Form Number: DVT 1200 Issue: 1 Origin: DVT Review: Jan 2029

PASSENGER DOORS, DRIVERS DOORS AND EMERGENCY EXITS

APPLICATION

This inspection applies to all vehicles and includes:

- All drivers and passenger doors including continental doors (for use when coaches are driven on the right hand side of the road)

- all emergency exits including crew emergency exits where there is separate crew accommodation.

Note: On Bus Directive and ECE Regulation vehicles there may not be a primary emergency exit if the vehicle has two service doors and on Bus Directive vehicles the primary emergency exit may be power operated. Floor hatches may be used as emergency exits on Bus Directive vehicles.

Note: For power operated emergency exits only the driver's control will close the exit.

Power operated doors and emergency exits must be able to be opened from inside and outside the vehicle without the use of tools.

Note: A driver's door with one handle missing is acceptable provided that the door can be opened by the remaining handle(s) from the inside and outside.

Power operated doors should be operated to check that they consistently open fully. If on one occasion the doors fail to open to their fullest extent they should be operated a further 5 times and if the doors fail to open fully on one further attempt this is a reason for failure. Request presenter to perform the additional check if it is required. Ensure that sufficient air is available to allow this check to be carried out correctly.

The above should be done with the engine switched off, check by observing the air gauges, that the continued operation of air operated doors does not deplete the braking system

Check the emergency operation of power operated door controls and that markings describing how to open the doors in an emergency are readily visible on or adjacent to the door.

In general safety systems for preventing a passenger from being trapped are required on:

- All schedule 6 minibuses.

- Doors more than 500mm to the rear of the drivers seat on post 1 October 1990 vehicles (other than minibuses). These doors must re-open.

- On any power operated doors without a soft rubber edge large enough to prevent passengers from being trapped.

Note. General safety systems do not apply in respect of power operated Emergency Doors.

For vehicles that require a door safety system check the system operates by applying a resistance to the door edge in its operational cycle. Power operated doors will not stop or reopen if they are almost closed. Ensure when checking there is no risk of entrapment or injury to the examiner

Note: Where sliding doors are fitted the condition of runners, tracks and catches should be checked in both the open and closed positions

Note: The exact wording of exit markings may vary but variations are acceptable as long as it is clear that it is an emergency exit and the means of operation are clear.

Note: There is no requirement for the means of operation for a break glass window to be shown on the outside of the bus.

Note: There is no requirement to mark the exterior of a continental door where an alternative seating plan renders it inaccessible.

Note: Check that if an all over advert has been fitted over a break glass emergency exit, that a gap exists between the advert and the window frame or bonding surface and that no mandatory markings are obscured or no longer contrast with background.

Note: Door or emergency exit open warning devices must be fitted to:

- Schedule 6 minibuses which do not have two stage slam locks.

- Buses with more than 20 passenger seats which are certified for one person operation and used on local services. A warning device must be fitted to each emergency door and hinged emergency window which is outside the driver’s direct line of sight.

- Any external door or hinged exit (including any emergency exit) which is outside the driver s direct line of sight on a vehicle certified on or after 1 January 1997. This does not apply to a door of a minibus if that door is fitted with a two stage lock. This does not apply to Bus Directive and ECE Regulation Vehicles.

- Continental doors

- On any power operated door fitted more than 500mm behind the driver’s seat on a vehicle registered after 1 October 1990. This must be a visual device.

- On any emergency door or floor hatch on a Bus Directive or ECE Regulation vehicle. This must be an audible device

- On any hinged emergency window which is not clearly visible to the driver on a Bus Directive or ECE regulation vehicle. This must be an audible device.

- On any emergency control for a power operated door fitted to a Bus Directive or ECE Regulation vehicle. This must be a visual and audible Device.

- Service Doors on Bus Directive and ECE Regulation vehicles

- Automatically operated service doors on Bus Directive and ECE Regulation vehicles.

The function of activating or deactivating may be done by either operating the door control switches or by an independent switch.

Note: Break glass hammers enclosed behind glass do not require the glass shot blasted. The requirement is that the glass is easily broken, however, if the glass is shot blasted this area should be on the inside of the glass. RfF7a.

Note: Tethered break glass hammers are required to clear the minimum size for an emergency exit. This size is 910mm x530mm for a secondary exit and 700mm x 500mm with a minimum are of 4,000sq cm for an additional exit. For Bus Directive and ECE Regulation vehicles, this size is 600mm x 400mm with corners radiused to 200mm, for emergency windows in the rear face of the vehicle, this size can alternatively be 1400mm x 350mm with corners radiused by 175mm. If this is not possible this is a RfF1b.

Note: The exact wording/pictogram used for exit markings may vary but variations are acceptable as long as it is clear that it is an emergency exit and the means of operation are present.

Note: The minimum requirements for an emergency door, window or roof hatch is:

1. Primary or Secondary exit
    a. the emergency exit shall –
        be clearly marked as such inside and outside the vehicle.

    b. the means of operation of the doors and hinged windows fitted to the emergency exit shall be clearly indicated.

2. Additional emergency exit situated in either the front, rear face or the roof.

    a. be clearly marked as an emergency exit
        i. on the inside of the vehicle, and

        ii. in a case where the emergency exit can be opened from the outside, must be marked on the outside of the vehicle.

        iii. be clearly marked with its means of operation.

3. For Bus Directive and ECE Regulation vehicles, emergency exit/s may be a window, door or hatch, the minimum requirements are:

i. All emergency exit/s must be marked on the inside and outside of the vehicle with the inscription ‘Emergency Exit’ or similar.
ii. All emergency control/s of emergency exit/s must be marked with the method of operation.

PROCEDURE AND STANDARDS

1. Check doors and emergency exits:
    a. are complete and present.
    b. can be opened to its fullest extent.
    c. will remain securely closed and not open inadvertently.
    d. for any device to hold a door, or on a Bus Directive or ECE Regulation vehicle a door or top hinged emergency window open at its fullest extent is effective
    e. hinges and pins for security, wear and fractures and door pillars for security.
    f. supplementary locking devices operation can be overridden by all of the associated interior door controls.
    g. release handle guard for security and presence where originally fitted to prevent accidental opening.
    h. Open warning device is present and operates on vehicles that require them. (See application for details)
    i. break glass windows for correct glazing type.
2. Check sliding doors:
    a. for security and attachments.
    b. for the effort taken to operate.
3. Check a door or emergency exit opening or closing mechanism:
    a. for operation, wear and condition.
    b. control buttons are secure, operate correctly and travel.
4. Check a door and emergency exit marking for:
    a. presence inside and outside the vehicle.
    b. legibility.
    c. method of operation displayed either on or adjacent to the exit.

5. Check power operated doors and emergency exit:

    a. that operation does not deplete the brake system below the level at which the circuit protection operates.

    b. emergency controls will open the door from both inside and outside the vehicle.

    c. Soft edge for presence and condition.

    d. safety system that prevents a passenger from being trapped operates correctly.

6. Check a Plug door:

    a. operates in a smooth and controlled manner and is not likely to injure persons outside the vehicle.

7. Check Emergency Exits:

    a. tools or devices needed to open break glass or ejectable windows are present and secured in a readily accessible position which can be broken or opened by reasonable force.

8. Check automatically operated service door:

    a. that the driver can activate and deactivate the operation.

REASONS FOR FAILURE

	Deficiency Category
1. A door or emergency exit:	
a. incomplete or missing.	MAJOR
b. cannot be opened to its fullest extent. Jammed or secured so that it cannot be opened.	MAJOR
c. with a sliding action which will not remain closed or is likely to fly open inadvertently or will not open without undue effort.	MAJOR
d. with a hinged action will not remain closed or is likely to fly open inadvertently.	DANGEROUS
e. with a missing/defective device for holding a door, or on a Bus Directive or ECE vehicle, a door or top hinged	MAJOR

emergency window, open.

f. with insecure, excessively worn or fractured hinges or pins or insecure door pillars which could adversely affect operation.	MINOR
g. with insecure, excessively worn or fractured hinges or pins or insecure door pillars which could adversely affect operation and is likely to cause an injury.	MAJOR
h. with a supplementary locking device which cannot be overridden by all of the associated interior door controls	MAJOR
i. with a release handle guard insecure or missing.	MAJOR
j. “open” warning device missing or inoperative.	MAJOR
k. a break glass window fitted with laminated glass or other unbreakable glazing.	MAJOR

2. A door or emergency exit opening or closing mechanism:

a. defective, excessively worn or damaged so that it is difficult to open or close the door or exit.	MAJOR
b. control buttons loose, sticking or with excessive movement before operating.	MAJOR

3. A door and emergency exit marking:

a. missing.	MAJOR
b. method of operation not shown (not applicable to Schedule 6 apart from the emergency door).	MAJOR

4. Power operated doors and emergency exits:

a. repeated operations of the doors depletes the braking system(s) pressure below the level at which the circuit protection valve should operate.	MAJOR
b. cannot be opened from inside or outside the vehicle using the emergency controls.	MAJOR
c. soft edge missing deteriorated or damaged so that injury could be caused to any person.	MAJOR

	d. safety system does not operate correctly.	MAJOR
5.	Plug door opens or closes suddenly or with excessive force and is likely to injure persons outside the vehicle.	MAJOR
6.	Emergency exits with an opening tool or device missing or not secured in a readily accessible place.	MAJOR
7.	Driver cannot activate or deactivate the operation of an automatically operated service door.	MAJOR