

# Vehicle Inspectors Bulletin No 09

Effective Date: 20 October 2004

For: ♦ Transport Inspectors    ♦ NT Police    ♦ MVR Supervisors  
♦ Authorised Inspectors    ♦ Outstations    ♦ MVR CSO's

Road User Division  
Motor Vehicle Registry

Issued by Vehicle Compliance

## Toyota Coaster Seating Modification

### Rear Emergency Door

#### Background

As of 01 July 1993, Toyota Coaster buses have been manufactured with a rear emergency door to meet the requirements of Australian Design Rule (ADR) 44/02 – *Specific Purpose Vehicle Requirements*.

Some Northern Territory (NT) registered Toyota Coaster buses have been modified with the fitment of a seating position located in front of the rear emergency door. This seating position compromises the dimensional egress (exit) requirements detailed in ADR 44/02. As this modification restricts access to the rear emergency door, vehicle owners have included the provision of additional emergency exits which meet or exceed the requirements of ADR 58/00–*Requirements for Omnibuses designed for Hire and Reward*. Nevertheless, such modification causes non-compliance with ADR 44/02. Some of these vehicles were modified Interstate and have been fitted with Modification Plates.

In May 2003, the NT adopted the *Australian Vehicle (Standards) Rules* which require vehicles that are subject to ADR's when built or imported, to continue to comply with the ADR's as an in-service vehicle. As such, modifications that cause non-compliance with any relevant ADR cannot be approved.

#### Policy

##### Previously Approved Rear Seating Modification

In light of the above, any currently NT registered Toyota Coaster bus approved prior to May 2003 for fitment of an additional seating position in front of the rear emergency door can remain modified providing it complies with the following:

- The vehicle is fitted with additional left and right hand emergency exits which meet or exceed the requirements of ADR 58/00.
- The seat in front of the rear emergency door is an ADR complying fold down type seat.
- The vehicle must be returned to standard on transfer of ownership. (ie seat removed)

##### Future Applications

Any future applications for fitment of an additional seating position in front of the rear emergency door will NOT be approved.

## Inspection Procedures

**Any Toyota Coaster bus found to have a seating position located in front of the rear emergency door is to be referred to a Senior Transport Inspector at a Motor Vehicle Registry Vehicle Standards Centre.**

Toyota Coaster buses suspected of having rear seating modification inconsistencies have been locked on the MOVERS database with a "Check CPV Seating Modification" (CSM) lock. This lock may only be released by the Senior Transport Inspector in each region, or the Vehicle Compliance Engineering Section.

Vehicles that do not have approval, as detailed in MOVERS, are required to be returned to standard prior to passing inspection.

Vehicles that have been approved need to comply with the points detailed above and are to be locked "No Transfers" (NFT) with lock notes to the effect that, "*Additional rear seat mod to be returned to standard prior to transfer of ownership.*"

## Signage

Emergency Exit signage is to be displayed both internally and externally at all emergency exit positions on the vehicle.

## Front Left Hand Seat

### Background

Toyota Coaster buses manufactured after 09 June 2004 have a seating capacity of 21 persons due to the omission of the front left hand seating position.

The engine cover on these vehicles does not allow sufficient head room for access to this seating location, as required by ADR 58/00, although, the original seat mounting points may still be present in the vehicle.

### Policy

- Privately owned Toyota Coaster buses manufactured after 09 June 2004, that are not registered for use as a hire and reward vehicle, may apply to MVR for an exemption to fit this seat.
- Commercial Passenger Vehicles must not have the seat fitted.

### Enforcement

Any modified Toyota Coaster buses detected during enforcement activity with the above mentioned areas of non-compliance are to have all of the details recorded and the Senior Transport Inspector or Vehicle Compliance Engineering Section notified as soon as possible.