

# **Omnibus Licencing Evaluation (S6)**

**Version 1.0**

**February 2014**

***Section 3 of the National Heavy Vehicle Regulator's Code of Practice for the Approval of Heavy Vehicle Modifications***

# Omnibus Licencing Evaluation

## CODE S6

### 1. Scope

The following is a summary of the evaluation which may be approved by officers authorised with modification code S6 – Omnibus Licencing Evaluation.

Specific requirements for ratings approved under this Code are included later in this Section S6.

Refer also to Section S – Vehicle Rating for general technical guidelines for ratings performed under this Code.

#### 1.1 Ratings covered under code S6

This Code is to be used to check that, vehicles of the following type do not exceed the safe mass limits specified by the vehicle manufacturer or the Regulatory Authorities:

- Any omnibus prior to the issue of a licence or permit issued in respect to the carriage of passengers.

#### 1.2 Ratings not covered under code S6

This Code is not to be used for any other vehicle rating.

### 2. Compliance with the vehicle standards

The vehicle must comply with all applicable Australian Design Rules or Regulations/Acts.

### 3. Specific requirements

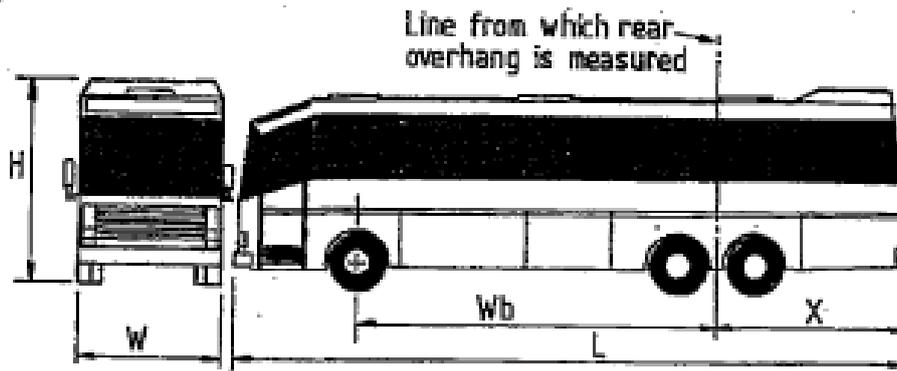
#### 3.1 Vehicle Outer Dimension

The vehicle dimensions must comply with those specified in the *Transport Operations (Road Use Management—Mass, Dimension and Loading) Regulation 2005*, ie.

##### 3.1.1 Length

###### 3.1.1.1 Rigid Omnibus

A length, L of 12.2 metres maximum is permitted provided X is not less than 2.7 metres.  
A length of 12.8 metres maximum is permitted for buses with tandem and twin steer axles.

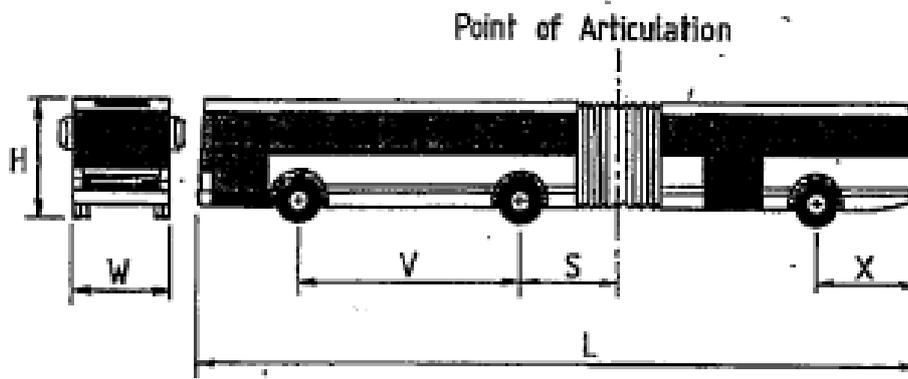


### 3.1.1.2 Articulated Omnibus

$S$  shall not exceed 40% of  $V$ .

All parts of an articulated bus except mirrors and signalling devices shall be capable of moving within a circular tract having an inner radius of 5.3 metres and an outer radius of 12 metres.

Notes: The 18 metres and 12.8 metres maximum length must be approved by the Commissioner of Transport, on routes approved by him.



### 3.1.2 Width

Maximum width is 2.5 metres excluding any rear vision mirrors or signalling devices

### 3.1.3 Height

Maximum height for single deck omnibuses is 4.3 metres and for double deck omnibuses is 4.4 metres.

### 3.1.4 Rear Overhang

The rear overhang must not exceed 3.2 metres for a single axle or 3.7 metres for a dual axle group.

### **3.2 Vehicle Access**

In the case of any omnibus with a longitudinal aisle, there must be at least one means of access for passengers on the left hand side of the omnibus.

The access must be clear of any obstruction and be fitted with hand grips on either side.

Width of the access opening inboard as far as the lower step must be not less than 550mm.

The height from the lowest step to the top of the access opening must be not less than 1,800mm in the case of a large omnibus, and not less than 1,200mm in the case of other omnibuses. S6

In the case of a double deck omnibus provided with an open access platform, the width of the platform must not be less than 900mm.

Access to a single row of seats must be either by longitudinal aisle or by an adjacent door fitted to the left hand side of the vehicle. The width of such an access opening must be not less than 550mm when measured at the height of the seat cushion, and the height from the lowest step to the top of the opening must be not less than 1,375mm in the case of large omnibuses, and not less than 1,200mm in the case of other omnibuses.

No means of access may be provided on the right hand side of the omnibus, except for the driver's position and any emergency exits.

Every omnibus with an occupant capacity at over 15 persons including the driver must have access doors at every point of access. Access doors must be capable of being opened and closed by the driver from the normal driving position. Access doors must not open inward except in the case of "jack-knife" or "glide-away" doors, provided that the doors do not extend further into the vehicle than the steps provided. Internal steps must not be covered by any internal fitting to the access door when the door is closed.

### **3.3 Aisle Requirements**

Single deck omnibuses may be provided with a longitudinal aisle providing access to one or more rows of seats.

Double deck omnibuses other than those used for the carriage of seated passengers only must be provided with a longitudinal aisle on each deck.

The width of longitudinal aisles must be not less than 380mm, except in the case of small omnibuses or where any omnibus is used for the carriage of seated passengers only, where the aisle width must be not less than 300mm.

With the omnibus on a flat horizontal surface, no part of the floor area of any longitudinal aisle may have a gradient greater than 1 in 16 areas intended for standing passengers.

### **3.4 Head Room**

The height from any point on the longitudinal centreline of the longitudinal aisle to the ceiling must be not less than:

- (i) 1,800mm for a large omnibus involved in frequent stops taking up or setting down passengers en route;
- (ii) 1,650mm for each deck of a double deck omnibus and for a large omnibus not involved in frequent stops taking up or setting down passengers en route;
- (iii) 1,350mm for other omnibuses, or 1,200mm where the aisle length is not more than 2 metres.

In a vehicle without a longitudinal centre aisle, the height inside the vehicle from any point on the longitudinal centreline of the vehicle to the ceiling must not be less than:

- (i) 1,500mm for a large omnibus; or
- (ii) 1,200mm for other omnibuses.

### **3.5 Access Steps**

The height of the lowest access step, for an unladen vehicle relative to the ground, should be:

- (i) For side access to a multi-axle drive off-road vehicle, not more than 450mm;
- (ii) For an access in the back of a multi-axle drive off-road vehicle, not more than 500mm;
- (iii) For an access to a single row of seats in an omnibus having an occupant capacity of up to 15 persons including the driver, not more than 450mm;
- (iv) For other vehicles, between 250mm and 410mm.

Riser height should not be more than 300mm.

Width of the steps should be less than the width of the opening in the case of the lowest step, and not less than 450mm in the case of other access steps.

The tread depth should be not less than 225mm for large omnibuses, 180mm for small omnibuses, or 180mm for a width of 300mm in the case of the lowest step of an omnibus having an occupant capacity of up to 15 persons including the driver.

The tread of one step may undercut the treads of the next highest step, provided that when viewed from above, not less than 180mm of the lower step is visible, or not less than 140mm in the case of an omnibus having an occupant capacity of up to 15 persons including the driver.

All steps should be provided with a ski-resistant tread surface.

### **3.6 Guard Rails**

Large omnibuses should be fitted with a guard rail to prevent any passenger from accidentally coming into contact with the driver, vehicle controls or obstructing the driver's view.

Service omnibuses should be fitted with a passenger safety rail directly in front of the forward seat behind the step well on the left hand side of the vehicle.

### 3.7 Rear Vision Mirrors

For buses having an access door(s) to the rear of the driver, external rear vision mirrors should be provided to give the driver adequate view of such a door and its approach.

An internal rear vision mirror should be provided to give the driver an adequate view of doors, door approaches, and the passenger compartment generally.

### 3.8 Hand Straps, Rails and Grips

Omnibuses should be provided with a suitable number of hand straps, rails or grips positioned for the convenience and safety of passengers.

### 3.9 Floors

Floors should be finished and maintained with a skid resistant surface.

Floors must be of sound construction and sealed to prevent further fumes and dust from entering the vehicle interior.

### 3.10 Emergency Exits

The requirements of Clause 3.10 will not apply in the case of an omnibus which:

- (i) is equipped to seat up to 12 persons including the driver;
- (ii) does not exceed 2 metres in overall width;
- (iii) is fitted with one or more doors on each side of the vehicle; and
- (iv) Provides access from any seating position to any door having an area not less than 0.7 metres<sup>2</sup> and with no dimension less than 0.5 metres.

Except in the case of an omnibus described above, every single-deck omnibus must be provided with a means of emergency exit.

The location of such an exit must be:

- (i) in the extreme rear of the vehicle; or
- (ii) in the roof of the vehicle in the rear half of the passenger compartment provided that there is an additional means of emergency exit located in the right hand side of the rear half of the passenger compartment. The additional emergency exit must have a minimum area of 0.32 metres<sup>2</sup> and no dimension less than 0.5 metres.

The area of the emergency exit should be not less than 0.7 metres<sup>2</sup> for large omnibuses and not less than 0.52 metres<sup>2</sup> for small omnibuses. No dimension of the exit may be less than 0.5 metres.

Double deck omnibuses should be provided with one means of emergency exit above the level of the upper deck and one below the level of the upper deck. The area of the exits must be not less than 0.7 metres<sup>2</sup> with no dimension less than 0.5 metres. A rear platform may be considered an

emergency exit if it extends to the rear left hand corner and transversely across the rear of the vehicle a distance not less than 450mm.

Emergency exits must be clear of any obstruction and capable of being opened outward from the inside or the outside of the vehicle. The exit should be identified by a prominent notice on the inside and the outside, displaying the words 'EMERGENCY EXIT' and indicating the method of opening, unless the method of opening is obvious by the virtue of the exit design.

The height of the lower edge of emergency exits above the floor should be not more than 1 metre. The height of the lower edge of the emergency exits above the floor should be not less than 0.5 metres, unless the exit is protected to a height of 0.5 metres to prevent passenger contact, in which case there is no lower limit on the height.

### **3.10.1 Exit Covering**

In the case of omnibuses with an occupant capacity of up to 15 persons including the driver, an emergency exit may take the form of a hinged or latched door.

Except in the case of Clause 3.10.1, emergency exits should be closed by the use of plastic, sheet metal, heat treated or laminated safety glass carried in extruded rubber weather strips. The force required to remove the closing material applied internally or externally adjacent to any corner should be 445-700 newtons.

## **3.11 Passenger Seats**

### **3.11.1 Dimensions and Positioning**

Each passenger seat should have a width not less than 400mm measured along the front of the seat cushion.

The distance from the foremost point of each seat squab to the foremost point of its corresponding seat cushion should be not less than 350mm.

There must be no obstruction horizontally forward of the seat squab for a distance of:

- (i) 1,200mm for opposite facing seats; or
- (ii) 660mm for other seating positions when measured on the centreline of the seating position and between the top of the seat cushion and a height of 610mm above the floor.

There must be no obstruction in front of each seating position for a space of 200mm horizontally forward of the seat cushion, 150mm each side of the centreline of the seat position, and between the floor and the level of the seat cushion. Such spaces for adjacent seating positions must not intersect each other or any other spaces designated for standing passengers or minimum required aisle width. For omnibuses having an occupant capacity up to 15 persons including the driver, smoothly contoured and/or sloping surfaces (eg. engine covers and wheel archers) are not considered obstructions, provided there is access to foot space 200mm by 300mm.

The average height of each unloaded seat cushion relative to the floor should not exceed 500mm and should not be less than:

- (i) 400mm in the case of large omnibuses;
- (ii) 380mm in the case of other omnibuses; and
- (iii) 300mm when the floor level is interrupted by a wheel housing, engine cover, or similar structure.

No passenger seat may be provided on the left hand side of the vehicle ahead of the driving position.

### **3.11.2 Seat Construction and Mounting**

The top and rear of seat squabs, including any hand rail, must be free of sharp edges and projections.

The seat structure and seat mounting must be able to withstand the load requirements given in section K of this Code of Practice.

The driver's seat must be so constructed that no person can occupy any portion of the seat on the right hand side of the driver.

### **3.12 Interior Doors**

No interior door is to be provided which separates normal passenger space from the access doors or emergency exits.

### **3.13 Passenger Stop Signal**

Omnibuses involved in frequent stops taking up and setting down passengers should be fitted with a passenger stop signal within convenient reach of each passenger.

### **3.14 Interior Appointments**

Any material used in the manufacture or refurbishing of interior roof linings and other interior trimmings (including curtains and passenger seat coverings but excluding the driver's seat coverings) shall be of fire resistant material with a durable non-absorbent surface.

All interior fittings should be firmly and properly secured and finished.

### **3.15 Luggage Racks**

Where interior luggage racks are fitted, the height of the lowest part of the rack should be not less than 950mm above the seat cushion surface measured at the centre of the seating position.

Racks should be constructed so as to minimise the risk of injury to passengers by any projection or by the dislodgement of luggage during vehicle braking or cornering.

### **3.16 Interior Lighting**

The interior of all omnibuses must have lamps providing lighting for the convenience of all passengers.

Step treads and risers should be directly and adequately illuminated.

### **3.17 Demisting**

All omnibuses must be fitted with an effective demister which removes condensed moisture from, and prevents the formation of moisture on, the inside of the widescreen and window(s) to the right of the driver.

### **3.18 Tail Shaft Guards**

Provision must be made to prevent the forward end of any longitudinal transmission drive shaft from contacting the ground in the event of detachment of the forward end from its normal operating position.

### **3.19 Fuel System**

No part of the fuel tank may be less than 1,200mm from the front end of the omnibus, project beyond the overall width of the vehicle, be located in the vehicle interior or engine compartment, or in any separate compartment for the driver.

Material capable of being impregnated with fuel or lubricant should not be used in the engine enclosure or partial enclosure, unless it is protected from impregnation.

The engine compartment must be provided with drainage orifices or otherwise designed to prevent the accumulation of fuel or oil.

The remainder of the vehicle must be protected from the engine compartment and other sources of heat by heat-resistant material.

Unless effectively shielded, no flammable material may be located within 100mm of the exhaust system.

The fuel tank filler pipe should not be located within the vehicle interior or the engine compartment.

The fuel tank filler inlet must be constructed so that any leakage or overflow cannot accumulate.

The fuel tank filler inlet should be located so that:

- (i) it does not project beyond the overall vehicle width;
- (ii) it is not less than 900mm from either side of a door or emergency exit, except in the case of an omnibus having an occupant capacity of up to 15 persons including the driver;
- (iii) it is not beneath a door or emergency exit in the case of an omnibus having an occupant capacity of up to 15 persons including the driver;
- (iv) it is not located in the interior of the vehicle; and

- (v) it is not located in the engine compartment.

The fuel system must be designed to allow any fuel leaks to flow freely to the road and are incapable of contacting the exhaust system.

The design of the fuel system must not provide for gravity feed or self-sustaining feed to the carburettor or injectors.

### **3.20 Fire Extinguisher**

Every omnibus must be equipped with an efficient fire extinguisher selected and located in accordance with AS 2444-1985 "Portable Fire Extinguishers- Selection and Location".

### **3.21 Dual Tyres**

Except with permission of the registering authority, any omnibus (except one having all-wheel drive or being an articulated omnibus) equipped to seat more than 15 person, including the driver, if it has a single rear axle, should have dual tyres on both wheels of the axle.

### **3.22 Ventilation and Windows**

Every omnibus must be provided with an effective means of ventilation (either full air conditioning or not less than half the windows should be capable of opening).

All windows and interior partitions should be fitted with safety glass or non-shatterable transparent material.

### **3.23 Indication of Carrying Capacity**

The approved maximum carrying capacity should be printed in figures not less than 25mm high on the external forward section on the left hand side of the omnibus.

### **3.24 Exhaust Outlet**

The engine exhaust should be discharged at an angle of 0-45° downward to the horizontal, preferably at the back of the vehicle, but alternatively as close as possible to the rear of the right hand side.

The exhaust outlet should not discharge forward of any opening window.

The exhaust outlet should not extend beyond the perimeter of the vehicle.

### **3.25 Special Requirements for Double Deck Omnibuses**

The stairway between the lower deck and upper deck must be not less than 400mm in width, with steps, guard rail and guard panel.

The floor of the upper deck must not be more than 2.75 metres from the ground and must be adequately drained to prevent water entering the lower deck.

The upper deck must be enclosed on all sides.

With the upper deck loaded to the most critical conditions of loading and representing a full load of passengers on the deck, the vehicle must be stable when positioned on a flat surface with a 28° transverse slope.

**Checklist S6**  
**Omnibus Licencing Evaluation**  
**CODE S6**

Form No: S6  
(Y=Yes, N=No)

<b>Vehicle Owner</b>			
<b>Address</b>			
<b>Make</b>		<b>Model</b>	
<b>Body Type</b>		<b>Date of Manufacture</b>	
<b>Seating Capacity</b>		<b>Standing Capacity</b>	
<b>Tare Mass</b>		<b>GVM</b>	

Answer all relevant questions.

(Y = Yes N = No)

**1. Vehicle Dimensions**

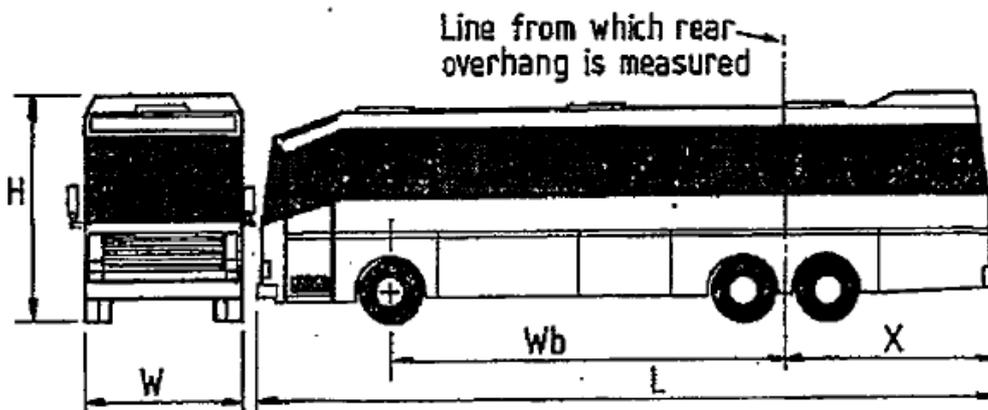
Width (W) ..... mm Overall length (L) ..... mm Height (h).....mm

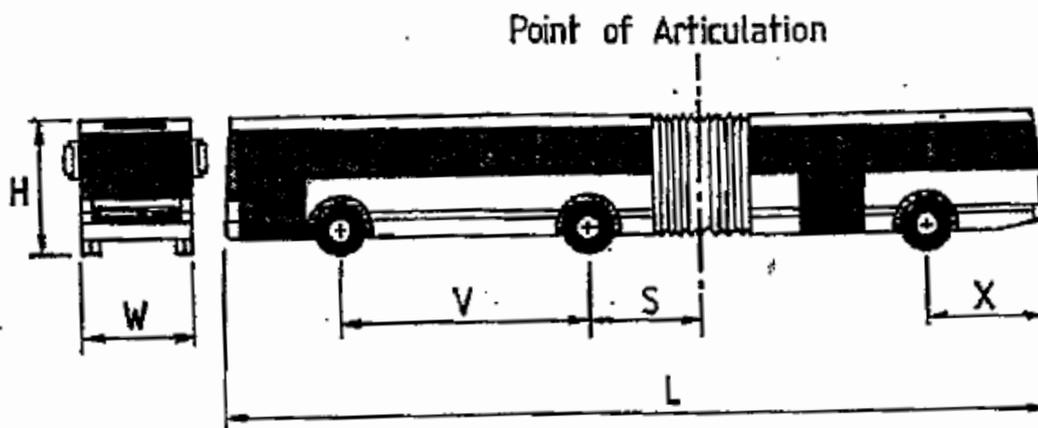
Wheelbase (Wb) .....mm Rear Overhang (X) .....mm

Distance from drive axle centre line to point of articulation

(S) {for articulated buses only} ..... mm

Wheelbase of drawing vehicle (V) {articulated buses only} .....mm



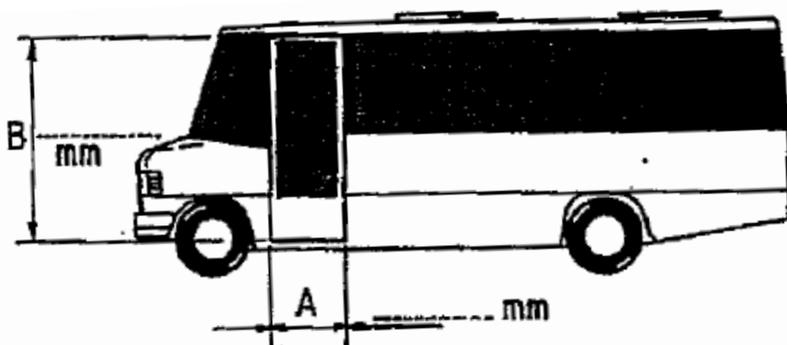


1.1 Are the vehicle dimensions within the requirements of the Registering Authority? **Y N**

**2. Vehicle Access**

2.1 In the case of an omnibus with a longitudinal centre aisle, is there at least one means of access for passengers on the left hand side of the vehicle? **Y N**

2.2 Is the access clear of all obstructions and fitted with hand grips on either side? **Y N**



2.3 Is the width of the access inboard as far as the lower step, A, at least 550mm **Y N**

2.4 In the case of a large omnibus, is the height from the lowest step to the top of the access opening, B, at least 1,800mm? **Y N**

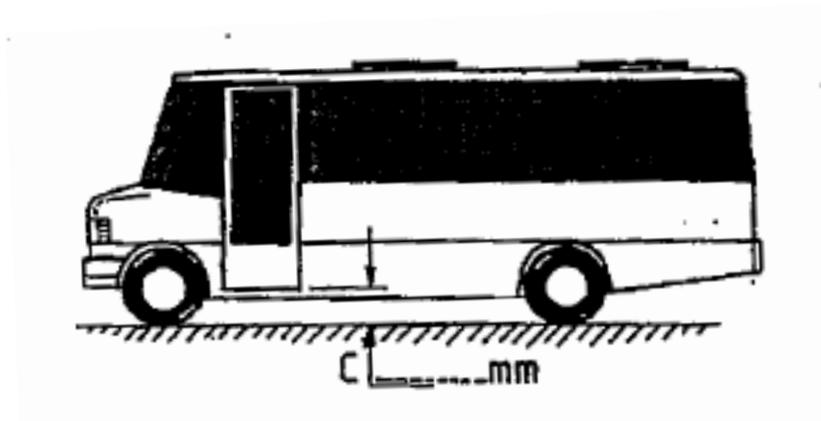
2.5 In the case of a small omnibus, is the height from the lowest step to the top of the access opening, B, at least 1,200mm? **Y N**

2.6	In the case of a double deck omnibus provided with an open access platform, is the width of the platform at least 900mm?	Y	N
2.7	Is the access to all single rows of seats either by longitudinal aisle or by an adjacent door fitted to the left hand side of the vehicle?	Y	N
2.7.1	Is the width of such an access opening as determined in Question 2.7 at least 500mm wide measured at the height of the seat cushion?	Y	N
2.7.2	Is the height of such an access opening as determined in Question 2.7, when measured from the lowest step to the top of the opening, at least 1,375mm in the case of a large omnibus and at least 1,200mm in the case of a small omnibus?	Y	N
2.8	If means of access are located on the right hand side of the vehicle, are they for only the driver's position or emergency exits?	Y	N
2.9	In the case of an omnibus with an occupant capacity of over 15 persons including the driver, are access doors that are capable of being opened and closed by the driver from the normal driving position installed at every point of access?	Y	N
2.10	Are all inward-opening doors of the "jack-knife" or "glide-away" type, which do not extend inboard further than the steps provided?	Y	N
<b>3.</b>	<b>Aisle Requirements</b>		
3.1	In the case of any omnibus except a small omnibus or an omnibus used for the carriage of seated passengers only, is the aisle width equal to or greater than 380mm?	Y	N
3.2	In the case of a small omnibus or an omnibus used for the carriage of passengers only, is the aisle equal to or greater than 300mm?	Y	N
3.3	With the omnibus on a flat horizontal surface, do all parts of the floor area of any longitudinal aisle have a gradient less than 1 in 16 in areas intended for standing passengers and less than 1 in 10 in areas not intended for standing passengers?		

#### 4. Head Room

- 4.1 In an omnibus without a longitudinal aisle, is the height inside the vehicle from any point on the longitudinal centre line from the floor to the ceiling equal to or greater than:
- (i) 1,500mm in the case of a large omnibus; or
  - (ii) 1,200mm in the case of other omnibuses? Y    N
- 4.2 Is the height from any point on the longitudinal centre line of any longitudinal aisle to the ceiling equal to or greater than:
- (i) 1,800mm for a large omnibus involved in frequent stops taking up or setting down passengers en route;
  - (ii) 1,650mm for each deck of a double deck omnibus or for a large omnibus not involved in frequent stops taking up or setting down passengers en route; or
  - (iii) 1,350mm for other omnibuses, or 1,200mm where the aisle length is less than 2 metres? Y    N

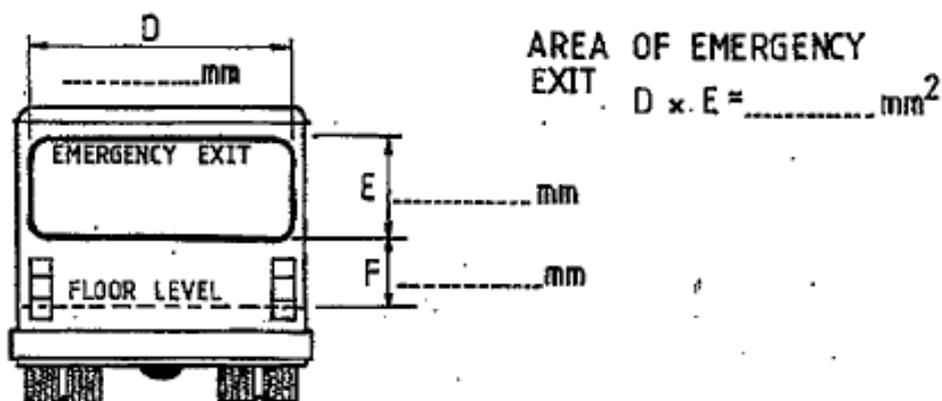
#### 5. Access Steps



- 5.1 On the unladen vehicle us the height of the lowest access step relative to the ground, C:
- (i) for side access in the case of a multi-axle drive off-road vehicle, less than 450mm;
  - (ii) for access in the back in the case of a multi-axle drive off-road vehicle, less than 500mm;

	(iii) for an access to a single row of seats in the case of a omnibus having an occupant capacity of up to 15 persons including the driver, less than 450mm; or		
	(iv) in the case of all other vehicles, between 250mm and 410mm?	Y	N
5.2	Is the riser height less than 300mm?	Y	N
5.3	Is the width of the lowest step equal to or greater than the width of the opening and is the width of all other access steps greater than 450mm?	Y	N
5.4	Is the tread depth greater than:		
	(i) in the case of a large omnibus, 225mm;		
	(ii) in the case of a small omnibus, 180mm; or		
	(iii) in the case of the lowest step of an omnibus having an occupant capacity of up to 15 persons including the driver, 180mm for a width of 300mm?	Y	N
5.5	When viewed from above, is the minimum amount of tread of each step visibly projecting from the next highest step:		
	(i) greater than 180mm; or		
	(ii) greater than 140mm in the case of an omnibus with an occupant capacity of up to 15 persons including the driver?	Y	N
5.6	Are all steps provided with a skid-resistant tread surface?	Y	N
<b>6.</b>	<b>Guard Rails</b>		
6.1	In the case of a large omnibus, is a guard rail fitted to prevent any passenger accidentally contacting the driver or vehicle controls, or obstructing the driver's view?	Y	N
6.2	In the case of a service omnibus, is a passenger safety rail fitted directly in front of the most forward seat behind the step well(s) on the left hand side of the vehicle?	Y	N

<b>7.</b>	<b>Rear Vision Mirrors</b>		
7.1	Are rear vision mirrors fitted to give the driver adequate view of all access doors to the rear of the driver and their approaches?	Y	N
7.2	Is an internal rear vision mirror provided to give the driver an adequate view of the passenger compartment generally?	Y	N
<b>8.</b>	<b>Hand Straps, Rails and Grips</b>		
8.1	Are a suitable number of hand straps, rails or grips positioned for the convenience and safety of passengers?	Y	N
<b>9.</b>	<b>Floors</b>		
9.1	Are floors finished with a skid-resistant surface?	Y	N
9.2	Are floors of sound construction and sealed to prevent fumes and dust from entering the vehicle interior?	Y	N
<b>10.</b>	<b>Emergency Exits</b>		
10.1	In the case of a single deck omnibus, except of the type described in Clause 4.6.10 of Section S6 of this Code of Practice, is an emergency exit located:		
	(i) in the extreme rear of the vehicle; or		
	(ii) in the roof of the vehicle in the rear half of the passenger compartment with an additional means of exit located in the right-hand side of the rear half of the passenger compartment?	Y	N
10.2	In the case of a double deck omnibus, is there an emergency exit above the level of the upper deck and an emergency exit below the level of the upper deck?	Y	N



- |       |  |   |   |
|-------|--|---|---|
| 10.3  | Is the area of all emergency exits greater than:   |   |   |
|       | (i) 0.7 metres <sup>2</sup> in the case of a large omnibus; or   |   |   |
|       | (ii) 0.52 metres <sup>2</sup> in the case of a small omnibus?  | Y | N |
| 10.4  | Are all dimensions of all emergency exits greater than 0.5 metres?   | Y | N |
| 10.5  | Are all emergency exits clear of obstruction?  | Y | N |
| 10.6  | Are all emergency exits capable of being opened outward from both the inside and the outside of the vehicle?   | Y | N |
| 10.7  | Are the exits and method of opening obvious or readily identified?   | Y | N |
| 10.8  | Is the height of the lower edge of all emergency exits above the floor, F, less than 1.0 metres?   | Y | N |
| 10.9  | Is the height of the lower edge of all emergency exits above the floor, F, greater than 0.5 metres or protected to prevent passenger contact to a height of at least 0.5 metres?   | Y | N |
| 10.10 | Are all emergency exits, except in the case of an omnibus with an occupant capacity of up to 15 persons including the driver, closed by the use of plastic, sheet metal, heat treated or laminated safety glass carried in extruded rubber weather strips? | Y | N |

## 11. Passenger Seats

11.1	Do all passenger seats have a width greater than 400mm measured along the front of the seat cushion?	Y	N
11.2	Is the distance from the foremost point of each seat squab to the foremost point of its corresponding seat cushion greater than 350mm?	Y	N
11.3	In the case of opposite facing seats, is there no obstruction horizontally forward of the seat squab for a distance of 1,200mm when measured on the centre line of the seating position and between the top of the seat cushion and a height of 610mm above the floor?	Y	N
11.4	In the case of seating positions other than opposite facing seats, is there no obstruction horizontally forward of the seat squab for a distance of 660mm when measured on the centre line of the seating position and between the top of the seat cushion and a height of 610mm above the floor?	Y	N
11.5	Is a space 200mm horizontally forward for each seat cushion, 150mm each side of the centre line of the seating position and between the floor and the level of the seat cushion free of obstructions?	Y	N
11.6	Is the average height of each unloaded seat cushion relative to the floor between 500mm and: (i) 400mm in the case of a large omnibus; (ii) 380mm in the case of a small omnibus; or (iii) 300mm if the floor level is interrupted by a wheel housing, engine cover, or similar structure?	Y	N
11.7	Are the top and rear of all seat squabs, including any hand rails free of sharp edges and projections?	Y	N
11.8	Are the seats and seat anchorages capable of withstanding the load requirements given in Section K of this Code of Practice?	Y	N
11.9	Is the driver's seat so constructed that no person can occupy any portion of the seat on the right hand side of the driver?	Y	N

<b>12.</b>	<b>Interior Doors</b>		
12.1	Is access from the normal passenger space to the access doors or emergency exits uninterrupted?	Y	N
<b>13.</b>	<b>Passenger Stop Signal</b>		
13.1	In the case of an omnibus involved in frequent stops for taking up and setting down passengers, is a passenger stop signal fitted within convenient reach of all passengers?	Y	N
<b>14.</b>	<b>Interior Appointments</b>		
14.1	Are all materials used for interior roof linings and interior trimmings fire-resistant and non-absorbent?	Y	N
14.2	Are all interior fittings firmly and properly secured and finished?	Y	N
<b>15.</b>	<b>Interior Luggage Racks</b>		
15.1	Is the height of the lowest part of the luggage rack more than 950mm above the seat cushion surface measured at the centre of the seating position?	Y	N
15.2	Are luggage racks constructed so as to minimise the risk of injury to passengers by any projection or dislodged luggage?	Y	N
<b>16.</b>	<b>Interior Lighting</b>		
16.1	Is the omnibus provided with interior lighting for the convenience of passengers?	Y	N
16.2	Are all step treads and risers directly and adequately illuminated?	Y	N
<b>17.</b>	<b>Demisting</b>		
17.1	Is the omnibus fitted with an effective demister which demists the inside of the windscreen and the windows to the right of the driver?		
<b>18.</b>	<b>Tail Shaft Guards</b>		
18.1	Has provision been made to prevent the forward end of any longitudinal transmission drive shaft from contacting the ground in the event of detachment of the forward end from its normal driving position?	Y	N

<b>19.</b>	<b>Fuel System</b>		
19.1	Are all portions of the fuel tank within the overall width of the vehicle, not less than 1,200mm from the front end of the vehicle, not located in the vehicle interior or engine compartment and not within the driver's compartment?	Y	N
19.2	Is all material within the engine enclosure or partial enclosure impervious to or incapable of being impregnated by fuel and lubricant?	Y	N
19.3	Is the engine compartment provided with drainage orifices to prevent the accumulation of fuel and oil?	Y	N
19.4	Is the remainder of the vehicle protected from the engine compartment and other heat sources by heat-resistant material?	Y	N
19.5	Is all flammable material, unless effectively shielded, located more than 100mm from the exhaust system?	Y	N
19.6	Is the fuel tank filler pipe located on the vehicle exterior?	Y	N
19.7	Is the fuel tank filler inlet so constructed to prevent the accumulation of overflow or leakage?	Y	N
19.8	Is the fuel tank filler inlet located so that:		
	(i) it does not project beyond the vehicle width;		
	(ii) it is not less than 900mm from either side of a door or emergency exit, except in the case of an omnibus having an occupant capacity of up to 15 persons including the driver;		
	(iii) it is not beneath a door or emergency exit in the case of an omnibus having an occupant capacity of up to 15 persons including the driver		
	(iv) it is not located in the interior of the vehicle; and		
	(v) it is not located in the engine compartment?	Y	N
19.9	Is the fuel system so designed to allow any fuel leaks to flow freely to the road and are incapable of contacting the exhaust system?	Y	N
19.10	Is the design of the fuel system such that it does not provide for gravity feed or self-sustaining feed to the carburettor or injectors?	Y	N

<b>20.</b>	<b>Fire Extinguisher</b>		
20.1	Is the omnibus equipped with an efficient fire extinguisher selected and located in accordance with AS 2444-1985 'Portable Fire Extinguishers – Selection and Location'?	Y	N
<b>21.</b>	<b>Dual Tyres</b>		
21.1	In the case of a single rear axle, two wheel drive, rigid omnibus with a seating capacity of more than 15 persons including the driver, are dual tyres fitted on both wheels of the rear axle?	Y	N
<b>22.</b>	<b>Ventilation and Windows</b>		
22.1	Is the omnibus provided with an effective means of ventilation, ie. full air conditioning or not less than half the windows capable of opening?	Y	N
22.2	Are all windows and interior partitions fitted with safety glass or non-shatterable transparent material?	Y	N
<b>23.</b>	<b>Indication of Carrying Capacity</b>		
23.1	Is the maximum carrying capacity painted in figures not less than 25mm high on the external forward section on the left hand side of the omnibus?	Y	N
<b>24.</b>	<b>Exhaust Outlet</b>		
24.1	Is the engine exhaust discharged downward at an angle of 0-45° to the horizontal, at either the back of the vehicle or as close as possible to the rear on the right hand side?	Y	N
24.2	Does the exhaust outlet discharge rearward of all opening windows?	Y	N
24.3	Does the exhaust outlet terminate within the perimeter of the vehicle?	Y	N

**25. Double Deck Buses**

25.1	Except in the case of an omnibus used for the carriage of seated passengers only, is the omnibus provided with a longitudinal aisle on each deck?	<b>Y</b>	<b>N</b>
25.2	Is the stairway between the upper and lower decks greater than 400mm in width and fitted with steps, guard rail and guard panel?	<b>Y</b>	<b>N</b>
25.3	Is the floor of the upper deck less than 2.75 metres from the ground and adequately drained to prevent water from entering the lower deck?	<b>Y</b>	<b>N</b>
25.4	Is the upper deck enclosed on all sides?	<b>Y</b>	<b>N</b>

**Note:** If the answer to any question is **N (No)**, the rating cannot be approved under Code S6.

CERTIFICATION DETAILS																
Make						Model						Year of Manufacture				
VIN																
Chassis Number (If applicable)																
Vehicle Imported by																
Vehicle Certified By																
Certificate Number (If applicable)																
Vehicle Certified By ( <i>Print</i> )																
Signatory's Employer (If applicable)																
Signatory's Signature											Date					

