I except city vehicles for carrying passenger, scheduled bus for general highway carrying passenger routes, school bus, special purpose vehicles after the 2006/1/1, shall be equipped with the luggage cabinet complying with this regulation as below, and for other vehicles which are equipped with the luggage cabinet shall comply with the following requirements:
- 2.4.1.14.1 No seat, berth or connection with passenger compartment is allowed.
- 2.4.1.14.2 No side window is allowed. The material of the outside wall of the luggage cabinets shall be the same as the material used on the outside wall of the vehicle, and no glass or other transparent materials is allowed.
- 2.4.1.14.3 There shall be at least one luggage cabinet door, which is opened upward and activated by hydraulic or pneumatic power, placed on each side of the vehicle. Each of the luggage cabinet doors on the same side shall be separated by a distance not exceeding 10cm and measured between the nearest edges of the apertures. The sum of the door aperture width of all luggage cabinet doors shall be at least 150cm.
- 2.4.1.14.4 The luggage cabinets shall be made of metal panels, welded or equivalently fixed. The luggage cabinets on the same

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side shall be integral and no wall in between, and the inside space of the luggage cabinet shall be larger than the space which is correspondent with the apertures. The luggage cabinet shall allow a cube of 50cm width, moved from outside of the vehicle into the luggage cabinet and the luggage cabinet door can close effectively.

2.4.1.14.5 For vehicles of class I, the effective height inside the luggage cabinet shall not exceed 100cm, but for vehicles with vehicle height under 3.5m, or vehicles passing the tilt stability test to an angle of 35 degrees with vehicle laden, the effective height inside the luggage cabinet can exceed 100cm.

2.4.1.15 Other requirements:

2.4.1.15.1 For large passenger vehicles applying for standing passengers, they shall be equipped with handrails or strap hangers, and rails in the rear of driver's seat.

2.4.1.15.2 For coaches of class I, they shall be equipped with luggage racks unless having luggage cabinets, and there shall be handrails on each side of the service door access to help passengers get in and out of the vehicles.

2.4.1.15.3 As for the vehicles of class I, shall not have mezzanine spaces between front and rear axles , except passenger compartment, luggage cabinet, toilet, tool box, body structure and other necessary component.

2.4.2 The body specifications for child-only vehicle:

2.4.2.1 Access openings:

2.4.2.1.1 The first step of child-only vehicle access opening shall be under 30cm above ground. The height of other stairs shall be under 20 cm. The effective width of stair shall be more than 50cm.

2.4.2.1.2 The child-only vehicle shall install stair and handrail on the access opening(s), which can provide a proper use for the children.

2.4.2.1.3 The access openings of large child-only vehicle shall conform to the requirements of large passenger vehicle. The access opening(s) of small child-only vehicle shall be above 60 cm in doorframe and 120 cm in height.

2.4.2.1.4 From 2008.10.1, the step depth for first step or additional step at exterior body of child-only vehicle access opening shall be at least 20cm and shall not protrude both side of body.

2.4.2.2 Gangway width and inner height:

2.4.2.2.1 The gangway width and inner height of large child-only vehicle shall conform to the requirements of large passenger vehicle.

2.4.2.2.2 The effective gangway width of small child-only vehicle shall be above 30 cm; the inner height shall be above 130 cm. The access passage shall allow the smooth pass of a cylinder of 30 cm-diameter, 100 cm-in height vertically.

2.4.2.3 Allocation and dimension of children seats:

2.4.2.3.1 The seat width shall be above 30cm each, yet, the effective width of seat cushion shall exceed 25cm, the effective depth shall be within 23~25cm; the upper edge of seat cushion shall be 23~25 cm above ground. However, the locations of wheel arc are excluded. The seat cushion shall not lean forward. The horizontal distance between the rear edge of seat cushion and the front seat back shall be within 42 to 45 cm.

2.4.2.3.2 The children seat shall install seat back. The seat back height shall be within 40~45 cm, and its lean backward angle shall be within 5~10 degrees by fixed type. The seats shall be allocated to face forward, except for the children attendant seat. No standing passenger or auxiliary seat allowed.

2.4.2.3.3 No hard article allowed on the upper edge of children seat back.

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- 2.4.2.3.4 Protection plate made of soft material on surface shall be equipped in front of first children seat. The upper edge of protection plate shall be at least 60 cm above floor; its width shall cover the corresponding width of children seats.
- 2.4.2.3.5 The children seat can be equipped with seat armrest parallel to cushion surface on the gangway. The distance from the upper edge of armrest to upper edge of seat cushion shall be within 14~15 cm. The inner edge of armrest shall be at least 12.5 cm away from the centerline of the seats. The armrest width shall be 2 cm at least.
- 2.4.2.4 Emergency door:
 - 2.4.2.4.1 Except that all children seats are adjacent to the access opening, there shall be emergency door(s) installed in the different side of the ordinary access opening(s). The emergency door can be opened both from inside and outside of the vehicle. After the emergency door is opened, it cannot be closed automatically without external force acting on it.
 - 2.4.2.4.2 The emergency door shall be marked by "Emergency door" and the relevant operating method by red color; the character size of "Emergency door" shall be at least 10 cm square each.
 - 2.4.2.4.3 The specification of emergency door for large child-only vehicle shall conform to the one specified in large passenger vehicle. The emergency doorframe width of small child-only vehicle shall be at least 55cm, its effective height shall be at least 120 cm, and the lower edge of emergency door shall be 62 cm at most to ground.
 - 2.4.2.4.4 The emergency door(s) shall allow a 30 cm- diameter, 120 cm-high vertical cylinder to pass smoothly. No movable seat is allowed between the emergency door and gangway.
 - 2.4.2.4.5 The emergency door shall be equipped with "child-safety locks ", When activating the "child-safety locks " it shall display a sound alarm to warn the driver and children attendant.
- 2.4.2.5 Others: The child-only vehicle cannot be equipped with luggage rack. The floor of the access and stair stepping plates shall be slip-proof. The front end of stepping plate shall be clearly marked. The vehicle windows shall not be adhered with opaque color or heat-isolating sheet. The windows in both sides shall not be installed with horizontal bars or safety net. The rear to the driver seat shall be equipped with a rail.
- 2.4.3 Body specifications of the trailer connected to small vehicle:
 - 2.4.3.1 Front/rear corners: All corners under 1.8 m (above ground) shall be rounded.
 - 2.4.3.2 Side sharp-tip: All tips on the sides under 1.8 m (above ground) shall be under 5 cm and rounded.
 - 2.4.3.3 Connecting device:
 - 2.4.3.3.1 The vertical load of trailer, under disconnected condition, shall be less than 15% of the gross vehicle weight of trailer. And it cannot be a negative value as well.
 - 2.4.3.3.2 There shall be safety chain or cable installed therewith in the connecting device.
 - 2.4.3.4 Tire loading: The tire loading on both sides of trailer shall be within 45%-55% of the axle weight engaged thereunder.
- 2.4.4 The body specifications of articulated buses :
 - 2.4.4.1 Articulated Buses : means a vehicle which consists of two or more rigid sections which articulate relative to one another; the passenger compartments of each section intercommunicate so that passengers can move freely between them; the rigid sections are permanently connected so that they can only be separated by an operation involving facilities which are normally only found in a workshop;
 - 2.4.4.2 Exit means service door and emergency exit. The number and sitting of exits shall comply with the following requirements:
 - 2.4.4.2.1 Service door means a door used by passengers in normal circumstances, except the door right to the left of driver's seat.

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The service doors shall be situated on the right side and the minimum number of service doors in each rigid section of the vehicle is one. (For articulated buses whose approved number of passengers exceeds 70, the minimum number of services doors in the first rigid section of the vehicle shall be two.)

2.4.4.2.2 For the purpose of this requirement, service doors equipped with a power-operated control system shall not be deemed to be emergency doors unless they can be readily opened by hand, once the control prescribed in paragraph 2.4.4.6.1 has been actuated, if necessary.

2.4.4.2.3 The minimum number of exits shall be such that the total number of exits in a separate compartment is as follows:

Number of passengers and crew to be accommodated in each compartment	Minimum total number of exits
17~30	4
31~45	5
46~60	6
61~75	7
76~90	8
91~110	9
111~130	10
>130	11

2.4.4.2.4 Each rigid section of an articulated vehicle shall be treated as a separate vehicle for the purpose of determining the minimum number and the position of exits. The connecting passage between them shall not be considered as an exit. Toilet compartments or galleys are not considered to be separate compartments for the purposes of defining the number of emergency exits. The number of passengers shall be determined for each rigid section. The plane, which contains the horizontal axis of the hinge between conjoined rigid sections of the vehicle, and perpendicular to the longitudinal axis of a vehicle, when it moves straight, shall be considered as the border between sections.

2.4.4.2.5 A double service door shall count as two doors and a double or multiple window as two emergency windows.

2.4.4.2.6 If the driver's compartment does not provide access to the passenger compartment by means of a passageway complying with one of the conditions described in paragraph 2.4.4.14.5.1.1, the following conditions shall be met:

2.4.4.2.6.1 The driver's compartment shall have two exits, which shall not both be in the same lateral wall; when one of the exits is a window, it shall comply with the requirements set out in paragraphs 2.4.4.4.1 and 2.4.4.9 for emergency windows.

2.4.4.2.6.2 One or two seats are permitted alongside the driver for additional people, in which case both of the exits referred to in paragraph 2.4.4.2.6.1 shall be doors.

The driver's door shall be accepted as the emergency door for the occupants of those seats, provided that it is possible to move a test gauge from the occupants' seats to the exterior of the vehicle through the driver's door.

Verification of the access to the driver's door shall be subject to the requirements of paragraph 2.4.4.14.3.2, by using the test gauge having a dimension of 600 x 400 mm, as described in paragraph 2.4.4.14.3.3.

The door provided for the passengers shall be in the side of the vehicle opposite to that containing the driver's door and shall be accepted as the emergency door for the driver.

Up to five additional seats may be fitted in a compartment incorporating the driver's compartment, provided that the additional seats and the space for these seats comply with all requirements of this Regulation and at least one door giving access to the passenger compartment complies with the requirements of paragraph 2.4.4.4 for emergency doors.

2.4.4.2.6.3 In the circumstances described in paragraphs 2.4.4.2.6.1 and 2.4.4.2.6.2, the exits provided for the driver's compartment shall not count as one of the doors required by paragraphs 2.4.4.2.1, nor as one of the exits required by paragraph 2.4.4.2.3., except in the case mentioned in paragraphs 2.4.4.2.6.1 and 2.4.4.2.6.2 Paragraphs from 2.4.4.4 to 2.4.4.8, 2.4.4.14.1, 2.4.4.14.2 and 2.4.4.14.7 shall not apply to such exits.

2.4.4.2.7 If the driver's compartment and any seats adjacent to it are accessible from the main passenger compartment by means of a passageway complying with one of the conditions described in paragraph 2.4.4.14.5.1.1, no external exit is required from the driver's compartment.

2.4.4.2.8 If a driver's door or other exit from the compartment is provided in the circumstances described in paragraph 2.4.4.2.7 it may only count as an exit for passengers provided:

2.4.4.2.8.1 it satisfies the requirements relating to the dimensions of emergency door indicated in paragraph 2.4.4.4.1;

2.4.4.2.8.2 it fulfils the requirements indicated in paragraph 2.4.4.2.6.2;

2.4.4.2.8.3 the space reserved for the driver's seat shall communicate with the main passengers' compartment through an appropriate passage; such requirement shall be deemed to be fulfilled if the test gauge described in paragraph 2.4.4.14.5.1 can move unobstructed from the gangway, until the front end of the gauge reaches the vertical plane tangential to the foremost point of the driver's seat back (this seat being situated in its rearmost longitudinal position) and, from this plane, the panel described in paragraph 2.4.4.2.6.2 could be moved to the emergency door in the direction established by such paragraph with seat and steering wheel adjustment in their mid position.

2.4.4.2.9 Paragraphs 2.4.4.2.7 and 2.4.4.2.8 do not preclude there being a door or other barrier between the driver's seat and the passenger compartment provided that this barrier can be released quickly by the driver in an emergency. A driver's door in a compartment protected by such a barrier shall not be counted as an exit for passengers.

2.4.4.2.10 Escape hatches, additional to the emergency doors and windows, they may also be fitted in the case of hatches. The minimum number of hatches shall be:

Number of passengers (in the upper deck in the case of double-deck vehicles)	Number of hatches
not exceeding 50	1
exceeding 50	2

2.4.4.3 Sitting of exits : Vehicles having a capacity exceeding 22 passenger seats shall meet the requirements shown below.

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- 2.4.4.3.1 The service door(s) shall be situated on the side of the vehicle that is nearer to the side of the road corresponding to the direction of traffic in the country in which the vehicle is to be licensed for operation and at least one of them shall be in the forward half of the vehicle. This does not preclude:
 - 2.4.4.3.1.1 the provision of a specially designed door in the rear or side faces of a vehicle for use in place of a service door by wheelchair passengers, or
 - 2.4.4.3.1.2 the provision of an additional service door in the rear face of a vehicle principally for loading/unloading of goods or luggage, but which could be used by passengers where circumstances so require.
- 2.4.4.3.2 In the case of a double-deck vehicle, two of the doors referred to in paragraph 2.4.4.2.1 shall be separated such that the distance between transverse vertical planes through their centres of area is not less than 40 per cent of the overall length of the passenger compartment on the lower deck; this shall not apply if the two doors are on different sides of the vehicle. If one of these two doors forms part of a double door, this distance shall be measured between the two doors which are furthest apart.
- 2.4.4.3.3 The exits (on each deck in the case of a double-deck vehicle) shall be placed in such a way that their number on each of the two sides of the vehicle is substantially the same. (This shall not imply the need to provide additional exits over and above the number specified in paragraph 2.4.4.2). Any exits in excess of the required minimum number need not be substantially balanced on each of the two sides.
- 2.4.4.3.4 At least one exit shall be situated either in the rear face or in the front face of the vehicle respectively. For Class I vehicles and for vehicles with a rear part permanently closed off from the passenger compartment, this provision is fulfilled if an escape hatch is fitted. For double-deck vehicles, this requirement shall apply only to the upper deck.
- 2.4.4.3.5 The exits on the same side of the vehicle shall be suitably spaced out along the length of the vehicle.
- 2.4.4.3.6 A door shall, provided that it is not a service door, be permitted in the rear face of the vehicle.
- 2.4.4.3.7 If escape hatches are fitted, they shall be positioned as follows: if there is only one hatch, it shall be situated in the middle third of the passenger compartment, if there are two hatches, they shall be separated by a distance of at least 2 m measured between the nearest edges of the apertures in a line parallel to the longitudinal axis of the vehicle.
- 2.4.4.4 Minimum dimensions of exits
 - 2.4.4.4.1 A service door shall have an aperture creating an access in accordance with the requirements shown in paragraph 2.4.4.14.1.
 - 2.4.4.4.2 An emergency door shall have a door aperture with a minimum height of 1,250 mm and a minimum width of 550 mm.
 - 2.4.4.4.3 An emergency window shall have a minimum area of 400,000 mm². It shall be possible to inscribe in this area a rectangle measuring 500 mm x 700 mm. In the case of an emergency window situated in the rear face of the vehicle, either it shall meet the former requirements, or it shall be possible to inscribe in the aperture of this emergency window a rectangle 350 mm high and 1,550 mm wide, the corners of which may be rounded to a radius of curvature not exceeding 250 mm.
 - 2.4.4.4.4 An escape hatch shall have a hatch aperture with a minimum area of 400,000 mm². It shall be possible to inscribe in this area a rectangle measuring 500 mm x 700 mm.
- 2.4.4.5 Technical requirements for all service doors
 - 2.4.4.5.1 Every service door shall be capable of being easily opened from inside and from outside the vehicle when the vehicle is stationary (but not necessarily when the vehicle is moving). However, this requirement shall not be construed as precluding

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- the possibility of locking the door from the outside, provided that the door can always be opened from the inside.
- 2.4.4.5.2 Every control or device for opening a door from the outside shall be between 1000 mm and 1500 mm from the ground and not more than 500 mm from the door. In vehicles of every control or device for opening a door from the inside shall be between 1000 mm and 1500 mm from the upper surface of the floor or step nearest the control and be not more than 500 mm from the door. This shall not apply to controls located within the driver's area.
 - 2.4.4.5.3 Every one-piece manually-operated service door which is hinged or pivoted shall be so hinged or pivoted that if the open door comes into contact with a stationary object while the vehicle is moving forwards it tends to close.
 - 2.4.4.5.4 If a manually-operated service door is fitted with a slam lock it shall be of the two-stage type.
 - 2.4.4.5.5 On the inside of a service door there shall not be any device intended to cover the inside steps when the door is closed. This does not exclude the presence in the step well, when the door is closed, of the door operating mechanism and other equipment attached to the inside of the door which does not form an extension of the floor on which passengers may stand. This mechanism and equipment should not be dangerous for the passengers.
 - 2.4.4.5.6 If the direct view is not adequate, optical or other devices shall be installed to enable the driver to detect from his seat the presence of a passenger in the immediate interior and exterior vicinity of every side service door which is not an automatically-operated service door.
- Driving mirrors may be used to meet the requirements of this paragraph provided that the field of view required for driving is still met. In the case of doors situated behind the articulated section of an articulated vehicle, mirrors shall not be deemed to be a sufficient optical device.
- 2.4.4.5.7 Every door which opens towards the interior of the vehicle and its mechanism shall be so constructed that its movement is not likely to cause injury to passengers in normal conditions of use. Where necessary, appropriate protection devices shall be fitted.
 - 2.4.4.5.8 If a service door is located adjacent to a door to a toilet or other internal compartment the service door shall be proofed against unintentional operation. However, this requirement shall not apply if the door is locked automatically when the vehicle is moving at a speed exceeding 5 km/h.
 - 2.4.4.5.9 The service door in any open position shall not obstruct the use of, or required access to, any mandatory exit.
- 2.4.4.6 Additional technical requirements for power-operated service doors
- 2.4.4.6.1 In the event of an emergency, every power-operated service door shall be capable, when the vehicle is stationary or driving at a speed less than or equal to 5 km/h, of being opened from inside and, when not locked, from outside by controls which, whether or not the power supply is operating:
 - 2.4.4.6.1.1 override all other door controls;
 - 2.4.4.6.1.2 in the case of interior controls, are placed on, or within 300 mm of, the door, at a height of not less than 1,600 mm above the first step;
 - 2.4.4.6.1.3 can be easily seen and clearly identified when approaching the door and when standing in front of the door and, if additional to the normal opening controls, be clearly marked for emergency use;
 - 2.4.4.6.1.4 can be operated by one person when standing immediately in front of the door;
 - 2.4.4.6.1.5 cause the door to open to a width that the gauge as defined in paragraph 2.4.4.14.1.1 can pass through within 8 seconds after the operation of the control, or enable the door to be easily opened by hand to a width that the gauge as

- defined in paragraph 2.4.4.14.1.1 can pass through within 8 seconds after the operation of the control;
- 2.4.4.6.1.6 may be protected by a device which can be easily removed or broken to gain access to the emergency control; the operation of the emergency control, or the removal of a protective cover over the control, shall be indicated to the driver both audibly and visually.
- 2.4.4.6.1.7 in the case of a driver-operated door which does not comply with the requirements of paragraph 2.4.4.6.6.2, shall be such that after they have been operated to open the door and returned to their normal position, the door will not close again until the driver subsequently operates a closing control.
- 2.4.4.6.1.8 The doors shall be prevented from opening if the vehicle moves at a speed higher than 5 km/h.
- 2.4.4.6.2 A device may be provided which is operated by the driver from the driving seat to deactivate the outside emergency controls in order to lock the service doors from outside. In this case, the outside emergency controls shall be reactivated automatically either by the starting of the engine or before the vehicle reaches a speed of 20km/h. Subsequently, deactivation of the outside emergency controls shall not occur automatically, but shall require a further action by the driver.
- 2.4.4.6.3 Every driver-operated service door shall be capable of operation by the driver when in the driving seat using controls which, except in the case of a foot control, are clearly and distinctively marked.
- 2.4.4.6.4 Every power-operated service door shall activate a visual tell-tale, which shall be plainly visible to the driver when seated in the normal driving position in any normal ambient lighting condition, to warn that a door is not fully closed. This tell-tale shall signal whenever the rigid structure of the door is between the fully open position and a point 30 mm from the fully closed position. One tell-tale may serve for one or more doors. However, no such tell-tale shall be fitted in respect of a front service door which does not comply with the requirements of paragraphs 2.4.4.6.6.1.1 and 2.4.4.6.6.1.2.
- 2.4.4.6.5 Where controls are provided for the driver to open and close a power-operated service door, they shall be such that the driver is able to reverse the movement of the door at any time during the closing or opening process.
- 2.4.4.6.6 The construction and control system of every power-operated service door shall be such that a passenger is unlikely to be injured by the door or trapped in the door as it closes.
- 2.4.4.6.6.1 This requirement shall be considered satisfied if the following two requirements are met:
- 2.4.4.6.6.1.1 The first requirement is that when the closing of the door at any measuring point described in paragraph 2.4.4.23 is resisted by a clamping force not exceeding 150 N, the door shall reopen automatically to its fullest extent and, except in the case of an automatically-operated service door, remain open until a closing control is operated. The clamping force may be measured by any method to the satisfaction of the Competent Authority. Guidelines are given in paragraph 2.4.4.23. The peak force may be higher than 150 N for a short time provided that it does not exceed 300 N. The reopening system may be checked by means of a test bar having a section of height 60 mm, width 30 mm with corners radiused to 5 mm.
- 2.4.4.6.6.1.2 The second requirement is that whenever the doors are closed onto the wrist or fingers of a passenger:
- 2.4.4.6.6.1.2.1 the door reopens automatically to its fullest extent and, except in the case of an automatically-operated service door, remains open until a closing control is operated, or
- 2.4.4.6.6.1.2.2 the wrist or fingers can be readily extracted from the doors without risk of injury to the passenger. This requirement may be checked by hand, or by means of the test bar mentioned in paragraph 2.4.4.6.6.1.1, tapered at one end over a length of 300 mm from a thickness of 30 mm to a thickness of 5 mm. It shall

- not be treated with polish nor lubricated. If the door traps the bar it shall be capable of being easily removed, or
- 2.4.4.6.6.1.2.3 the door is maintained at a position allowing the free passage of a test bar having a section of height 60 mm, width 20 mm, with corners radiused to 5 mm. This position shall not be more than 30 mm distant from the fully closed position.
- 2.4.4.6.6.2 In the case of a front service door the requirement of paragraph 2.4.4.6.6. shall be considered satisfied if the door:
 - 2.4.4.6.6.2.1 fulfils the requirements of paragraphs 2.4.4.6.6.1.1 and 2.4.4.6.6.1.2, or
 - 2.4.4.6.6.2.2 is fitted with soft edges; these shall not, however be so soft that if the doors are closed on the test bar mentioned in paragraph 2.4.4.6.6.1.1 the rigid structure of the doors will reach the fully closed position.
- 2.4.4.6.7 Where a power-operated service door is held closed only by the continued application of the power supply there shall be provided a visual warning device to inform the driver of any failure in the power supply to the doors.
- 2.4.4.6.8 A starting prevention device, if fitted, shall be effective only at speeds of less than 5 km/h and shall be incapable of operation above that speed.
- 2.4.4.6.9 If the vehicle is not fitted with a starting prevention device, an audible warning to the driver shall be activated if the vehicle is driven away from rest when any power-operated service door is not fully closed. This audible warning shall be activated at a speed exceeding 5 km/h for doors complying with the requirements of paragraph 2.4.4.6.6.1.2.3.
- 2.4.4.7 Additional technical requirements for automatically-operated service doors
 - 2.4.4.7.1 Activation of the opening controls
 - 2.4.4.7.1.1 Except as provided in paragraph 2.4.4.6.1, the opening controls of every automatically operated service door shall be capable of being activated and deactivated only by the driver from his seat.
 - 2.4.4.7.1.2 Activation and deactivation may be either direct, by means of a switch, or indirect, for example by opening and closing the front service door.
 - 2.4.4.7.1.3 Activation of the opening controls by the driver shall be indicated inside and, where a door is to be opened from outside, also on the outside of the vehicle; the indicator (e.g. illuminated push-button, illuminated sign) shall be on or adjacent to the door to which it relates.
 - 2.4.4.7.1.4 In the case of direct actuation by means of a switch the functional state of the system shall be clearly indicated to the driver, by, for example, the position of the switch or an indicator lamp or an illuminated switch. The switch shall be specially marked and arranged in such a way that it cannot be confused with other controls.
 - 2.4.4.7.2 Opening of automatically-operated service doors.
 - 2.4.4.7.2.1 After activation of the opening controls by the driver it shall be possible for passengers to open the door as follows:
 - 2.4.4.7.2.1.1 from inside, for example by pressing a push-button or passing a light barrier, and
 - 2.4.4.7.2.1.2 from outside, except in the case of a door intended only as an exit and marked as such, by, for example, pressing an illuminated push-button, a push-button beneath an illuminated sign, or a similar device marked with a suitable instruction.
 - 2.4.4.7.2.1.3 The pressing of the push-buttons mentioned in paragraph 2.4.4.7.2.1.1, and the use of the means of communication with the driver mentioned in paragraph 2.4.4.14.9.1, may send a signal which is stored and which, after the activation of the opening controls by the driver, effects the opening of the door.

- 2.4.4.7.3 Closing of automatically-operated service doors
 - 2.4.4.7.3.1 When an automatically-operated service door has opened it shall close again automatically after a time interval has elapsed. If a passenger enters or leaves the vehicle during this time interval, a safety device (e.g. a footboard contact, light barrier, one-way gate) shall ensure that the time until the door closes is sufficiently extended.
 - 2.4.4.7.3.2 If the passenger enters or leaves the vehicle while the door is closing, the closing process shall be interrupted automatically and the door shall return to the open position. The reversal may be actuated by one of the safety devices referred to in paragraph 2.4.4.7.3.1 or by any other device.
 - 2.4.4.7.3.3 A door that has closed automatically in accordance with paragraph 2.4.4.7.3.1 shall be capable of being opened again by a passenger in accordance with paragraph 2.4.4.7.2; this shall not apply if the driver has deactivated the opening controls.
 - 2.4.4.7.3.4 After deactivation of the opening controls of the automatically-operated service doors by the driver, open doors shall close in accordance with paragraphs 2.4.4.7.3.1 and 2.4.4.7.3.2.
- 2.4.4.7.4 Inhibition of the automatic closing process on doors marked for special service, e.g. for passengers with prams, passengers with reduced mobility, etc.
 - 2.4.4.7.4.1 The driver shall be able to inhibit the automatic closing process by actuation of a special control. A passenger shall also be able to inhibit the automatic closing process directly by pressing a special push-button.
 - 2.4.4.7.4.2 The inhibition of the automatic closing process shall be indicated to the driver, e.g. by a visual tell-tale.
 - 2.4.4.7.4.3 Re-establishment of the automatic closing process shall in any case be capable of being done by the driver.
 - 2.4.4.7.4.4 Paragraph 2.4.4.7.3 shall apply to the subsequent closing of the door.
- 2.4.4.8 Technical requirements for emergency doors
 - 2.4.4.8.1 Emergency doors shall be capable of being easily opened from inside and from outside when the vehicle is stationary. However, this requirement shall not be construed as precluding the possibility of locking the door from the outside, provided that the door can always be opened from the inside by the use of the normal opening mechanism.
 - 2.4.4.8.2 Emergency doors, during their use as such, shall not be of the power-operated type unless, once one of the controls prescribed in paragraph 2.4.4.6.1 has been actuated and returned to its normal position, the doors do not close again until the driver subsequently operates a closing control. Activation of one of the controls prescribed in paragraph 2.4.4.6.1 shall cause the door to open to a width that the gauge as defined in paragraph 2.4.4.14.2.1 can pass through within a maximum of 8 seconds after the operation of the control, or enable the door to be easily opened by hand to a width that the gauge can pass through within a maximum of 8 seconds after the operation of the control.
 - 2.4.4.8.3 Every control or device for opening an emergency door from the outside shall be between 1,000 mm and 1,500 mm from the ground and not more than 500 mm from the door. In vehicles of every control or device for opening an emergency door from the inside shall be between 1,000 mm and 1,500 mm from the upper surface of the floor or step nearest to the control and be not more than 500 mm from the door. This shall not apply to controls located within the driver's area. Alternatively, the control referred to in paragraph 2.4.4.8.2 for opening a power-operated door may be placed according to paragraph 2.4.4.6.1.2.
 - 2.4.4.8.4 Hinged emergency doors fitted to the side of the vehicle shall be hinged at their forward edge and shall open outwards. Check straps, chains or other restraining devices shall be permitted, provided that they do not prevent the door from

- opening to, and remaining open at, an angle of at least 100 degrees. If a means is provided sufficient to give free passage to the emergency door access gauge, the 100 degrees minimum angle requirement shall not apply.
- 2.4.4.8.5 Emergency doors shall be proofed against unintentional operation. However, this requirement shall not apply if the emergency door is locked automatically when the vehicle is moving at a speed exceeding 5 km/h.
- 2.4.4.8.6 All emergency doors shall be provided with an audible device to warn the driver when they are not securely closed. The warning device shall be operated by movement of the door catch or handle and not by movement of the door itself.
- 2.4.4.9 Technical requirements for emergency windows.
- 2.4.4.9.1 Every hinged or ejectable emergency window shall open outwards. Ejectable types shall not become totally detached from the vehicle when operated. The operation of ejectable windows shall be such that inadvertent ejection is effectively prevented.
- 2.4.4.9.2 Every emergency window shall:
- 2.4.4.9.2.1 either be capable of being easily and instantaneously operated from inside and from outside the vehicle by means of a device recognised as satisfactory, or
 - 2.4.4.9.2.2 be made of readily-breakable safety glass. This latter provision precludes the possibility of using panes of laminated glass or of plastic material. A device shall be provided adjacent to each emergency window, readily available to persons inside the vehicle, to ensure that each window can be broken. There shall be at least one window breaking device placed near the driver's seat, and clear instructions concerning the method of operation and a marking reading "Emergency window breakers" shall be placed on or close to the device. The character size of "Emergency window breakers" shall be at least 4 square cm. The device for breaking the glass for the emergency windows at the rear of the vehicle shall be positioned either centrally above or below the emergency window or, alternatively, a device shall be positioned adjacent to each end of the window.
 - 2.4.4.9.2.3 Every emergency window which can be locked from the outside shall be so constructed as to be capable of being opened at all times from inside the vehicle.
 - 2.4.4.9.2.4 If the emergency window is of a type horizontally hinged at the top edge, an appropriate device shall be provided to hold it fully open. Every hinged emergency window shall operate so as not to obstruct clear passage from inside or outside the vehicle.
 - 2.4.4.9.2.5 The height of the lower edge of an emergency window fitted in the side of the vehicle from the general level of the floor immediately below it (excluding any local variations such as the presence of a wheel or transmission housing) shall be not more than 1200 mm nor less than 650 mm in the case of a hinged emergency window, or 500 mm in the case of a window made of breakable glass.
- However, in the case of a hinged emergency window, the height of the lower edge may be reduced to a minimum of 500 mm provided that the window aperture is equipped with a guard up to a height of 650 mm to prevent the possibility of passengers falling out of the vehicle. Where the window aperture is equipped with a guard, the size of the window aperture above the guard shall not be less than the minimum size prescribed for an emergency window.
- 2.4.4.9.2.6 Every hinged emergency window which is not clearly visible from the driver's seat shall be fitted with an audible warning device to warn the driver when it is not completely closed. The window lock, and not the movement of the window itself, shall actuate this device.

2.4.4.10 Technical requirements for escape hatches.

2.4.4.10.1.1 Every escape hatch shall operate so as not to obstruct the clear passage from inside or outside the vehicle.

2.4.4.10.1.2 Roof escape hatches shall be 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.

2.4.4.10.1.3 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.

2.4.4.10.1.4 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.

2.4.4.10.1.5 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.

2.4.4.11 Technical requirements for retractable steps ; Retractable steps if fitted shall comply with the following requirements:

2.4.4.11.1 the operation of retractable steps may be synchronised with that of the corresponding service or emergency door;

2.4.4.11.2 when the door is closed no part of the retractable step shall project more than 10 mm beyond the adjacent line of the body work;

2.4.4.11.3 when the door is open and the retractable step is in the extended position, the surface area shall conform to the requirements of paragraph 2.4.4.14.7.

2.4.4.11.4 in the case of a power-operated step, it shall not be possible for the vehicle to move from rest, under its own power, when the step is in the extended position. In the case of a manually operated step, an audible indication shall alert the driver when the step is not fully retracted.

2.4.4.11.5 a power-operated step shall not be capable of being extended when the vehicle is in motion. If the device to operate the step fails, the step shall retract and remain in the retracted position. However, the operation of the corresponding door shall not be hindered in the event of such a failure or by the step being damaged or obstructed.

2.4.4.11.6 when a passenger is standing on a power-operated retractable step, the corresponding door shall be incapable of being closed. Compliance with this requirement shall be checked by placing a mass of 15 kg, representing a small child, at the centre of the step. This requirement shall not apply to any door within the driver's direct field of view.

2.4.4.11.7 the corners of retractable steps facing forwards or rearwards shall be rounded to a radius of not less than 5 mm; the edges shall be rounded to a radius of not less than 2.5 mm;

2.4.4.11.8 when the passenger door is open, the retractable step shall be securely held in the extended position. When a mass of 136 kg is placed in the centre of a single step or a mass of 272 kg is placed in the centre of a double step the deflection at

any point on the step, measured relative to the body of vehicle, shall not exceed 10 mm.

2.4.4.12 Exits markings

- 2.4.4.12.1 Each emergency exit and any other exit that meets the prescriptions for an emergency exit shall be marked, inside and outside the vehicle, by an inscription reading "Emergency Exit" and supplemented, where appropriate, by one of the relevant pictograms described in ISO standard 7010:2003.
- 2.4.4.12.2 The emergency controls of service doors and of all emergency exits shall be marked as such inside and outside the vehicle either by a representative symbol or by a clearly-worded inscription.
- 2.4.4.12.3 Clear instructions concerning the method of operation shall be placed on or close to every emergency control of an exit.
- 2.4.4.12.4 The language in which any textual markings intended to comply with paragraphs 2.4.4.12.1 to 2.4.4.12.3 shall be Chinese and English. Each character size of “緊急出口” shall be at least 10 square cm when marked in the emergency doors; and shall be at least 4 square cm when marked in the emergency windows or escape hatches.

2.4.4.13 Service-door lighting

- 2.4.4.13.1 Service-door lighting may be provided to illuminate the flat, horizontal portion of the ground defined in paragraph 2.4.4.13.2.2 so as to aid passengers boarding and alighting the vehicle and to enable the presence of a passenger within this portion of the ground to be detected by the driver from his seat.
- 2.4.4.13.2 Service-door lighting, if fitted, shall:
 - 2.4.4.13.2.1 be of white colour;
 - 2.4.4.13.2.2 illuminate a flat, horizontal portion of the ground having a width of 2 m measured from a plane parallel to the median longitudinal vertical plane of the vehicle which passes through the outermost point of the closed service door and over a length extending from a transverse plane which passes through the foremost edge of the closed service door to a transverse plane passing through the centre line of the foremost wheels situated to the rear of the service door, or, in the case where there are no such wheels, to a transverse plane passing through the rear of the vehicle;
 - 2.4.4.13.2.3 have limited dazzle outside a zone on the ground having a maximum width of 5 m measured from the side of the vehicle and a maximum length limited by a transverse plane passing through the front of the vehicle and a transverse plane passing through the rear of the vehicle;
 - 2.4.4.13.2.4 if the lower edge of the lighting device is less than 2 m from the ground, not project more than 50 mm beyond the overall width of the vehicle measured without this device and have radii of curvature of not less than 2.5 mm;
 - 2.4.4.13.2.5 be activated and deactivated manually by a separate switch, and
 - 2.4.4.13.2.6 be installed so that the device can only be switched on when a service door is operated and the vehicle speed does not exceed 5 km/h and is switched off automatically before the vehicle reaches a speed exceeding 5 km/h.

2.4.4.14 Interior arrangements

2.4.4.14.1 Access to service doors

- 2.4.4.14.1.1 The free space extending inwards into the vehicle from the side wall in which the door is mounted shall permit the free passage of one test gauge having the dimensions of either test gauge 1 or test gauge 2 specified in figure 1.

The test gauge shall be maintained parallel with the door aperture as it is moved from the starting position, where the plane of the face nearest to the interior of the vehicle is tangential to the outermost edge of the aperture, to the position where it touches the first step, after which it shall be kept at right angles to the probable direction of motion of a person using

the entrance.

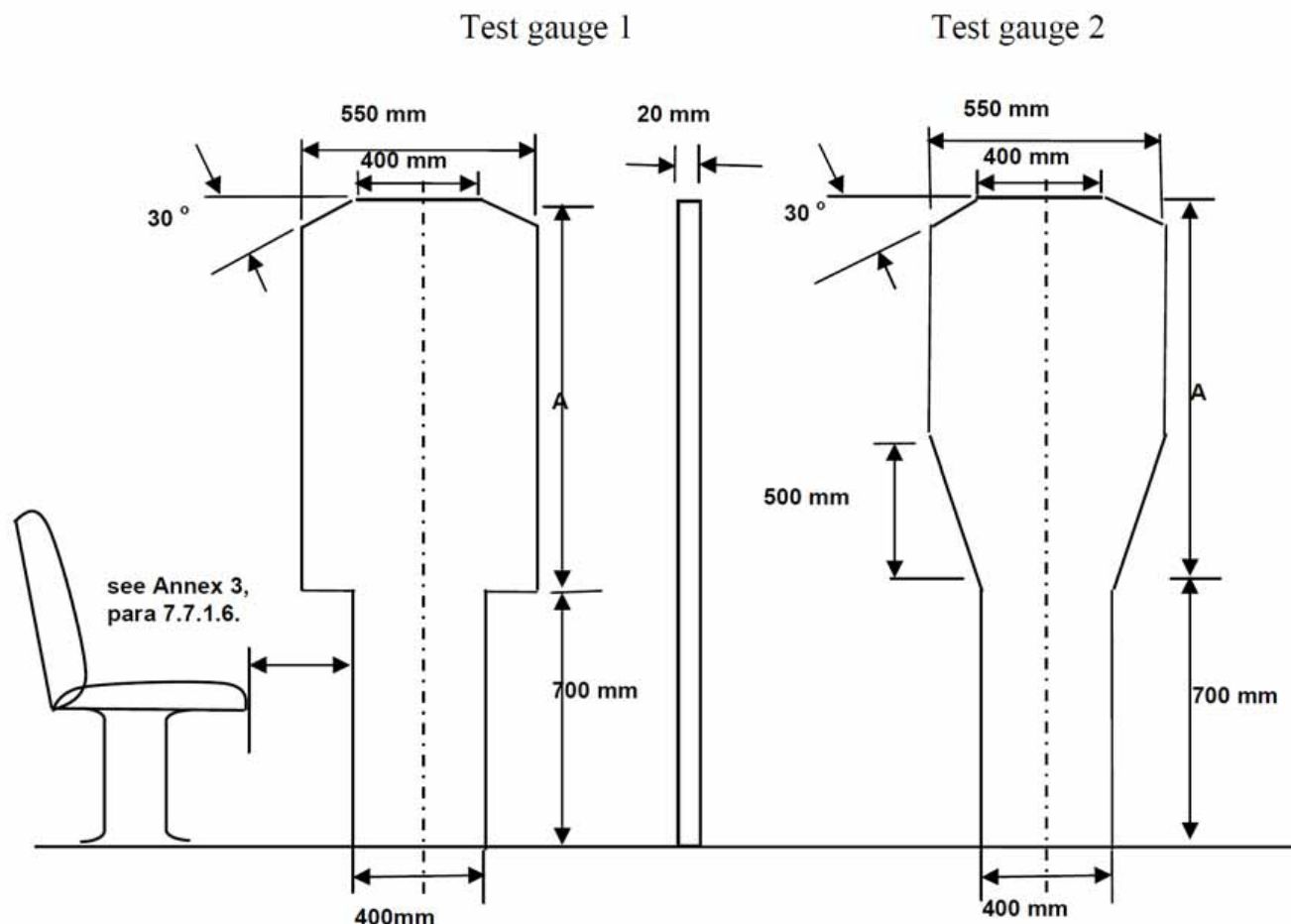


Figure 1 Test gauge

- 2.4.4.14.1.2 When the centre line of this test gauge has traversed a distance of 300 mm from its starting position and the test gauge is touching the surface of the step or floor, it shall be retained in that position.
- 2.4.4.14.1.3 The cylindrical figure (see figure 2) used for testing the gangway clearance shall then be moved starting from the gangway, in the probable direction of motion of a person leaving the vehicle, until its centre line has reached the vertical plane which contains the top edge of the uppermost step, or until a plane tangential to the upper cylinder

- touches the dual panel, whichever occurs first, and retained in that position.
- 2.4.4.14.1.4 Between the cylindrical figure, at the position set out in paragraph 2.4.4.14.1.2, and the dual panel, at the position set out in paragraph 2.4.4.14.1.3, there shall be a free space whose upper and lower limits are shown in figure 2. This free space shall permit the free passage of a vertical panel whose form and dimensions are the same as the cylindrical form (paragraph 2.4.4.14.5.1.), central section and a thickness of no more than 20 mm. This panel shall be moved, from the cylindrical form tangential position, until its external side is in contact with the dual panel interior side, touching the plane or planes defined by the step upper edges, in the probable direction of motion of a person using the entrance.
- 2.4.4.14.1.5 The free passage clearance for this figure shall not include any space extending to 300 mm in front of any uncompressed seat cushion of a forward or rearward facing seat, or 225 mm in the case of sideways-facing seats, and to the height of the top of the seat cushion.
- 2.4.4.14.1.6 In the case of folding seats, this space shall be determined with the seat in the position of use.
- 2.4.4.14.1.7 However, one or more folding seat(s) for use by the crew may obstruct the access passage to a service door when in the position of use provided that:
- 2.4.4.14.1.7.1 it is clearly indicated, both in the vehicle itself and on the communication, that the seat is for the use of crew only,
- 2.4.4.14.1.7.2 when the seat is not in use it folds automatically as necessary to enable the requirements of paragraphs 2.4.4.14.1.1, 2.4.4.14.1.2, 2.4.4.14.1.3 and 2.4.4.14.1.4 to be met;
- 2.4.4.14.1.7.3 the door is not considered to be a mandatory exit for the purpose of paragraph 2.4.4.2.3,
- 2.4.4.14.1.7.4 when the seat is in the position of use, and when it is in the folded position, no part of it shall be forward of a vertical plane passing through the centre of the seating surface of the driver's seat in its rearmost position and through the centre of the exterior rear-view mirror mounted on the opposite side of the vehicle.
- 2.4.4.14.1.8 The maximum slope of the floor in the access passage shall not exceed 5 per cent.
- 2.4.4.14.1.9 The surface of access passages shall be slip-resistant.
- 2.4.4.14.2 Access to emergency doors
- 2.4.4.14.2.1 Except as provided for in paragraph 2.4.4.14.2.4, the free space between the gangway and the emergency door aperture shall permit the free passage of a vertical cylinder 300 mm in diameter and 700 mm high from the floor and supporting a second vertical cylinder 550 mm in diameter, the aggregate height of the assembly being 1400 mm. The diameter of the upper cylinder may be reduced at the top to 400 mm when a chamfer not exceeding 30 degrees from the horizontal is included.
- 2.4.4.14.2.2 The base of the first cylinder shall be within the projection of the second cylinder.
- 2.4.4.14.2.3 Where folding seats are installed alongside this passage, the free space for the cylinder shall be required to be determined when the seat is in the position for use.
- 2.4.4.14.2.4 As an alternative to the dual cylinder, the gauging device described in paragraph 2.4.4.14.5.1 may be used (see figure 2).

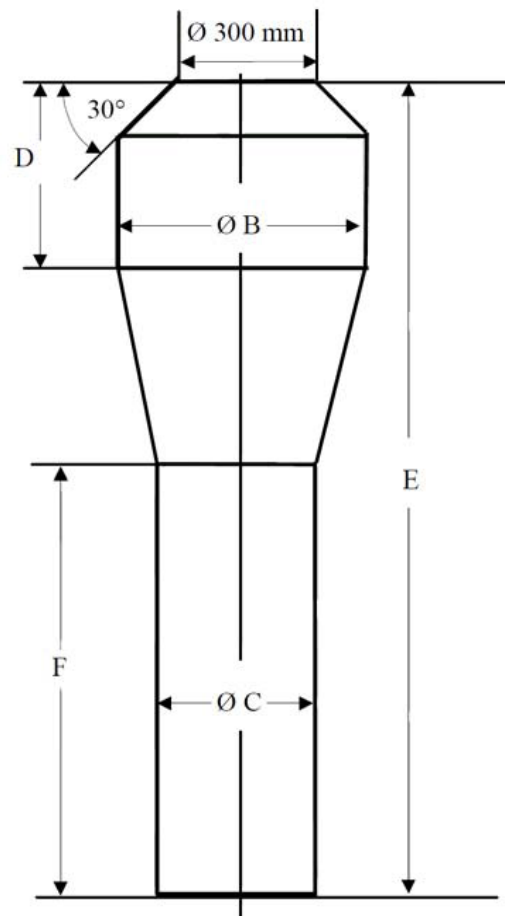


Figure 2

	B (mm)	C (mm)	D (mm)	E (mm)	F (mm)
Dimension	550	450	500	1,900	900

2.4.4.14.3 Access to emergency windows

2.4.4.14.3.1 It shall be possible to move a test gauge from the gangway to the exterior of the vehicle through every emergency

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window.

2.4.4.14.3.2 The direction of motion of the test gauge shall be in the direction in which a passenger evacuating the vehicle would be expected to move. The test gauge shall be kept perpendicular to that direction of motion.

2.4.4.14.3.3 The test gauge shall be in the form of a thin plate having a size of 600 mm x 400 mm with corners radiused by 200 mm. However, in the case of an emergency window in the rear face of the vehicle, the test gauge may alternatively have a size of 1400 mm x 350 mm with corners radiused by 175 mm.

2.4.4.14.4 Access to escape hatches

2.4.4.14.4.1 Escape hatches in the roof

2.4.4.14.4.1.1 Except in the case of Class I and A vehicles, at least one escape hatch shall be located such that a four-sided truncated pyramid having a side angle of 20 degrees and a height of 1,600 mm touches part of a seat or equivalent support. The axis of the pyramid shall be vertical and its smaller section shall contact the aperture area of the escape hatch. Supports may be foldable or movable provided they can be locked in their position of use. This position shall be taken for verification.

2.4.4.14.4.1.2 When the structural thickness of the roof is more than 150 mm, the smaller section of the pyramid shall contact the aperture area of the escape hatch at the level of the outside surface of the roof.

2.4.4.14.4.2 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 dimensions 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 m to the ground.

2.4.4.14.5 Gangways

2.4.4.14.5.1 The gangway(s) of a vehicle shall be so designed and constructed as to permit the free passage of a gauging device consisting of two co-axial cylinders with an inverted truncated cone interposed between them, the gauging device having the dimensions shown in figure 2.

The gauging device may come into contact with strap hangers, if fitted, or other flexible objects such as seat belt components and move them away.

2.4.4.14.5.1.1 If there is no exit forward of a seat or row of seats

2.4.4.14.5.1.1.1 In the case of forward-facing seats, the front edge of the cylindrical gauge defined in paragraph 2.4.4.14.5.1 shall reach at least until the transverse vertical plane tangential to the foremost point of the foremost front row seat back and be retained in that position. From this plane, it must be possible to move the panel shown, in such a way that starting from the contact position with the cylindrical gauge, the panel side facing the exterior of the vehicle is displaced forwards a distance of 660 mm.

2.4.4.14.5.1.1.2 In the case of sideways facing seats, the forward part of the cylindrical gauge must reach at least the transversal plane which coincides with a vertical plane passing through the centre of the forward seat.

2.4.4.14.5.1.1.3 In the case of rearward facing seats, the forward part of the cylindrical gauge shall reach at least the

- transverse vertical plane tangential to the face of the seat cushions of the forward row or seat
- 2.4.4.14.5.2 On articulated vehicles, the gauging device defined in paragraph 2.4.4.14.5.1 shall be able to pass unobstructed through the articulated section on any deck where the two sections permit through passage by passengers. No part of the soft covering of that section, including parts of bellows, shall project into the gangway.
- 2.4.4.14.5.3 Steps may be fitted in the gangways. The width of such steps shall not be less than the width of the gangway at the top of the steps.
- 2.4.4.14.5.4 Folding seats allowing passengers to sit in the gangway shall not be permitted. Folding seats shall, however, be permitted in other areas of the vehicle so long as they do not obstruct the passage down the gangway of the gangway test gauge when in the open (seating) position.
- 2.4.4.14.5.5 Laterally-sliding seats which in one position encroach on the gangway shall not be permitted.
- 2.4.4.14.5.6 2.4.4.14.5.6 The surface of gangways shall be slip-resistant.
- 2.4.4.14.6 Slope of gangway
- The slope of the gangway shall not exceed:
- 2.4.4.14.6.1 in the longitudinal direction: 8 per cent
- 2.4.4.14.6.2 In the transversal direction: 5 per cent
- 2.4.4.14.7 Steps
- 2.4.4.14.7.1 The maximum and minimum height, and the minimum depth, of steps for passengers at service and emergency doors, and within the vehicle, are specified in figure 3.

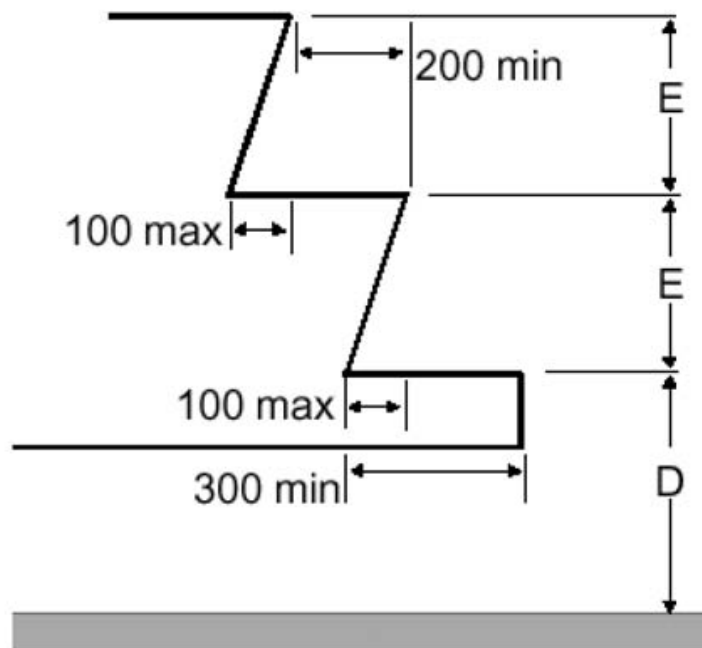


figure 3

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

^{1/} 700 mm in the case of an emergency door.

^{2/} 300 mm in the case of steps at a door behind the rearmost axle.

2.4.4.14.7.1.1 Any transition from a sunken gangway to a seating area shall not be considered to be a step. However, the vertical distance between the gangway surface and the floor of the seating area shall not exceed 350 mm.

2.4.4.14.7.2 The height of a step shall be measured at the centre of its width at the outer edge, the tyre equipment and pressure being as specified by the manufacturer for the technically permissible maximum laden mass (M).

2.4.4.14.7.3 The height of the first step in relation to the ground shall be measured with the vehicle on level ground, at its mass

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in running order, and the tyre equipment and pressure being as specified by the manufacturer for the technically permissible maximum laden mass (M).

2.4.4.14.7.4 Where there is more than one step, each step may extend into the area of the vertical projection of the next step by up to 100 mm and the projection over the tread below shall leave a free surface of at least 200 mm (see figure 3) with all step nosings being designed such as to minimize the risk of tripping. All step nosings shall contrast visually with their immediate surroundings.

2.4.4.14.7.5 The width and shape of every step shall be such that a rectangle as indicated in the table below can be placed on that step with not more than 5 percent of the area of the appropriate rectangle overhanging the step. At a double doorway each half of the doorway shall fulfil this requirement.

Number of passengers		> 22	≤ 22
Area	First step (mm)	400 x 300	400 x 200
	Other steps (mm)	400 x 200	400 x 200

2.4.4.14.7.6 All steps shall have a slip-resistant surface.

2.4.4.14.7.7 The maximum slope of the step in any direction shall not exceed 5 percent.

2.4.4.14.8 Passenger seats (including folding seats) and space for seated passengers

2.4.4.14.8.1 Minimum seat width

2.4.4.14.8.1.1 The minimum width of the seat cushion, dimension "F", measured from a vertical plane passing through the centre of that seating position, shall be: 200 mm

2.4.4.14.8.1.2 The minimum width of the available space for each seating position, dimension "G", measured from a vertical plane passing through the centre of that seating position at height between 270 mm and 650 mm above the uncompressed seat cushion, shall be not less than:

2.4.4.14.8.1.2.1 250 mm in the case of individual seats; or

2.4.4.14.8.1.2.2 225 mm in the case of continuous rows of seats for two or more passengers.

2.4.4.14.8.1.3 For vehicles 2.35 m in width or less, the width of the available space for each seating position, measured from a vertical plane passing through the centre of that seating position at heights between 270 mm and 650 mm above the uncompressed seat cushion shall be 200 mm. In case of compliance with this paragraph the requirements of paragraph 2.4.4.14.8.1.2 shall not apply.

2.4.4.14.8.1.4 In measuring the gangway width, no account shall be taken of whether or not the available space defined above protrudes into the gangway.

2.4.4.14.8.2 The minimum depth of a seat cushion shall be: 350 mm

2.4.4.14.8.3 Height of seat cushion

The height of the uncompressed seat cushion relative to the floor shall be such that the distance from the floor to a horizontal plane tangential to the front upper surface of the seat cushion is between 400 mm and 500 mm: this height may however be reduced to not less than 350 mm at the wheel arches (taking into account the allowances permitted in

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paragraph 2.4.4.14.8.5.2) and at the engine/transmission compartment.

2.4.4.14.8.4 Seat spacing

2.4.4.14.8.4.1 In the case of seats facing in the same direction, the distance between the front of a seat squab and the back of the squab of the seat preceding it (dimension H), shall, when measured horizontally and at all heights above the floor between the level of the top surface of the seat cushion and a point 620 mm above the floor, not be less than:

H	
Class I, A and B	650 mm
Class II and III	680 mm

2.4.4.14.8.4.2 All measurements shall be taken, with the seat cushion and squab uncompressed, in a vertical plane passing through the centreline of the individual seating place.

2.4.4.14.8.4.3 Where transverse seats face one another the minimum distance between the front faces of the seat squabs of facing seats, as measured across the highest points of the seat cushions, shall be not less than 1300 mm.

2.4.4.14.8.4.4 Measurements shall be taken with reclining passenger seats and adjustable driving seats with their seat backs and other seat adjustments in the normal position of use specified by the manufacturer.

2.4.4.14.8.4.5 Measurements shall be taken with any folding table fitted to a seat back in the folded (stowed) position.

2.4.4.14.8.4.6 Seats which are mounted on a track or other system which permits the operator or the user to easily vary the interior configuration of the vehicle shall be measured in the normal position of use specified by the manufacturer in the application for approval.

2.4.4.14.8.5 Space for seated passengers

2.4.4.14.8.5.1 For a seat behind a partition or other rigid structure other than a seat, a minimum clear space in front of each required passenger seating space (as defined in paragraph 2.4.4.14.8.6) shall be provided as figure 4. A partition whose contour corresponds approximately to that of the inclined seat back may intrude into this space.

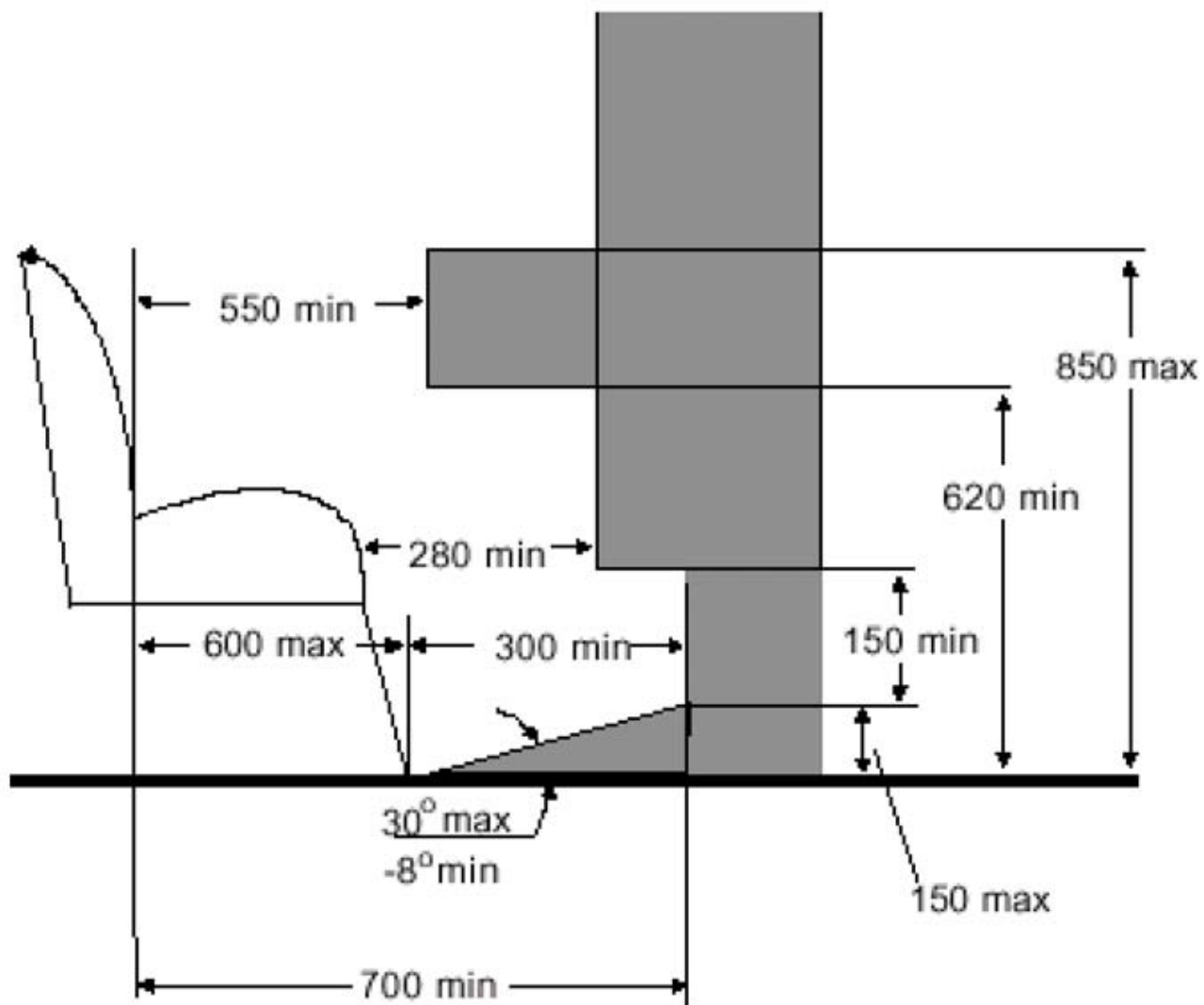


Figure 4: Space for seated passengers behind a partition or other rigid structure other than a seat

2.4.4.14.8.5.2 For a seat behind a seat and/or a seat facing the gangway, a minimum clear foot space of at least 300

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mm depth and a width according to paragraph 2.4.4.14.8.1.1, shall be provided as shown. The local presence in this space of seat legs, passenger footrests and of intrusions as provided shall be permitted provided that adequate space remains for the passengers' feet. This foot space may partly be situated in and/or above the gangway but shall not create any obstruction when measuring the minimum gangway-width in accordance with paragraph 2.4.4.14.5.

2.4.4.14.8.5.3 The minimum number of priority seats shall be four. A seat that folds out of the way when not in use shall not be designated as a priority seat.

2.4.4.14.8.6 Free height over seating positions

2.4.4.14.8.6.1 over each seating position and its associated foot space, there shall be measured a free space with a height of not less than 900 mm measured from the highest point of the uncompressed seat cushion and at least 1,350 mm from the mean level of the floor in the foot space.

2.4.4.14.8.6.2 This free space shall be extended over the zone defined:

2.4.4.14.8.6.2.1 by longitudinal vertical planes 200 mm either side of the median vertical plane of the seating position, and

2.4.4.14.8.6.2.2 by a transverse vertical plane through the rearmost upper point of the seat back and by a transverse vertical plane 280 mm in front of the foremost point of the uncompressed seat cushion, measured in each case at the median vertical plane of the seating position.

2.4.4.14.8.6.3 From the edges of the free space defined by paragraphs 2.4.4.14.8.6.1 and 2.4.4.14.8.6.2, the following zones may be excluded:

2.4.4.14.8.6.3.1 in the case of the upper part of the outboard seats, adjacent to the inner wall of the vehicle, a zone with a rectangular cross-section 150 mm in height and 100 mm in width.

2.4.4.14.8.6.3.2 in the case of the upper part of the outboard seating position, a zone with triangular cross-section whose apex is situated 700 mm from the top and whose base is 100 mm in width. The space needed for safety belts and their anchorages and for the sun visor is also excluded;

2.4.4.14.8.6.3.3 in the case of the foot well of an outboard seating position, a zone of a cross-sectional area not exceeding, 0.02 m² and having a maximum width not exceeding 100 mm.

2.4.4.14.8.6.4 In the free space defined by paragraphs 2.4.4.14.8.6.1, 2.4.4.14.8.6.2 and 2.4.4.14.8.6.3, the following additional intrusions shall be permitted:

2.4.4.14.8.6.4.1 intrusion of the back of another seat, its supports and its attachments (e.g. folding table);

2.4.4.14.8.6.4.2 Intrusion of hopper type windows when open and their fittings.

2.4.4.14.9 Communication with the driver

2.4.4.14.9.1 A means shall be provided to enable passengers to signal that the driver should stop the vehicle. The controls for all such communication devices shall be capable of being operated with the palm of the hand. There shall be appropriate communication devices distributed adequately and evenly throughout the vehicle and no more than 1,500 mm from the floor; this does not exclude the possibility of installing higher additional communication devices. Controls shall contrast visually with their immediate surroundings. Activation of the control shall also be indicated to the passengers by means of one or more illuminated signs. The sign shall display the words "bus stopping" or equivalent,

and/or a suitable pictogram and shall remain illuminated until the service door(s) open. Articulated vehicles shall have such signs in each rigid section of the vehicle. Double-deck vehicles shall have them on each deck. The provisions of paragraph 2.4.4.12.4 apply to any textual markings used.

2.4.4.14.9.2 Communication with the crew compartment: If a crew compartment is fitted without access to the driver or passenger compartments, a means of communication between the driver and this crew compartment shall be provided.

2.4.4.14.9.3 Communication with the toilet compartment : Toilet compartments shall be fitted with a means of summoning assistance in an emergency.

2.4.4.14.10 Hot drink machines and cooking equipment

2.4.4.14.10.1 Hot drink machines and cooking equipment shall be so installed or guarded that no hot food or drink is likely to be spilled on any passenger due to emergency braking or cornering forces.

2.4.4.14.10.2 On vehicles fitted with hot-drink machines or cooking equipment, all passenger seats shall have adequate provision for setting down hot food or drink whilst the vehicle is in motion.

2.4.4.14.11 Doors to interior compartments

Every door to a toilet or other interior compartment:

2.4.4.14.11.1 shall be self-closing, and shall not be fitted with any device to hold it open if, when open, it could obstruct passengers in an emergency,

2.4.4.14.11.2 shall, when open, not conceal any handle, control device for opening or obligatory marking associated with any service door, emergency door, emergency exit, fire extinguisher or first aid kit;

2.4.4.14.11.3 shall be provided with a means to enable the door to be opened from outside the compartment in an emergency,

2.4.4.14.11.4 shall not be capable of being locked from the outside unless it can always be opened from the inside.

2.4.4.14.12 Driver's compartment

2.4.4.14.12.1 The driver shall be protected from standing passengers and from passengers seated immediately behind the driver's compartment who may be projected into the driver's compartment in the event of braking or cornering. This requirement shall be deemed to be satisfied if:

2.4.4.14.12.1.1 The rear of the driver's compartment is enclosed by a partition; or

2.4.4.14.12.1.2 In the case of passenger seats located immediately behind the driver's compartment either a guard. For vehicles having an area available for standing passengers immediately behind the driver's compartment. A guard shall comply with the requirements specified in paragraphs 2.4.4.14.12.1.2.1 to 2.4.4.14.12.1.2.3. (see figure 5)

2.4.4.14.12.1.2.1 The minimum height of the guard measured from the floor on which the passenger's feet rest shall be 800 mm.

2.4.4.14.12.1.2.2 The width of the guard shall extend inwards from the wall of the vehicle at least as far as 100 mm beyond the longitudinal centre line of the innermost relevant passenger seat, but in any case shall extend at least as far as the innermost point of the driver's seat.

2.4.4.14.12.1.2.3 The distance between the uppermost edge of an area destined to hold any object (e.g. a table) and

the uppermost edge of a guard shall be at least 90 mm.

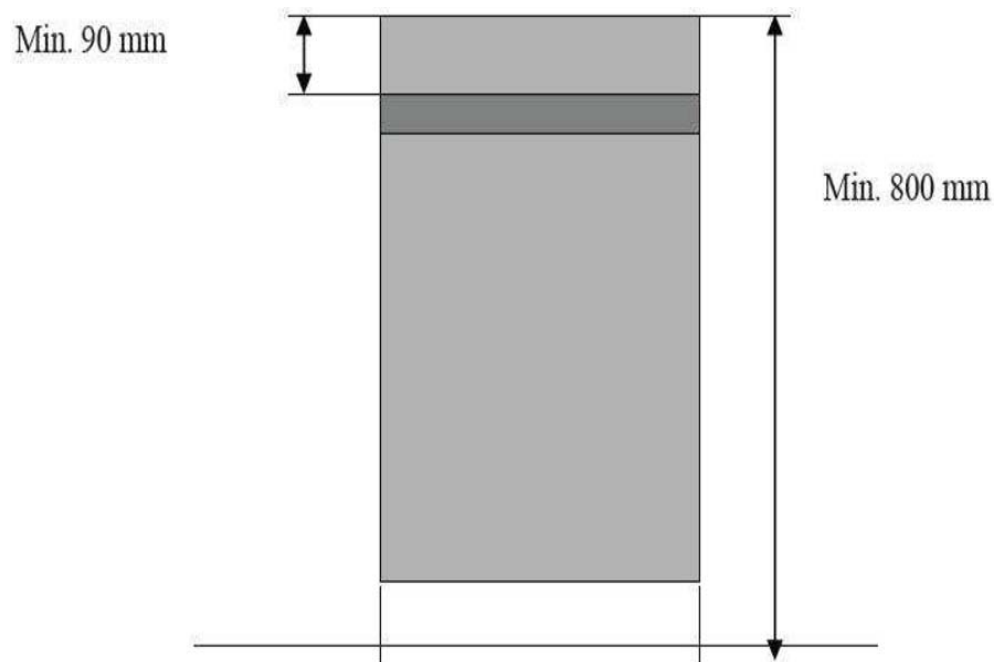


Figure 5 : Guard

2.4.4.14.12.2 The driver's compartment shall be protected from objects liable to roll into it from the passenger area immediately behind the compartment in the case of heavy braking. This requirement shall be deemed to be satisfied when a ball of 50 mm diameter cannot roll into the driver's compartment from the passenger area immediately behind the compartment.

2.4.4.14.12.3 The driver shall be protected from the sun and from the effects of glare and reflections caused by artificial interior lighting. Any lighting likely to affect adversely and significantly the driver's vision shall be capable of being operated only while the vehicle is at rest.

2.4.4.14.12.4 The vehicle shall be provided with devices allowing defrosting and demisting of the windscreen.

2.4.4.14.13 Driver's seat

2.4.4.14.13.1 The driver's seat shall be independent of other seats.

2.4.4.14.13.2 The seat back shall either be curved or the driver's area shall be provided with armrests positioned in such a way that the driver is neither constrained during vehicle manoeuvring operations, nor becomes unbalanced by

transverse accelerations which can occur in service.

2.4.4.14.13.3 The minimum width of the seat cushion measured from a vertical plane passing through the centre of the seat, shall be 225 mm.

2.4.4.14.13.4 The minimum depth of the seat cushion measured from a vertical plane passing through the centre of the seat, shall be 400 mm.

2.4.4.14.13.5 The minimum overall width of the seat back measured up to a height of 250 mm above the horizontal plane tangential to the uppermost surface of the uncompressed seat cushion shall be 450 mm.

2.4.4.14.13.6 The distance between armrests shall ensure a free space for the driver, as defined in paragraph 2.4.4.14.13.2, of not less than 450 mm.

2.4.4.14.13.7 The seat shall be adjustable in its longitudinal and vertical positions and in its seat back inclination. It shall lock automatically in the selected position and, if fitted with a swivelling mechanism, it shall lock automatically when in the driving position. The seat shall be equipped with a suspension system.

2.4.4.15 Artificial interior lighting

2.4.4.15.1 Internal electrical lighting shall be provided for the illumination of:

2.4.4.15.1.1 all passenger compartments, crew compartments, toilet compartments and the articulated section of an articulated vehicle;

2.4.4.15.1.2 any step or steps;

2.4.4.15.1.3 the access to any exits and the area immediately around the service door(s) including, when in use, any boarding device fitted;

2.4.4.15.1.4 the internal markings and internal controls of all exits;

2.4.4.15.1.5 all places where there are obstacles.

2.4.4.15.2 There shall be at least two internal lighting circuits such that failure of one will not affect the other. A circuit serving only permanent entry and exit lighting can be considered as one of these circuits.

2.4.4.15.3 Provisions shall be made to protect the driver from the effects of glare and reflections caused by artificial interior lighting. Any lighting likely to affect adversely and significantly the driver's vision shall be capable of being operated only while the vehicle is at rest.

2.4.4.15.4 Individual lights for each of the items in paragraph 2.4.4.15.1 are not required providing adequate illumination can be maintained during normal use.

2.4.4.15.5 Control of the mandatory interior lighting shall be by manual switches under the control of the driver or automatically controlled.

2.4.4.16 Articulated section of articulated vehicles

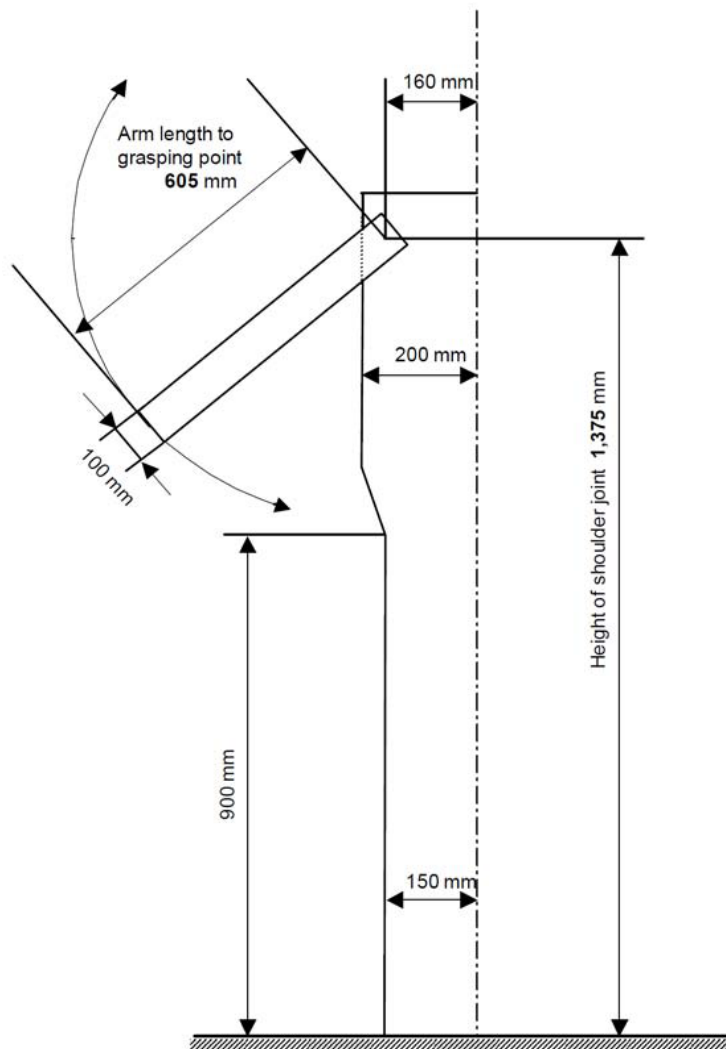
2.4.4.16.1 The articulated section that interconnects rigid portions of the vehicle shall be so designed and constructed as to allow at least one rotary movement about at least one horizontal axis, and at least one vertical axis.

2.4.4.16.2 When the articulated vehicle at its mass in running order is stationary on a horizontal level surface, there shall not be between the floor of either of the rigid sections and the floor of the rotating base or of the element replacing that base an uncovered gap of a width exceeding:

2.4.4.16.2.1 10 mm when all the wheels of the vehicle are on the same plane.

- 2.4.4.16.2.2 20 mm when the wheels of the axle adjacent to the articulated section are resting on a surface which is 150 mm higher than the surface on which the wheels of the other axles are resting.
- 2.4.4.16.3 The difference in level between the floor of the rigid portions and the floor of the rotating base, measured at the joint, shall not exceed:
 - 2.4.4.16.3.1 20 mm in the conditions described in paragraph 2.4.4.16.2.1.
 - 2.4.4.16.3.2 30 mm in the conditions described in paragraph 2.4.4.16.2.2.
- 2.4.4.16.4 On articulated vehicles means shall be provided to physically prevent access by passengers to any part of the articulated section where:
 - 2.4.4.16.4.1 the floor has an uncovered gap not complying with the requirements of paragraph 2.4.4.16.2;
 - 2.4.4.16.4.2 the floor cannot carry the mass of the passengers;
 - 2.4.4.16.4.3 the movements of the walls constitute a danger to passengers.
- 2.4.4.17 Direction-holding of articulated vehicles

When an articulated vehicle is moving in a straight line, the longitudinal median planes of its rigid portion shall coincide and form a continuous plane without any deflection.
- 2.4.4.18 Handrails and handholds
 - 2.4.4.18.1 General requirements
 - 2.4.4.18.1.1 Handrails and handholds shall be of adequate strength.
 - 2.4.4.18.1.2 They shall be so designed and installed as to present no risk of injury to passengers.
 - 2.4.4.18.1.3 Handrails and handholds shall be of a section enabling passengers to grasp them easily and firmly. Every handrail shall provide a length of at least 100 mm to accommodate a hand. No dimension of the section shall be smaller than 20 mm or greater than 45 mm except in the case of handrails on doors and seats and, in access passages. In these cases handrails having a minimum dimension of 15 mm shall be permitted provided that one other dimension is of at least 25 mm. Handrails shall not have sharp bends.
 - 2.4.4.18.1.4 The clearance between a hand-rail or hand-hold, along the majority of its length, and the adjacent part of the vehicle body or walls shall be at least 40 mm. However, in the case of a handrail on a door or a seat, or in the access passage of a minimum clearance of 35 mm shall be permitted.
 - 2.4.4.18.1.5 The surface of every handrail, handhold or stanchion shall contrast visually with their immediate surroundings and be slip-resistant.
 - 2.4.4.18.2 Additional requirements for handrails and handholds for vehicles designed to carry standing passengers
 - 2.4.4.18.2.1 Handrails and/or handholds shall be provided in sufficient number for each point of the floor area intended for standing passengers. For this purpose, strap hangers, if fitted, may be counted as handholds, provided that they are held in their position by suitable means. This requirement shall be deemed to be fulfilled if, for all possible sites of the testing device shown in figure 6 hereto, at least two handrails or handholds can be reached by the device's moveable arm. The testing device may be freely turned about its vertical axis.



Thickness: 20 mm

Figure 6: Testing device for siting of handholds

2.4.4.18.2.2 When applying the procedure described in paragraph 2.4.4.18.2.1, only such hand-rails and handholds shall be

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- considered which are not less than 800 mm and not more than 1,950 mm above the floor.
- 2.4.4.18.2.3 For every position that can be occupied by a standing passenger, at least one of the two required handrails or handholds shall be not more than 1,500 mm above the level of the floor at that position. This does not apply to an area adjacent to a door where the door or its mechanism in open position would prevent the use of this handhold. Also, exception may be given in the middle of large platforms, but the sum of these exceptions shall not exceed 20 per cent of the total standing area.
- 2.4.4.18.2.4 Areas which can be occupied by standing passengers and are not separated by seats from the side walls or rear wall of the vehicle shall be provided with horizontal handrails parallel to the walls and installed at a height of between 800 mm and 1500 mm above the floor.
- 2.4.4.18.3 Handrails and handholds for service doors
- 2.4.4.18.3.1 Door apertures shall be fitted with handrails and/or handholds on each side. In the case of double doors this requirement can be fulfilled by fitting one central stanchion or one central handrail.
- 2.4.4.18.3.2 Handrails and/or handholds to be provided for service doors shall be such that they include a grasping point available to a person standing on the ground adjacent to the service door or on any of the successive steps. Such points shall be situated, vertically, between 800 mm and 1100 mm above the ground or above the surface of each step, and horizontally:
- 2.4.4.18.3.2.1 for the position appropriate to a person standing on the ground, not more than 400 mm inwards from the outer edge of the first step;
- 2.4.4.18.3.2.2 for the position appropriate to a particular step, not outwards from the outer edge of the step considered, and not more than 600 mm inwards from that same edge.
- 2.4.4.19 Guarding of step wells and exposed seats
- 2.4.4.19.1 Where any seated passenger is likely to be thrown forward into a step well as a result of heavy braking, either a guard or, in the case of a safety-belt shall be fitted. Where fitted, the guard shall have a minimum height from the floor on which the passenger's feet rest of 800 mm and shall extend inwards from the wall of the vehicle at least as far as 100 mm beyond the longitudinal centre line of any seating position where the passenger is at risk or to the riser of the innermost step; whichever is the lesser dimension.
- 2.4.4.20 Baggage racks and occupant protection : The occupants of the vehicle shall be protected from objects liable to fall from baggage racks under braking or cornering forces. If baggage compartments are fitted, they must be designed in such a way that baggage is prevented from falling in the event of sudden braking.
- 2.4.4.21 Trap doors, if fitted
- Every trap door, that is not an escape hatch, on the floor of a vehicle shall be so fitted and secured that it cannot be dislodged or opened without the use of tools or keys and no lifting or securing device shall project by more than 8 mm above floor level. Edges of projections shall be rounded.
- 2.4.4.22 Visual Entertainment
- 2.4.4.22.1 Forms of visual entertainment for passengers, for example television monitors or videos, shall be located out of the driver's view when the driver is seated in his normal driving position. This shall not preclude any television monitor or similar device used as part of the driver's control or guidance of the vehicle, for example to monitor service doors.

2.4.4.23 Guidelines for measuring the closing forces of power-operated doors

The closing of a power-operated door and the operation of a power-operated ramp are dynamic processes. When a moving door or ramp hits an obstacle, the result is a dynamic reaction force, the history of which (in time) depends on several factors (for example, mass of the door or ramp, acceleration, dimensions).

2.4.4.23.1 Definitions

2.4.4.23.1.1 Closing or reactive force $F(t)$ is a time function, measured at the outer edge of the door or ramp (see paragraph 2.4.4.23.2.2 below).

2.4.4.23.1.2 Peak force F_S is the maximum value of the closing or reactive force.

2.4.4.23.1.3 Effective force F_E is the average value of the closing or reactive force related to the pulse duration:

$$F_E = \frac{1}{T} \int_{t_1}^{t_2} F(t) dt$$

2.4.4.23.1.4 Pulse duration T is the time between the t_1 and t_2 :

$$T = t_2 - t_1$$

where,

t_1 = threshold of sensitivity, where the closing or reactive force exceeds 50 N;

t_2 = fade-away threshold, where the closing or reactive force becomes less than 50 N.

2.4.4.23.1.5 The relation between the above parameters is shown in figure 7 below (as an example).

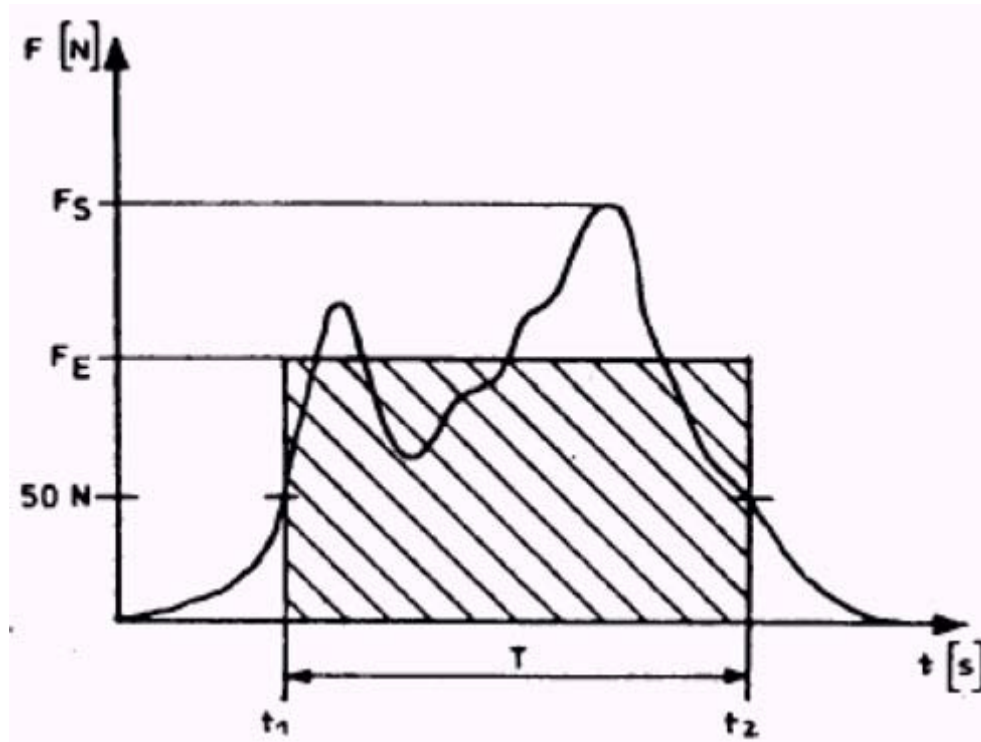


Figure 7

2.4.4.23.1.6 Clamping or mean reactive force F_c is the arithmetical mean value of the effective forces, measured at the same measuring point subsequently more times:

$$F_c = \frac{\sum_{i=1}^{i=n} (F_E)_i}{n}$$

2.4.4.23.2 Measurements

2.4.4.23.2.1 Conditions of measurement:

2.4.4.23.2.1.1 Temperature range: 10 degrees to 30 degrees C

2.4.4.23.2.1.2 The vehicle shall be standing on a horizontal surface.

2.4.4.23.2.2 Measurement points shall be:

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- 2.4.4.23.2.2.1 at the main closing edges of the door: one in the middle of the door; one 150 mm above the lower edge of the door.
- 2.4.4.23.2.2.2 if equipped with clamping prevention devices for the opening process: at the secondary closing edges of the door at that point which is considered to be the most dangerous place of clamping.
- 2.4.4.23.2.3 At least three measurements shall be taken at each of the measuring points to determine the clamping or mean reactive force according to paragraph 2.4.4.23.1.6.
- 2.4.4.23.2.4 The signal of the closing or reactive force shall be recorded by means of a low-pass filter with a limiting frequency of 100 Hz. Both the threshold of sensitivity and the fade-away threshold to limit the pulse duration shall be set at 50 N.
- 2.4.4.23.2.5 The deviation of the reading from the rated value shall not be more than +/- 3 per cent.
- 2.4.4.23.3 Measuring device
 - 2.4.4.23.3.1 The measuring device shall consist of two parts: one handle and one measuring part which is a load cell (see figure 8).
 - 2.4.4.23.3.2 The load cell shall have the following characteristics:
 - 2.4.4.23.3.2.1 It shall consist of two sliding housings with the outer dimension of 100 mm in diameter and 115 mm in width. Inside the load cell a compression spring shall be fitted between the two housings such that the load cell can be pressed together if an appropriate force is applied.
 - 2.4.4.23.3.2.2 The stiffness of the load cell shall be 10 +/- 0.2 N/mm. The maximum spring deflection shall be limited to 30 mm so that a maximum peak force of 300 N is achieved.

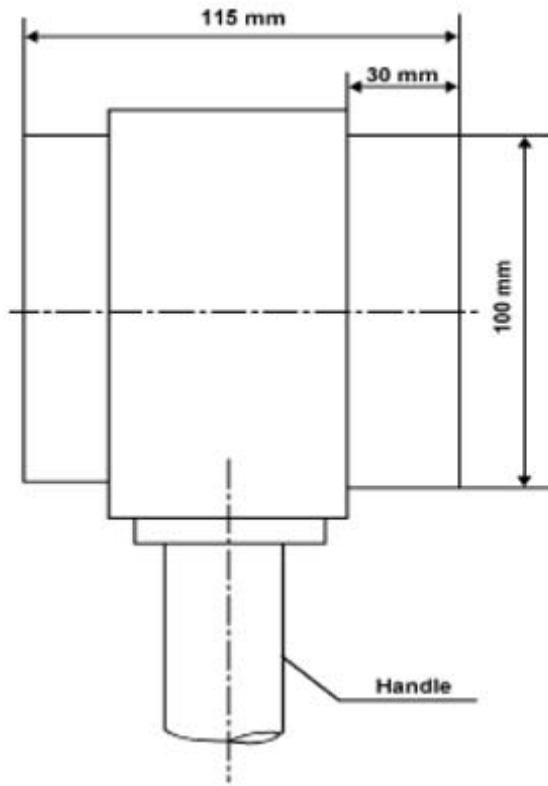


Figure 8

2.5 The standard and specification of vehicle cargo-cabin volume:

2.5.1 The standard of cargo-cabin volume for concrete mixer truck equals to the volume (cubic m) times 2.3 (specific weight), plus whole vehicle curb weight, the sum shall not exceed the respective gross vehicle weight specified.

2.5.2 The standard cargo volume specification and gross vehicle weight limit of the heavy dump truck and dump semi-trailer loading gravel and sand or soil shall comply with the following requirements:

2.5.2.1 Cargo volume standard:

2.5.2.1.1 The cargo volume calculation of heavy dump truck loading gravel and sand or soil shall be calculated by applying gross vehicle weight subtracts the whole vehicle curb weight, then is divided by the nominal specific weight 1.5, and the calculating result would be the cargo volume (cubic m).

2.5.2.1.2 The cargo volume calculation of dump semi-trailer loading gravel and sand or soil shall be calculated by applying the gross

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combination weight subtracts the semi-trailer gross vehicle weight and 6.5 MT, then is divided by the nominal specific weight 1.5, and the calculating result would be the cargo volume (cubic m).

2.5.2.2 Cargo cabin specification:

2.5.2.2.1 The movable tail-door height at the rear-side of cargo shall not exceed the cargo side height. The hinge of movable tail-door is excluded to this restriction.

2.5.2.2.2 The cargo cabin outside color shall be painted with the “yellow” color specified in the color card No 1-19, made by Taiwan Paint Industrial Association.

2.5.2.2.3 Shall be equipped with a mechanical covering device or prepare the canvas for tight covering.

2.5.2.3 Restriction of GVW

2.5.2.3.1 The heavy dump truck loading gravel and sand or soil, its vehicle curb weight shall not exceed 55% of gross vehicle weight.

2.5.2.3.2 The double axle dump semi-trailer loading gravel and sand or soil, its vehicle curb weight shall not exceed 7.5 MT.

2.5.2.3.3 The triple axles dump semi-trailer loading gravel and sand or soil, its whole vehicle curb weight shall not exceed 8.5 MT.

2.5.3 For the cargo-volume calculation of tank truck, the specific weight of load is declared by the applicant.

2.6 The axle weight limitation and restrictions of gross vehicle weight and gross combination weight for motor vehicle:

2.6.1 The axle weight limitation of vehicle:

Axle set category	Loading limit	Effective date	Remark
1.Single axle load	(1) each unit□10 MT	Current provision	The minimum value among tire design load, axle -load design value and axle load limit is selected as the approval value of axle load
	(2) The firefighting vehicle approved by MOI: each unit□12 MT	Current provision	
2.Double axle load	(1) each unit□17.5 MT	Promulgation date	
	(2) The firefighting vehicle approved by MOI: each unit□20 MT.	Current provision	
3.Triple axle load	each unit□22 MT	Promulgation date	

2.6.2 The restrictions of gross vehicle weight and gross combination weight for motor vehicle

2.6.2.1 The restriction of gross vehicle weight for large vehicle, excludes the tractor, semi-trailer, and frame trailer (as table below)

<div> <div></div> <div>Axle type</div> </div>	Single axle (front & rear) vehicle	Front double axle, rear single axle vehicle	Front single axle, rear double axle vehicle	Double axle (front & rear) vehicle	Full Trailer
	Maximum Wheelbase				
2.0 m	16.0 MT	16.0 MT	16.0 MT	16.0 MT	16.0 MT
2.5 m	17.0 MT	17.0 MT	17.0 MT	17.0 MT	17.0 MT
3.0 m	17.0 MT	18.0 MT	18.0 MT	18.0 MT	18.0 MT
3.5 m	17.0 MT	19.5 MT	19.5 MT	19.5 MT	19.5 MT
4.0 m	17.0 MT	20.0 MT	20.0 MT	20.5 MT	20.0 MT
4.5 m	17.0 MT	20.0 MT	21.5 MT	21.5 MT	20.0 MT
5.0 m	17.0 MT	20.0 MT	22.5 MT	22.5 MT	20.0 MT
5.5 m	17.0 MT	20.0 MT	24.0 MT	24.0 MT	20.0 MT
6.0 m	17.0 MT	20.0 MT	25.0 MT	25.0 MT	20.0 MT
6.5 m	17.0 MT	20.0 MT	26.0 MT	26.0 MT	20.0 MT
7.0 m	17.0 MT	20.0 MT	26.0 MT	27.0 MT	20.0 MT
7.5 m	17.0 MT	20.0 MT	26.0 MT	28.0 MT	20.0 MT
8.0 m	17.0 MT	20.0 MT	26.0 MT	29.5 MT	20.0 MT
8.5 m or longer	17.0 MT	20.0 MT	26.0 MT	30.0 MT	20.0 MT

Remarks:

1. The above table shows the restriction of gross vehicle weight according to vehicle maximum wheelbase and axle type.
2. The use of the above table is to find the lower limit of the max wheelbase column by omitting the second digital after decimal.
3. For example: If the actual wheelbase of vehicle is 4.53m, its axle set type is single- axle (front & rear) vehicle, then find the intersecting cell of “4.5m” in the maximum wheelbase row and single- axle (front & rear) vehicle column, it can be figure out from the table by 17 MT thereunder.

2.6.2.2 The GCW limit of tractor and semi-trailer

2.6.2.2.1 The GCW limit of tractor:

2.6.2.2.1.1 Front single axle, rear single axle tractor: 35 MT.

2.6.2.2.1.2 Front single axle, rear double- axle tractor: 43 MT.

2.6.2.2.2 The gross combination weight limit of semi-trailer:

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<div> <div></div> <div> <div></div> <div> <div></div> <div></div> </div> </div> </div> <div> <div></div> <div></div> </div>	Rear single axle semi-trailer	Rear double axle semi-trailer	Rear triple axle semi-trailer
2.0 m	25.0 MT	25.0 MT	25.0 MT
2.5 m	26.0 MT	26.0 MT	26.0 MT
3.0 m	27.0 MT	27.0 MT	27.0 MT
3.5 m	28.0 MT	28.0 MT	28.0 MT
4.0 m	29.5 MT	29.5 MT	29.5 MT
4.5 m	30.5 MT	30.5 MT	30.5 MT
5.0 m	31.5 MT	31.5 MT	31.5 MT
5.5 m	32.5 MT	32.5 MT	32.5 MT
6.0 m	32.5 MT	34.0 MT	34.0 MT
6.5 m	32.5 MT	35.0 MT	35.0 MT
7.0 m	32.5 MT	36.0 MT	36.0 MT
7.5 m	32.5 MT	37.0 MT	37.0 MT
8.0 m	32.5 MT	38.5 MT	38.5 MT
8.5 m	32.5 MT	39.5 MT	39.5 MT
9.0 m	32.5 MT	40.0 MT	40.5 MT
9.5 m	32.5 MT	40.0 MT	41.5 MT
□ 10.0 m	32.5 MT	40.0 MT	43.0 MT

Note: the table reference method is the same as item 4.1 above.

2.6.2.3 The GCW limit of heavy truck functions as tractor

- 2.6.2.3.1 Heavy truck, single axle (front & rear): 34.0 MT.
- 2.6.2.3.2 Heavy truck, front single axle, rear double axle: 46.0 MT.
- 2.6.2.3.3 Heavy truck, front double axle, rear single axle: 40.0 MT.
- 2.6.2.3.4 Heavy truck, double axle (front & rear) vehicle: 50.0 MT.

2.6.2.4 The GVW limit of frame trailer

- 2.6.2.4.1 Single axle frame trailer: 12.0 MT.
- 2.6.2.4.2 Double axle frame trailer: 20.0 MT.
- 2.6.2.4.3 Triple axle frame trailer: 22.0 MT.

2.6.2.5 The small-light moped's gross weight limitation: from 2007/06/01, the empty weight of vehicle (including batteries) shall be

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less than 70 kilograms.

2.6.3 The GVW limit of articulated buses: 28.0 MT.

2.7 Miscellaneous requirement limits of vehicles:

2.7.1 The installed stipulation of safety-belt.:

2.7.1.1 Front outboard seats of M1 category vehicles shall have at least 3- point safety belts, other seats shall have at least 2-point safety-belts. Front seats of categories M2, M3 and N shall have at least 2- point safety belts.

2.7.1.2 From 2007/07/01, the new type of passenger vehicle and from 2008/01/01, all type of passenger vehicles that all seats shall be installed safety-belt.

2.7.1.3 From 2015/01/01, the new type vehicle of category M1, and the new type vehicles of category M2 of gross vehicle weight less than 3.5MT, shall have at least 3-point safety-belts. Front outboard seats of the new type vehicles of category N and M3, and the new type vehicles of category M2 of gross vehicle weight more than 3.5MT, shall have at least 3- point safety-belts, other seats shall have at least 2- point safety-belts.

2.7.1.4 From 2019/01/01, all category M1 vehicles, and all category M2 vehicles of gross vehicle weight less than 3.5MT, shall have at least 3- point safety-belts. Front outboard seats of all category N and M3 vehicles, and all category M2 vehicles of gross vehicle weight more than 3.5MT, shall have at least 3- point safety-belts, other seats shall have at least 2- point safety-belts.

2.7.1.5 This regulation isn't suitable the vehicle of M and N categories ' seats as below:

2.7.1.5.1 The lateral facing seats and rearward facing seats.

2.7.1.5.2 Folding seats (means auxiliary seats intended for occasional use and normally folded).

2.7.1.5.3 The seats, for children, of the child-only vehicles.

2.7.1.6 Installation requirements of safety-belt reminder of category M1 vehicles:

2.7.1.6.1 From 2013/01/01, the new type vehicles of category M1, and from 2015/01/01, all type M1 vehicles shall have safety-belt reminder. If other category vehicles equipped with safety-belt reminder, it may as apply for approval according to this regulation.

2.7.1.6.2 Definitions

2.7.1.6.2.1. "Safety-belt reminder", means a system dedicated to alert the driver when he/she does not use the safety-belt. The system is constituted by a detection of an unfastened safety belt and by two levels of driver's alert: a first level warning and a second level warning."

2.7.1.6.2.2 "Visual warning" means a warning by visual signal (lighting, blinking or visual display of symbol or message).

2.7.1.6.2.3 "Audible warning" means a warning by sound signal.

2.7.1.6.2.4 "First level warning" means a visual warning activated when the ignition switch is engaged (engine running or not) and the driver's safety-belt is not fastened. An audible warning can be added as an option.

2.7.1.6.2.5 "Second level warning" means a visual and audible warning activated when a driver operates a vehicle without fastening the safety-belt.

2.7.1.6.2.6 "Safety-belt is not fastened" means, at the option of the manufacturer, either the driver safety-belt buckle is not engaged or the webbing length pulled out of the retractor is 100 mm or less.

2.7.1.6.2.7 "Vehicle is in normal operation" means that vehicle is in forward motion at the speed greater than 10 km/h.

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2.7.1.6.3. Installation tests of safety-belt reminder

2.7.1.6.3.1 The first level warning shall be tested according to the following conditions:

- 2.7.1.6.3.1.1 Safety-belt is not fastened;
- 2.7.1.6.3.1.1 Engine is stopped or idling and the vehicle is not in forward or reverse motion;
- 2.7.1.6.3.1.1 Transmission is in neutral position;
- 2.7.1.6.3.1.1 Ignition switch is engaged.

2.7.1.6.3.2 The second level warning shall be tested according to the following conditions:

- 2.7.1.6.3.2.1 Safety-belt is not fastened;
- 2.7.1.6.3.2.1 Test vehicle driven with one or any combination of the following conditions at the manufacturer's choice.
 - (a) Accelerate the test vehicle to 25 -0/+10 km/h from a halt and continue on the same speed.
 - (b) The test vehicle is driven forward at least 500 m from a halt position.
 - (c) The vehicle is tested when the vehicle is in normal operation for at least 60 seconds.

2.7.1.6.3.3 A system that the first level warning stops after a certain period of time, the second level warning shall be tested after the first level warning has been deactivated. A system that the first level warning does not stop after a certain period of time, the second level warning shall be tested while the first level warning is activated.

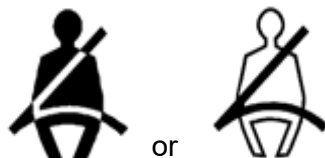
2.7.1.6.4 Safety-belt reminder general requirements.

2.7.1.6.4.1 The safety-belt reminder may be designed to allow deactivation.

2.7.1.6.4.1.1. In the case a short term deactivation is provided, it shall be more difficult to deactivate the safety-belt reminder than buckling the safety-belt on and off. When the ignition is switched off for more than 30 minutes and switched on again, a short-term deactivated safety-belt reminder must reactivate.

2.7.1.6.4.1.2. In the case that a facility for a long term deactivation is provided, it shall require a sequence of operations to deactivate, that are detailed only in the manufacturer's technical manual and/or which requires the use of tools (mechanical, electrical, digital, etc.) that are not provided with the vehicle.

2.7.1.6.4.2 Visual warning shall be so located as to be readily visible and recognisable in the daylight by the driver and distinguishable from other alerts. Where the visual signal warning employs the colour red, it shall use one of the symbols as below:



2.7.1.6.4.3 Visual warning shall be by continuous or intermittent signal.

2.7.1.6.4.4 Audible warning shall be by continuous or intermittent sound signal or by vocal information. Where vocal information is employed, the manufacturer shall ensure that the alert uses the language(s) of the market into which the vehicle is sold. This audible warning may be constituted by more than one step.

2.7.1.6.4.5 Audible warning shall be easily recognized by the driver.

- 2.7.1.6.4.6 First level warning shall be at least a visual warning activated for 4 seconds or longer when the driver safety-belt is not fastened and the ignition switch is engaged.
- 2.7.1.6.4.7 Second level warning shall be a visual and audible signal activated for 30 seconds or longer except for cases in which the warning stops for over 3 seconds when the safety-belt is not fastened, when the vehicle is in normal operation and when at least one of the following conditions (or any combination of these conditions), is fulfilled:
 - 2.7.1.6.4.7.1. Distance driven greater than the distance threshold. The threshold shall not exceed 500m. The distance the vehicle is not in normal operation shall be excluded.
 - 2.7.1.6.4.7.2. Speed greater than the speed threshold. The threshold shall not exceed 25 km/h.
 - 2.7.1.6.4.7.3. Duration time (engine running) greater than the duration time threshold. The threshold shall not exceed 60 seconds. The first level warning duration time and the duration time the vehicle is not in normal operation shall be excluded.
- 2.7.2 The installed stipulation of tachograph.:
 - 2.7.2.1 As for the tachograph of motor vehicles of category M and N, with a gross combination weight and gross vehicle weight less than 20 tons, and with gross vehicle weight more than 8 tons but less than 20 tons as of 2001/1/1, shall install tachograph.
 - 2.7.2.2 From 2007/07/01, the new type of less than 8 tons' passenger vehicle and from 2008/01/01, each type of less than 8 tones' passenger vehicle that shall install tachograph.
- 2.7.3 The vehicle of M1 category who use automatic transmission, from 1999/1/1, domestic manufacturer use the date of production and importer use onboard date, it shall installed automatic shift lock (ASL) .
- 2.7.4 If the trailer of small vehicle has rack that shall comply with this Regulation.
- 2.7.5 Coupling device of small vehicle connecting to the trailer that shall comply with this Regulation.
- 2.7.6 The small-light moped's size of tire, from 2007/06/01, a tire's diameter shall be higher than 300mm and less than 420mm, a tire's width shall be higher than 75mm and less than 100mm.
- 2.7.7 Installation requirements of in-vehicle image display equipments:
 - 2.7.7.1 Effective date and Scope: Effective date from 2013/1/1, all vehicle variants of category symbols L, M and N which equipped with in-vehicle image display equipment shall comply with this regulation.
 - 2.7.7.2 Definitions
 - 2.7.7.2.1 Image display equipment: means an equipment that could transform signal into visual image.
 - 2.7.7.2.2 Driving assistance display equipment: means an equipment that could offer information of vehicle status, information of traffic, meteorology and map etc. to driver, which could improve safety for driver, equipments include computer for driving use, satellite navigation, night vision system and around view monitor and so forth.
 - 2.7.7.2.3 Entertainment display equipment: means an equipment that is not necessary for driving and it could affect driving safety when equipment were in use, equipments include VCD/DVD player, TV, karaoke player, video game console and Internet (except for improving driving safety) and so forth.
 - 2.7.7.3 In the following situations, the entertainment display equipment which used for driver shall be automatically turned off. Driving assistance display equipment can still be used.
 - 2.7.7.3.1 Parking brake is not in use, or

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- 2.7.7.3.2 The transmission is in forward or reverse positions, or
- 2.7.7.3.3 The speed of vehicle is above 8 km/h.
- 2.7.8 From 2012/7/1, all vehicle variants of category L, the angle of their tailpipe nozzle shall comply with this requirement.
 - 2.7.8.1 When vehicle parked on a level ground with all wheels, the angle of the tailpipe's nozzle shall not tilt above the horizontal level ; if the tailpipe's nozzle is more than 1m above the ground , the angle of tailpipe's nozzle shall be below the horizontal level.
 - 2.7.8.2 For large heavy-weight motorcycles, they can either comply with the requirement of paragraph 2.7.8.1, or their exhaust speed be less than 1.5 m/sec at idle speed. The measurement of the exhaust speed at idle speed shall be tested when vehicle parked on a level ground with all wheels and the vehicle longitudinal plane is perpendicular to the horizontal plane, the measure point is 1m away from the tailpipe's nozzle in horizontal distance but at the extending direction from tailpipe nozzle's angle; the background wind speed shall not be more than 0.5 m / sec when test was performed.