Proposal for draft amendments to ECE R 36

Transmitted by the expert from Germany

Para: 5.6.11.6, amend to-read:	Each rigid section of an articulated **vehicle** shall be treated as a separate vehicle for the purpose of determining the minimum number ~~and positions~~ of exits. A number of passengers shall be determined for each rigid section and the connecting passage shall not be considered as an exit.
Para: 5.6.2.2, amend to read:	Two of the doors shall be separated such that the distance between transverse vertical planes through their centres of area is not less than 40 % of the overall length of the passenger compartment measured parallel to the longitudinal axis of the vehicle. **In the case of an articulated vehicle, this requirement shall be fulfilled if two doors of the different sections are separated such, that the distance between the doors is not less than 40 % of the overall length of the combined passenger compartment (all sections).** **In either case,** if one of these doors forms part of a double door this distance shall be measured between the doors which are furthest apart.

Justification:

5.6.1.2 requires minimum 1 door in each rigid section of an articulated vehicle. For class I articulated vehicles 2 doors in the front section are required.

5.6.1.3 requires 2 doors as a minimum in a vehicle.

5.6.1.6. describes that each rigid section of an articulated vehicle shall be considered as a separate vehicle.

5.6.2.2 requires a minimum distance between the doors of 40 % of the passenger compartment.

This would lead to a minimum of 4 separated doors in each articulated vehicle. The amendment would allow to built an articulated vehicle with two double doors that are separated such that the distance between them is 40 % of the length of the combined passenger compartment (all sections).

The amendment is meant as a clarification, because it is already common practice in some of the contracting parties that apply ECE R 36.