

Correct as at 27th June 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Heavy PSVs > Entrance and exit > PSV emergency exits

## 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](#).

Page amended 1 October 2023 (see [amendment details](#)).