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Reference: C.N.156.2002.TREATIES-1 (Depositary Notification)

AGREEMENT CONCERNING THE ADOPTION OF UNIFORM TECHNICAL
PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS
WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND
THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS
GRANTED ON THE BASIS OF THESE PRESCRIPTIONS.
GENEVA, 20 MARCH 1958

REGULATION NO. 36. UNIFORM PROVISIONS CONCERNING THE
APPROVAL OF LARGE PASSENGER VEHICLES WITH REGARD
TO THEIR GENERAL CONSTRUCTION
1 MARCH 1976

PROPOSAL OF AMENDMENTS TO REGULATION

On 5 February 2002, the Secretary-General received from the Administrative Committee of the above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to the above Regulation.

..... A copy, in the English and French languages, of the document containing the text of the proposed amendments is transmitted herewith (doc. TRANS/WP.29/822). (*Copies of the proposed amendments are transmitted in hard copy only*).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement which read as follows:

"2. An amendment to a Regulation will be considered to be adopted unless, within a period of six months from its notification by the Secretary-General, more than one-third of the Contracting Parties applying the Regulation at the time of notification have informed the Secretary-General of their disagreement with the amendment. If, after this period, the Secretary-General has not received declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation, the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the unamended Regulation will be regarded as an alternative to the amended Regulation and will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force. In this case the obligations of the Contracting Parties applying the Regulation shall be the same as set out in paragraph 1.

Attention: Treaty Services of Ministries of Foreign Affairs and of international organizations concerned.

3. Should a new Contracting Party accede to this Agreement between the time of the notification of the amendment to a Regulation by the Secretary-General and its entry into force, the Regulation in question shall not enter into force for that Contracting Party until two months after it has formally accepted the amendment or two months after the lapse of a period of six months since the communication to that Party by the Secretary-General of the proposed amendment.”

20 February 2002

A handwritten signature in black ink, consisting of a stylized, cursive script that is difficult to decipher but appears to be a personal name or initials.



**Economic and Social
Council**

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TRANS/WP.29/822
22 January 2002

ENGLISH
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and FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

DRAFT SUPPLEMENT 6 TO THE 03 SERIES
OF AMENDMENTS TO REGULATION No. 36

(Large capacity passenger vehicles)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its nineteenth session, following the recommendation by WP.29 at its one-hundred-and-twenty-fifth session. It is based on document TRANS/WP.29/2001/55, not amended (TRANS/WP.29/815, para. 128).

Paragraph 2.9., amend to read:

"2.9. "Escape hatch" means an opening in the roof or floor intended for use as an exit by passengers in an emergency only."

Paragraph 5.5.2.2., amend to read:

"5.5.2.2. No part of fuel filler-holes shall be less than 50 cm from any service door or emergency door aperture when the fuel tank is intended to contain petrol, and not less than 25 cm when it is intended to contain diesel fuel; they shall moreover not be in the passenger compartment, nor in the driver's compartment. Fuel-filler-holes shall not be so located that there is a risk of fuel falling on to the engine or exhaust system during filling."

Paragraph 5.6.1.6., amend to read:

"5.6.1.6. Each rigid section of an articulated vehicle shall be treated ... the minimum number of exits. A number of passengers ..."

Paragraph 5.6.1.9., amend to read:

"5.6.1.9. Escape hatches, additional to the emergency doors and windows, shall be fitted in Class II and Class III vehicles. They may also be "

Paragraph 5.6.2.2., amend to read:

"5.6.2.2. 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 per cent 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 per cent 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."

Paragraph 5.6.2.4., amend to read:

"..... respectively. For Class I vehicles and for vehicles with a rear part permanently closed off from the passengers' compartment, this provision is fulfilled if an escape hatch is fitted."

Paragraph 5.6.2.7., amend to read:

"..... middle third of the vehicle; if there are two hatches,"

Paragraphs 5.6.9.1. and 5.6.9.2., amend to read:

- "5.6.9.1. Every escape hatch shall operate so as not to obstruct the clear passage from inside or outside the vehicle.
- 5.6.9.2. Roof escape hatches shall be either ejectable, hinged or made of readily breakable safety glass. Floor hatches shall be either hinged or ejectable and shall be fitted with an audible warning device to warn the driver when it is not securely closed. The floor escape hatch lock, and not the movement of the hatch itself, shall actuate this device. Floor escape hatches shall be proofed against unintentional operation. However this requirement shall not apply if the floor hatch is locked automatically when the vehicle is moving at a speed exceeding 5 km/h."

Insert new paragraphs 5.6.9.3. to 5.6.9.5., to read:

- "5.6.9.3. Ejectable types shall not become totally detached from the vehicle when operated such that the hatch is not a danger to other road users. The operation of ejectable escape hatches shall be such that inadvertent operation is effectively prevented. Floor ejectable hatches shall eject only into the passenger compartment.
- 5.6.9.4. Hinged escape hatches shall hinge along the edge towards the front or rear of the vehicle and shall hinge through an angle of at least 100 degrees. Hinged floor escape hatches shall hinge into the passenger compartment.
- 5.6.2.9.5. Escape hatches shall be capable of being easily opened or removed from the inside and from the outside. However, this requirement shall not be construed as precluding the possibility of locking the escape hatch for the purpose of securing the vehicle when unattended, provided that the escape hatch can always be opened or removed from the inside by the use of the normal opening or removal mechanism. In the case of a readily-breakable hatch, a device shall be provided adjacent to the hatch, readily available to persons inside the vehicle, to ensure that the hatch can be broken."

Insert a new paragraph 5.7.4.1., to read:

- "5.7.4.1. Escape hatches in the roof"

Paragraphs 5.7.4.1. and 5.7.4.2.(former), renumber as paragraphs 5.7.4.1.1. and 5.7.4.1.2.

Insert a new paragraph 5.7.4.2., to read:

"5.7.4.2. Escape hatches in the floor

In the case of an escape hatch fitted in the floor, the hatch shall give direct and free access to the exterior of the vehicle and be fitted where there is a clear space above the hatch equivalent to the height of the gangway. Any heat source or moving components shall be at least 500 mm from any part of the hatch aperture.

It shall be possible to move a test gauge in the form of a thin plate having 600 mm x 400 mm with corners radiused by 200 mm in a horizontal position from a height above the floor of the vehicle of 1.00 m to the ground."
