

Land Transport Rule Passenger Service Vehicles

Consolidated Rule
with amendments incorporated
as at
1 December
2016

The consolidation of the Rule and its amendments is intended to provide up-to-date details of the current requirements. It is not the official version of the Rule.

Preface

The consolidated Rule brings together the requirements relating to passenger services vehicles in the principal Rule and its amendments. These Rules were produced, under an agreement with the Secretary for Transport, by the NZ Transport Agency (NZTA) or its predecessor land transport Crown entities. They were signed into law by the Minister of Transport or his or her delegate under the Land Transport Act 1998

The principal Rule

Land Transport Rule: Passenger Service Vehicles 1999 (the Rule), which came into force on 1 September 1999, specifies the legal requirements for the design and construction of all passenger service vehicles in New Zealand. The definition of 'passenger service vehicle' includes privately owned and operated vehicles that have more than 12 seats or that are heavy motor vehicles with more than nine seats.

Amendment 1

Following public consultation, the Rule was amended with effect from 1 April 2006 as a consequence of the transferring of requirements relating to the assigning and affixing of VINs from the Traffic Regulations 1976 to Land Transport Rule: Vehicle Standards Compliance Amendment 2005 and the updating of those requirements.

Amendment 2

The Rule was further amended with effect from 29 June 2007 to:

- add new joint Australian and New Zealand standards as alternative standards with which the design and construction of wheelchair hoists, ramps and occupant restraints, and the attachment of hoists and ramps to a passenger service vehicle, must comply; and
- add a standard for equipment fitted in passenger service vehicles to assist visually- or hearing-impaired persons.

Minor amendments were also made to update references to other Rules, and to amend definitions.

Amendment 3

Following public consultation, the Rule was amended with effect from 17 January 2008 :

- to replace the reference in the Rule to safety plans from the Occupational Safety and Health Services (OSH) with a reference to the Amusement Devices Regulations 1978, because the Department of Labour (of which OSH is a branch) does not issue or approve safety plans for the operation of motor vehicles or trailers; and
- to correct an incomplete citation of a vehicle standard in the Rule.

Amendment 4

With effect from 7 May 2009, the Rule was amended:

- to allow small passenger service vehicles to retain 'child safety locks' provided that a sign, approved by the Agency, is displayed at the outer door handle;
- to correct the wording of the provision relating to seat spacing and include alternative requirements relating to backrests;
- to amend the dimension requirements for the passenger doors of stretch limousines and serial production vehicles;
- to relax the existing height requirement for the floor/door sill of a heavy stretch limousine;
- to specify that the aisle height in a stretch limousine must be equal to or greater than the height of the doorway(s) serviced by that aisle;
- to relax emergency exit requirements for stretch limousines; and
- to align the Rule with the definition of 'chassis rating' in Land Transport Rule: Heavy Vehicles 2004.

Amendment 5

With effect from 1 April 2010, the Rule was amended:

- to provide alternative standards to UN/ECE Regulations No. 36 and 52 to enable imported new vehicles to be certified for compliance with the technical requirements in the Rule. This change was made because Regulations No. 36 and 52 have been cancelled by the UN and alternative standards have not yet been legally adopted by New Zealand.

Amendment 6

With effect from 1 October 2012, the Rule was amended:

Exceptions

- to update the statutory references to passenger service vehicles that are exempt from the Rule by replacing the previous references to the, now repealed, Transport Services Licensing Act 1989;

Doorways

- to relax the restrictions on the minimum door entry height for some large passenger service vehicles – typically operating as school buses – to enable them to carry standing passengers;
- to set out the means of satisfying the requirement that power-operated doors in passenger service vehicles address the safety risk of doors trapping or injuring passengers;
- to allow the fitting of a speed-sensitive or other automatic door-locking device provided that the device does not lock the doors on a small passenger service vehicle while the vehicle is stationary;

Entry and exit steps and ramps

- to align the requirement for the surfaces of entry and exit steps, aisle steps and ramps and wheelchair ramps with overseas standards by replacing the words “non-slip” with the more practical term ‘slip resistant’;
- to correct an error in the Rule relating to the use of extending steps for access to passenger service vehicles;

Aisles

- to allow a reduction in the minimum aisle height from 1.83 m to 1.80 m to accommodate imported fully-built-up buses, provided that their Certificate of Loading allows only primary- and intermediate-school pupils to stand;

Seating

- to allow sideways-facing folding seats without armrests to be fitted in heavy passenger service vehicles to enable the carriage of wheelchairs and pushchairs;
- to provide for tilting seats;

Vision from the driving position

- to require that the driver of a passenger service vehicle has a clear view of passengers to assist in monitoring passenger safety, including a view of any persons outside the vehicle near the rear doors;

- to remove prescriptive requirements that limit the use of camera systems for providing the driver with indirect views from the driving position, and remove the duplicated reference to closed-circuit camera screens that provide a view to the rear when the vehicle is reversing;

Emergency exits

- to clarify the requirements relating to the emergency exit signage for entry and exit doors, and relax the prescriptive wording requirements to allow the use of commercially available products that may use different wording but that convey the correct message;
- to allow the use of different types of device that become available with advances in technology for breaking the glass in emergency exit windows;
- to assist compliance with the Rule by specifying that a gap between the rear window used as an emergency exit and the rear of the seats in front of it has to be bridged only if the gap is large enough (that is, more than 150 mm wide) to cause difficulties for passengers using the exit in an emergency;

Guard rails and partitions

- to clarify the requirements for fitting guard rails or partitions in front of seats for occupant protection in the event of sudden deceleration of the vehicle;

Fire fighting and protection against fire

- to reduce the risk of fires by requiring that the engine compartments of heavy rear- and mid-engined buses be kept clean and well maintained, and introduce additional measures to reduce the risk of electrical fires resulting from the short-circuiting of battery terminals and leads;
- to reduce the risk of theft of, or interference with, fire extinguishers carried in passenger service vehicles, without decreasing the level of fire preparedness;

Loading

- to align the requirements for the minimum percentage of mass carried on the front axle with that required for heavy rigid vehicles by Land Transport Rule: Vehicle Dimensions and Mass 2002;

Baggage, freight and pushchairs

- to clarify the requirements for the safe containment of baggage and freight carried on a light passenger service vehicle;
- to provide for greater flexibility in the design of multi-purpose spaces that can be used by pushchairs;

Steering systems

- to prohibit the entry into service as a passenger service vehicle of a left-hand-drive vehicle;

Changes in terminology used in Rule

- to replace the terms ‘certifier’ and ‘authorised’ with, respectively, ‘vehicle inspector’ and ‘appointed’ to align with the current terminology as used in Land Transport Rule: Vehicle Standards Compliance 2002;

Wheelchairs

- to require wheelchair restraints to be provided in all passenger service vehicles that are designed to transport forward-facing wheelchairs;
- to require wheelchair restraints to be provided in light passenger service vehicles that are designed to transport rearward-facing wheelchairs;
- to require spaces designed to transport rearward-facing wheelchairs in all passenger service vehicles to be fitted with backrest head supports;

Certificate of Loading

- to provide options for simpler and more flexible Certificate of Loading requirements for operators of heavy passenger service vehicles;
- to require the calculation of the number of standing passengers allowed on a vehicle to take account of a specified floor area adjacent to the rear door that has a sign and is not available for standing passengers;
- to require the weight of the driver and any other crew member to be taken into account when the vehicle’s loading is calculated;
- to exclude passenger service vehicles with nine or fewer seats from the requirement to have an occupant loading calculation done;
- to require that the weights of any wheelchairs to be carried in passenger service vehicles be included when calculating the maximum deemed passenger loading for the vehicle;

Definitions

- to add definitions of ‘dedicated wheelchair position’ and ‘left-hand-drive vehicle’.

Amendment 7

Following consultation on proposed amendments in *Land Transport Rule: Omnibus Amendment 2014*, the Rule was amended with effect from 1 November 2014.

The objective of the amendment Rule was to make changes to the Passenger Service Vehicles Rule so that:

- the description of aisle space was clarified; and

- requirements for the fitting, certification and labelling of roof-racks on light passenger service vehicles were removed.

Amendment 8

Following consultation on proposed amendments in *Land Transport Rule: Omnibus Amendment 2016*, the Rule was amended with effect from 1 December 2016 to update how the Rule refers to the qualifications of persons who conduct inspections of certain electrical equipment in vehicles, in line with the *Electricity Act 1992*.