

Correct as at 26th April 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Light PSVs > Entrance and exit

6 Entrance and exit

6-1 Door and hinged panel retention systems

Reasons for rejection

Mandatory equipment

1. A motor vehicle fitted with doors used by the driver or passengers for entrance and exit of the motor vehicle does not have a door retention system.
2. A vehicle for transporting prisoners which does not have doors in the prison compartment that can be opened from the inside, has no alternative exit that can be operated by an authorised person in an emergency.

Equipment condition

3. A hinge for a door or other hinged panel is not securely attached to both the vehicle body and to the door or other hinged panel due to loose connections, corrosion or other damage (Note 1).
4. A latch, catch, striker or any other part of a door or hinged panel retention system is not securely attached, or is in poor condition, due to a loose connection, corrosion or other damage (Note 1).
5. A door used for entrance and exit of the driver or passengers cannot be opened from the inside, unless the vehicle is designed or adapted to transport prisoners and the door is inoperable from the inside of the prison compartment.
6. A child safety lock or similar safety device cannot be deactivated.
7. There is corrosion damage within 150 mm of the hinge of a door or other hinged panel (see Figure 6-1-1).
8. There is corrosion damage within 150 mm of the latch of a door or other hinged panel (see Figure 6-1-1).

Equipment performance

9. A door used for entrance and exit of the driver or passengers does not open or close easily.
10. A door or other hinged panel does not remain secure in a closed or locked position.

Modifications

11. A modification (Note 2) affects door or hinged panel retention systems, and:
 - a) is not excluded from the requirements for LVV specialist certification (Table 6-1-1), and
 - b) is missing proof of LVV specialist or accepted overseas certification, ie:
 - i. the vehicle is not fitted with a valid LVV certification plate, or
 - ii. the operator is not able to produce a valid modification declaration or authority card, or

iii. the vehicle has not been certified to an accepted overseas system as described in [Technical bulletin 13](#).

Note 1

Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage is typically displayed by the lifting or bubbling of paint. In extreme cases, the area affected by the corrosion damage will fall out and leave a hole.

Note 2 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment, including replacement with undamaged or new structures, systems, components or equipment.

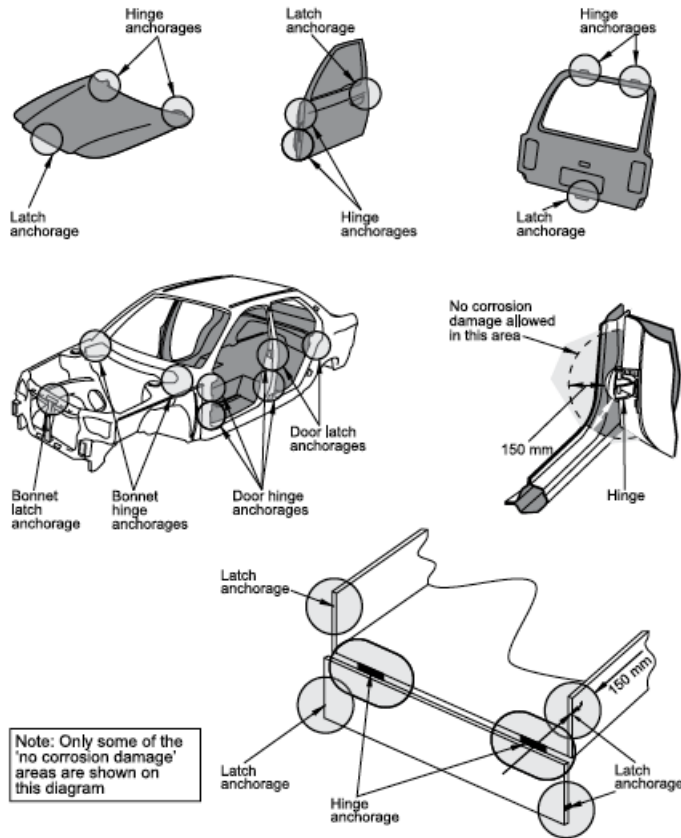
Child safety lock (also known as a kiddi-lock) means a safety device installed during the manufacture of the vehicle to prevent a door from being opened from the inside of the vehicle.

Tables and images

Table 6-1-1 Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is not required provided that:
Exterior door handles (on doors normally used for entry and exit of occupants)	<ul style="list-style-type: none"> • the modification is minor (eg removal of key locks), and • door handles remain fitted and in serviceable condition. <p>Note</p> <p>The fitting of a door opening/closing mechanism (which may include the removal of exterior door handles) that differs from original must be LVV certified.</p>
Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	<ul style="list-style-type: none"> • in-service requirements for condition and performance must be met.

Figure 6-1-1 Hinge and latch anchorages



No corrosion damage is allowed within 150mm of a circle around the outside of hinge or latch components.

See also figures for corrosion limits to structure ([section 3-1](#)), seatbelt anchorages ([section 7-5](#)), and front or rear suspension anchorages ([section 9-1](#)).

Summary of legislation

Applicable legislation

- [Land Transport Rule: Door Retention Systems 2001](#)
- [Land Transport Rule: Vehicle Standards Compliance 2002, section 7.4.](#)

Mandatory equipment

1. A motor vehicle fitted with doors used by the driver or passengers for entrance and exit of the motor vehicle must have a door retention system.

Permitted equipment

2. The door retention system on doors to the rear of the driver's seat may incorporate safety devices installed during the manufacture of the vehicle to prevent the doors from being opened from the inside of the vehicle (eg child safety locks).
3. A vehicle designed or adapted to transport prisoners is not required to be fitted with a mechanism for opening a door from the inside if the prison compartment has an alternative exit that can be operated by an authorised person in an

emergency.

Equipment condition

4. A door retention system and its mountings must be safe and structurally sound.
5. A door used for the entrance and exit of the driver or passengers must be operable by any occupant seated by the door from inside the motor vehicle, unless it is permitted equipment designed or adapted to operate otherwise.
6. The vehicle must be designed and constructed using components and materials that are fit for their purpose, and within safe tolerance of their state when manufactured or modified.

Equipment performance

7. A door retention system must be in good working order.
8. A door used for entrance and exit must open and close easily.
9. A door used for entrance and exit must remain secure in a closed position during the operation of the motor vehicle.

Modifications

10. A modification that affects door or hinged panel retention systems must be inspected and certified by a low volume vehicle specialist certifier, unless the vehicle:
 - a) is excluded from the requirement for LVV specialist certification (Table 6-1-1), and
 - b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

Page amended **2 December 2019** (see [amendment details](#)).

6-2 PSV doors and doorways

Reasons for Rejection

Mandatory equipment

General

1. Refer to [section 6-1](#).
2. A PSV does not have at least one doorway for passenger entry or exit on the left-hand side of the vehicle, unless it is:
 - a) an outdoor-access vehicle, or
 - b) a vehicle fitted with equipment for people with special mobility requirements.
3. An outdoor-access vehicle does not have at least one doorway for passenger entry or exit on the left-hand side or in the rear of the vehicle.
4. On a motor vehicle that entered service as a PSV on or after 1 July 2000, a door, except for a left-front door alongside and within direct line of sight of the driver, does not have a device that warns the driver if the door is not

closed properly when the vehicle is stationary or driven away.

Power-operated doors

5. A motor vehicle that entered service as a PSV before 1 July 2000 that has a door which is controlled from the driver's seat does not have either:

- a) a sign by the door, in letters at least 10 mm high, which states: In an emergency use door control by the driver's seat, or
- b) emergency controls which:
 - i. are fitted on or next to the door, both inside and outside the vehicle, or
 - ii. have easy-to-understand operating instructions fitted next to them, both inside and outside the vehicle.

6. A motor vehicle that entered service as a PSV on or after 1 July 2000 that has a door which is controlled from the driver's seat does not have emergency controls which:

- a) can be operated in an emergency when the PSV is stationary, or
- b) are fitted on or next to the door, both inside and outside the vehicle, or
- c) have easy-to-understand operating instructions fitted next to them, both inside and outside the vehicle.

Condition and performance

General

7. Refer to [section 6-1](#).

8. A door locks automatically when it is closed.

9. A small passenger service vehicle (Note 2) has a speed-sensitive or other automatic central-locking device that causes any door to stay locked while the vehicle is stationary.

10. A safety device installed during the manufacture of the vehicle to prevent the doors from being opened from inside the vehicle, eg a child safety lock (Note 1), has not been removed or permanently deactivated, and

- a) an approved sign (Figure 6-2-1) is not displayed adjacent to the exterior handle of each rear side door, or
- b) the approved sign is not clearly legible, or
- c) in the case of a class MD2 vehicle, a valid exemption cannot be produced.

11. A door that is not controlled by the driver cannot be opened from outside the vehicle.

12. A doorway provided for passenger entry or exit is obstructed.

13. A device to warn the driver that the door is not closed properly:

- a) does not function correctly, or
- b) is not effective.

14. A door or doorway is in such a condition that it is likely to injure passengers entering or leaving the vehicle.

15. An emergency door control sign or operating instruction is not clearly legible.

16. An emergency door control:

- a) cannot be operated when the PSV is stationary, or
- b) does not allow the door to be operated manually in the event of a power failure, or
- c) has a component that has significantly deteriorated so that its operation in an emergency is likely to be compromised.

Power-operated doors

17. A power-operated door is such that it is likely to injure or trap a person eg by excessive opening or closing force, or damage or deterioration (Note 3).

Modification

18. Refer to [section 6-1](#).

19. A door or doorway was modified since the last CoF inspection and there is no written confirmation that items affected by the modification comply with the requirements for [entry certification](#).

Note 1

Child safety lock (also known as a kiddi-lock) means a safety device installed during the manufacture of the vehicle to prevent a door from being opened from the inside of the vehicle.

Note 2

Small passenger service vehicle means a vehicle used or available for use in a passenger service for the carriage of passengers that is designed or adapted to carry 12 or fewer persons (including the driver).

Note 3

A power-operated door may be deemed acceptable in terms of potential injury or entrapment of a person due to excessive closing force if:

- a) the door is located at the left-front of the vehicle within the **driver's clear view from his seat** (without using mirrors or CCTV), and is opened and closed by means of a driver-operated control, or
- b) the door automatically opens when it meets an obstruction, and remains open until being closed using the driver-operated control, or
- c) in the event that the door closes onto part of a person, the person can readily extract the trapped part. **For compressed air- or vacuum-operated doors only** see [Technical Bulletin 5: Door test procedure: Compressed air- or vacuum-operated doors](#)).

Figure 6-2-1. Approved child safety lock sign (white text on red background)



WARNING: Door cannot be opened from inside if child safety lock is on.

Summary of legislation

Applicable legislation

- [Land Transport Rule: Passenger Service Vehicles 1999](#).

Mandatory equipment

General

1. Refer to [section 6-1](#).
2. A PSV must have at least one doorway for passenger entry or exit on the left-hand side of the vehicle, unless it is:
 - a) an outdoor-access vehicle, and a doorway for passenger entry or exit is provided in the rear, or
 - b) a vehicle fitted with equipment for people with special mobility requirements.
3. On a motor vehicle that entered service as a PSV on or after 1 July 2000, a door, except a left-front door alongside and within direct line of sight of the driver, must have a device that warns the driver if the door is not closed properly.

Power-operated doors

4. A motor vehicle that entered service as a PSV before 1 July 2000 that has a door which is controlled from the driver's seat must have:
 - a) a sign by the door, in letters at least 10 mm high, which states: In an emergency use door control by the driver's seat, or
 - b) emergency controls which:
 - i. can be operated in an emergency when the PSV is stationary, and
 - ii. are fitted on or next to the door, both inside and outside the vehicle, and

iii. have easy-to-understand operating instructions fitted next to them, both inside and outside the vehicle.

5. A motor vehicle that entered service as a PSV on or after 1 July 2000 that has a door which is controlled from the driver's seat must have emergency controls which:

- a) can be operated in an emergency when the PSV is stationary, and
- b) are fitted on or next to the door, both inside and outside the vehicle, and
- c) have easy-to-understand operating instructions fitted next to them, both inside and outside the vehicle.

Performance

General

6. A door and its operation must meet the requirements of [section 6-1](#), except:

- safety devices installed during the manufacture of the vehicle to prevent the doors from being opened from the inside of the vehicle (eg a child safety lock (Note 1)) must be removed or permanently deactivated (unless the vehicle is a small passenger service vehicle (Note 2) and a sign approved by NZTA is displayed at the outer door handle), and
- doors that are not controlled by the driver must be able to be opened from both inside and outside the vehicle when someone is in the vehicle except when the occupant has locked the doors, and
- a door must be operable by any occupant next to the door, from inside the vehicle.

7. A doorway provided for passenger entry or exit must be clear of obstruction.

8. A door must not lock automatically when it is closed.

9. Speed-sensitive or other automatically operating central-locking devices fitted to a small passenger service vehicle (Note 2) must not automatically cause any door to be locked while the vehicle is stationary.

Power-operated doors

10. A power-operated door must be maintained so that the opening and closing force of the door, or its method of operation, is unlikely to injure or trap any person (Note 3).

Modification

11. If a PSV doorway has been modified since it was last certified for operation in-service and the modification has affected the door's operation or the doorway dimensions, the doorway must comply with the requirements for [entry certification](#).

Page amended **1 November 2014** (see [amendment details](#)).

6-3 PSV entry and exit steps, ramps and hoists

Reasons for rejection

Mandatory requirement

1. A wheelchair ramp or hoist fitted to a PSV that entered service as a PSV in New Zealand on or after 1 July 2000, or a wheelchair ramp or hoist fitted to a PSV on or after 1 July 2000, does not have evidence of LVV specialist certification,

that is the vehicle is not fitted with a valid LVV certification plate.

2. A wheelchair hoist fitted to a PSV that entered service as a PSV in New Zealand on or after 1 July 2000, or a wheelchair hoist fitted to a PSV on or after 1 July 2000, does not have evidence that it is load-rated for 300kg or more.

Condition and performance

3. An entry and exit step or ramp:

- a) does not have a slip-resistant tread surface, or
- b) does not provide safe entry or exit for occupants, eg:
 - i. the tread surface is slippery or has significantly deteriorated, or
 - ii. the structure or its attachment is loose or significantly deteriorated.

4. A ramp or retractable step does not:

- a) operate correctly, or
- b) remain secure in its retracted position or when in use.

Wheelchair hoists (Note 1)

5. A wheelchair hoist:

- a) does not operate correctly, or
- b) is not securely fitted to the vehicle, or
- c) has a component which is missing, insecure or has significantly deteriorated, or
- d) if power-operated, does not incorporate a braking function that actuates when the control device is released, or
- e) when powered down, does not have a device that prevents jacking of the vehicle, or
- f) if side-mounted, does not have a means of warning the driver when the hoist is not stowed, or
- g) has moving parts which touch the vehicle during the raising/lowering cycle, or
- h) platform does not provide safe parking for the wheelchair, or
- i) is not fitted with a constraint to prevent the wheelchair rolling off the platform, or
- j) platform cannot be manually deployed and lowered.

Wheelchair ramps (Note 2)

6. On a vehicle fitted with a wheelchair ramp that entered passenger service in New Zealand on or after 1 July 2000, or on a PSV fitted with a wheelchair ramp on or after 1 July 2000, a wheelchair ramp and its fitting to a PSV:

- a) does not, from the driving position, allow an unobstructed view of :
 - i. the exterior and interior of the doorway used for entry and exit, or
 - ii. the wheelchair parking position, or
 - iii. the ramp, unless where the ramp is power operated and cannot be seen clearly by the driver, or

- b) if it is power operated and cannot be clearly seen by the driver, does not stop or retract if it meets an obstruction before it is fully extended, or
- c) does not have on the ramp side edges:
 - i. a safety ridge, or
 - ii. a conspicuous stripe at least 20 mm wide, or
- d) does not have adequate illumination of the fully extended ramp to enable safe use during the hours of darkness, or
- e) if it is power operated, the ramp:
 - i. has no audible warning while the ramp is extending or retracting, or
 - ii. has no safety system to prevent the vehicle from moving off while the ramp is extended, or
 - iii. cannot be manually deployed and lowered in the event of a power failure.

7. A wheelchair ramp:

- a) if side-mounted, has no device that warns the driver when the ramp is not stowed, or
- b) has a moving part which touches the vehicle during the raising/lowering cycle.

Modification

8. An entry and exit step or ramp, or a wheelchair hoist or ramp, was modified since the last CoF inspection and there is no written confirmation that items affected by the modification comply with the requirements for [entry certification](#).

Note 1

Wheelchair hoist means an appliance attached to the vehicle which is used for raising or lowering wheelchairs and their occupants into or out of the vehicle.

Note 2

Wheelchair ramp means an inclined platform that is either permanently or temporarily attached to the vehicle to allow wheelchairs and their occupants into or out of the vehicle.

Summary of legislation

Applicable legislation

- [Land Transport Rule: Passenger Service Vehicles 1999](#)
- AS 3856.1–1991
- AS 3856.2–1991
- AS/NZS 3856.1–1998
- AS/NZS 3856.2–1998.

Mandatory requirement

1. On a vehicle fitted with a wheelchair ramp that entered passenger service in New Zealand on or after 1 July 2000, or on a PSV fitted with a wheelchair ramp on or after 1 July 2000, a wheelchair ramp and its fitting to a PSV must be

certified by an LVV specialist certifier.

2. On a vehicle fitted with a wheelchair hoist that entered passenger service in New Zealand on or after 1 July 2000, or on a PSV fitted with a wheelchair hoist on or after 1 July 2000, a wheelchair hoist and its attachment to a PSV must be certified by an LVV specialist certifier.

3. On a vehicle fitted with a wheelchair hoist that entered passenger service in New Zealand on or after 1 July 2000, or on a PSV fitted with a wheelchair hoist on or after 1 July 2000, a wheelchair ramp or hoist must display a load rating of at least 300kg.

Condition and performance

4. The step-tread surfaces of entry and exit steps and ramps must be of a slip-resistant material.

5. Entry and exit steps and ramps must provide safe entry or exit for the occupants of a PSV.

6. External steps and ramps must be constructed so that they are not likely to injure any person.

Wheelchair hoists (Note 1)

7. The vehicle must be safe to be operated.

8. The components and materials must be fit for their purpose and within safe tolerance of their state when manufactured or modified.

Wheelchair ramps (Note 2)

9. On a vehicle fitted with a wheelchair ramp that entered passenger service in New Zealand on or after 1 July 2000, or on a PSV fitted with a wheelchair ramp on or after 1 July 2000:

a) there must be an unobstructed view from the driving position, either directly or indirectly of:

i. the exterior and interior of the doorway used for entry and exit, and

ii. the wheelchair parking position, and

iii. the ramp, except where the ramp is power operated and cannot be seen clearly by the driver, it must be fitted with a sensor so that the ramp stops or retracts if it meets an obstruction before it is fully extended, and

b) ramps must have a slip-resistant surface, and

c) ramps must have:

i. a safety ridge along the side edges, or

ii. a conspicuous stripe, at least 20mm wide, along the side edges, and

d) there must be adequate illumination of the fully extended ramp to enable safe use during the hours of darkness, and

e) power-operated ramps must:

i. be fitted with a device that gives audible warning while the ramp is extending or retracting, and

ii. have a safety system to prevent the vehicle from moving off while the ramp is extended, and

iii. be able to be operated in the event of power failure.

Modification

10. An entry and exit step or ramp, or a wheelchair hoist or ramp, fitted to or modified on a light PSV since it was last certified for operation in-service, must meet the requirements for [entry certification](#).

Page amended **1 November 2017** (see [amendment details](#))

Page updated **9 May 2018** (see [details](#))

6-4 PSV emergency exits

Reasons for rejection

Mandatory equipment

Emergency exits (Note 3)

1. The compartment (Note 2) of a heavy PSV does not have at least (Note 6):
 - a) two emergency exits, if the compartment accommodates 26 or fewer persons, or
 - b) three emergency exits, if the compartment accommodates 27 or more persons, or
 - c) four emergency exits, if the compartment accommodates 36 or more persons and the vehicle entered service as a PSV in New Zealand on or after 1 September 1999.

Signs and markings (Note 1)

2. A dedicated emergency exit does not have at least one of the following:
 - a) a coloured band on the inside frame, at least 20mm wide, which contrasts with the background
 - b) signs on the exit, both inside and outside the PSV, with the words EMERGENCY EXIT in letters that are at least 75mm high.
3. A clear instruction sign for opening the exit:
 - a) is not displayed on or next to every dedicated emergency exit and power-operated passenger entry and exit door, both inside and outside the PSV, or
 - b) does not include the word "Emergency" in letters that are at least 10mm high, or
 - c) does not have words or drawings that identify the exit, and that clearly identify and describe or illustrate its operating mechanism.

Dedicated emergency exits (Note 4)

4. A breakable-glass dedicated emergency exit does not have a device (eg a hammer) that is capable of breaking the glass fitted in a prominent position on or next to the glass, inside the PSV.
5. The glazing of a breakable-glass dedicated emergency exit:
 - a) is laminated, or
 - b) is not made of readily breakable, toughened safety glass (refer to [section 5-1](#) of this manual for markings), or

c) has been modified, covered or treated in a way which might adversely affect the breakability or the removal of the glass, eg it has a vinyl overlay (Note 7).

6. A chain or similar device used to retain a dedicated emergency exit is not easily breakable or detachable.

7. A seat which is designed to tilt out of the way to provide access to a dedicated emergency exit does not have:

- a) a single-action tilting mechanism, or
- b) a tilting mechanism that has an automatic locking device which locks the seat in the tilted position, or
- c) operating instructions.

Performance

Dedicated emergency exits (Note 4)

8. The removal of a readily removeable glass-breaking device (eg a hammer) does not generate an audible or visible warning to the driver that the hammer has been removed or tampered with.

9. A dedicated emergency exit, including its control mechanisms or associated equipment:

- a) is likely to injure or trap any person, if it is operated according to the operating instructions, or
- b) does not open easily from both inside and outside the vehicle when stationary, or
- c) has sharp edges on the frame, or
- d) has security locks or similar devices that do not give audible and visible warning to the driver when the exit is locked and the engine is running.

10. Internal access to a dedicated emergency exit is obstructed.

11. A hinged or hatch-type dedicated emergency exit does not open easily from both inside and outside the PSV (Note 5).

12. The opening of a hinged or hatch-type dedicated emergency exit does not generate an audible warning to the driver that the opening mechanism is activated, with the exception of:

- a) an emergency hatch in the floor of the upper deck of a double-decked vehicle
- b) an emergency roof hatch, if its internal opening device is sealed in such a way that it is clearly apparent if the seal has been opened
- c) an emergency window, if its internal opening device is sealed in such a way that it is clearly apparent if the seal has been opened.

Modification

13. An emergency exit was modified (including fitting or removal) since the last CoF inspection and there is no written confirmation that items affected by the modification comply with the requirements for [entry certification](#).

Note 1

These requirements are for heavy PSV emergency exit signs. Section 7-10 covers signs and instructions generally.

Note 2

Compartment, for the purposes of emergency exits, means:

- a) the separated driver's compartment
- b) the upper and lower passenger compartments of a double-decked vehicle
- c) the front and rear sections of the passenger compartment of an articulated bus
- d) the passenger compartment of a single-decked non-articulated bus.

Note 3

Emergency exit means:

- a) a door used for the entry and exit of the occupants and, for this purpose, a door of double width is a single emergency exit
- b) the access between the front and rear sections of an articulated bus
- c) the stairway from the upper deck to the lower deck
- d) a dedicated emergency exit.

Note 4

Dedicated emergency exit means any doorway, window, hatch or other opening that is designed and constructed solely to provide a means of leaving the vehicle in the event of an emergency.

Note 6

A sliding or similar type of dedicated emergency exit, which is likely to jam even with slight distortion of the vehicle body, must not be taken into account when counting the number of required emergency exits

Note 7

An overlay may be fitted providing it has a gap of at least 4mm between the overlay material and the window edge where it meets the rubber seal or the edge of the adhesive. The gap must be around the entire perimeter of the exit and around a burst device.

Summary of legislation

Applicable legislation

- [Land Transport Rule: Passenger Service Vehicles 1999](#).

Mandatory equipment

Emergency exits (Note 3)

1. The compartment (Note 2) of a heavy PSV must have at least:
 - a) two emergency exits, if the compartment accommodates 26 or fewer persons, or
 - b) three emergency exits, if the compartment accommodates 27 or more persons, or
 - c) four emergency exits, if the compartment accommodates 36 or more persons and the vehicle entered service as a PSV in New Zealand on or after 1 September 1999.

Signs and markings (Note 1)

2. A dedicated emergency exit must have:
 - a) a coloured band on the inside frame, at least 20 mm wide, which contrasts with the background, or
 - b) signs on the exit, both inside and outside the PSV, with the words EMERGENCY EXIT in letters that are at least 75mm high.
3. A clear instruction sign for opening the exit must be displayed:
 - a) both inside and outside the vehicle on or next to every:
 - i. power-operated passenger entry and exit door, and
 - ii. dedicated emergency exit, and
 - b) the clear instruction sign must include:
 - i. the word "Emergency" in letters that are at least 10 mm high, and
 - ii. words or drawings that identify the exit, and clearly identify and describe or illustrate its operating mechanism.

Dedicated emergency exits (Note 4)

4. A breakable-glass dedicated emergency exit must have a device that is capable of breaking the glass to enable the safe exit of passengers:
 - a) is provided in a prominent position on or next to the glass, on the inside of the vehicle, and
 - b) if the device is readily removeable there must be an audible or visual alarm system that alerts the driver if the device is removed or tampered with.
5. Seats which are designed to tilt out of the way to provide access to a dedicated emergency exit must have:
 - a) a single-action tilting mechanism, and
 - b) a tilting mechanism that has an automatic locking device which locks the seat in the tilted position, and
 - c) operating instructions.
6. A chain or similar device used to retain the dedicated emergency exit must be easily breakable or detachable.
7. The glazing of a breakable-glass dedicated emergency exit must:
 - a) not be laminated, and

- b) be made of readily breakable, toughened safety glass (refer to section 5-1 of this manual for markings), and
- c) not be modified, covered or treated in a way which might adversely affect the breakability or the removal of the glass.

Performance

Dedicated emergency exits (Note 4)

8. A dedicated emergency exit, its control mechanisms and associated equipment must comply with the following requirements:

- a) its operation must be unlikely to injure or trap any person, if it is operated according to the operating instructions, and
- b) it must open easily from both inside and outside the vehicle when stationary, and
- c) the frame must not have sharp edges, and
- d) security locks or similar devices, if fitted, must have a device which gives audible and visible warning to the driver when the exit is locked and the engine is running.

9. Internal access to a dedicated emergency exit must not be obstructed.

10. A dedicated emergency exit must open easily from both inside and outside the PSV.

11. A dedicated emergency exit must have an audible alarm system to warn the driver if the opening mechanism is activated, with the exception of:

- a) a breakable-glass dedicated emergency exit
- b) an emergency hatch in the floor of the upper deck of a double-decked vehicle
- c) an emergency roof hatch or emergency window, if its internal opening device is sealed in such a way that it is clearly apparent if the seal has been opened.

Modification

12. If an emergency exit or dedicated emergency exit is modified (including fitting or removal) on a heavy PSV since it was last certified for operation in-service, the emergency exit or dedicated emergency exit must meet the requirements for [entry certification](#).