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

Transmitted by the Expert from the Netherlands

Note: The text reproduced below was prepared by the expert from the Netherlands and it contains his remarks on the proposal of the Russian Federation on trolleybuses (TRANS/WP.29/GRSG/1998/13).

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

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A. PROPOSAL

Paragraph 5.6.2.4., amend to read:

"... in the roof; however in case of a trolleybus an escape hatch is not permitted under the poles."

* * *

B. JUSTIFICATION

For safety reasons special attention has to be given to the location of escape hatches in the roof of trolleybuses. In principle, an escape hatch is intended to be used as an emergency exit when the vehicle is overturned on one of its sides. It may be assumed that in such a situation the poles of a trolleybus are de-wired and the situation will be the same as a "normal" bus and that no special requirements are needed.

In a normal use position an escape hatch in the roof can create the situation that a person can reach the electrical devices of a trolleybus; for this reason it should be forbidden that there will be an escape hatch under the poles. As it will always be possible to have a safe escape hatch in the first part of the roof, the "exemption" should only be applicable to that part of the roof under the poles.

Furthermore, in the European Community the possibility has been created to have an escape hatch in the floor and such a provision could be an alternative for Regulation No. 36.
