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GB 19260-2016

Replacing GB/T 19260-2003

Structure Requirements of Low Floor Public Bus and Low Entry Public Bus

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Foreword

The Chapter 4 in this Standard is mandatory, while the rest are recommended.

This Standard was drafted as per the rules specified in GB/T 1.1-2009.

This Standard replaced GB/T 19260-2003 *Structure Requirements of Low Floor City-Bus and Low Entry City-Bus*; compared with GB/T 19260-2003, this Standard has the following major changes of technical contents besides the editorial modifications:

- The standard nature is changed from recommended into mandatory;
- The change of standard scope (see Chapter 1 of this Edition; Chapter 1 of 2003 Edition);
- Modified the terms and definitions (see Chapter 3 of this Edition; Chapter 3 of 2003 Edition);
- Deleted the requirements of strength and stiffness (see 4.1 of 2003 Edition);
- Modified the requirements of roll stability (see 4.1 of this Edition; 4.2.1.1 and 4.2.1.2 of Edition 2003);
- Listed separately the requirements of articulated bus by the longitudinal permeability radius of permeability (see 4.2 of this Edition; and 4.2.2 of Edition 2003);
- Added the requirements that air suspension and body lifting system shall be equipped for the low floor public bus with body length greater than 9m; the requirements that air suspension shall be equipped for the low entry public bus with body length greater than 9m (see 4.3 of this Edition);
- Modified the provisions of the number of exits (see 4.4.1.1~4.4.1.5 of this Edition; 4.3.1.1 and 4.3.1.2 of 2003 Edition);
- Modified the provisions of the minimum size of the exit (see 4.4.2 of this Edition; 4.3.2 of 2003 Edition);
- Added the requirements of exit position and exit technology (see 4.4.3 of this Edition);
- Added the requirements of exit mark (see 4.4.4 of this Edition);
- Modified the provisions of width of channel between the front hoods, and the width of channel between the rear hoods; added the measurement range of width of channel between hoods (see 4.5.1.1.1, 4.5.1.1.2, 4.5.1.1.3 of this Edition; and 4.4.1.1.1 and 4.4.1.1.2 of Edition 2003);

- Added the requirements of measurement state of the one-step height from the ground (see 4.5.2.1 of this Edition);
- Deleted the provisions of channel floor height, modified the provisions of the one-step height from the ground (see 4.5.2.2 of this Edition; 4.4.1.3 of 2003 Edition);
- Modified the height limit value within the compartment (see 4.5.3 of this Edition; 4.4.3 of 2003 Edition);
- Deleted the requirements of setting wheelchair on top window or stroller parking area, and the provisions of handrails (see 4.3.1.3, 4.4.2 and 4.4.4 of 2007 Edition)
- Added that the low floor public bus and low entry public bus shall meet the structural safety requirement of Class-I bus stipulated in GB 13094 (see 4.6 of this Edition).

This Standard was proposed by the Ministry of Industry and Information Technology.

This Standard shall be under the jurisdiction of National Technical Committee for Standardization of Automotive (SAC/TC 114).

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The historical edition replaced by this Standard is as follows:

- GB/T 19260-2003.

Structure Requirements of Low Floor Public Bus and Low Entry Public Bus

1 Scope

This Standard specifies the definitions and structural requirements of low floor public bus and low entry public bus.

This Standard is applicable to the low floor (single-deck, double-deck, articulated) public bus, and low entry (single-layer, double-layer, articulated) public bus of the Class-I bus.

2 Normative References

The following documents are essential to the application of this document. For the dated documents, only the versions with the dates indicated are applicable to this document; for the undated documents, only the latest version (including all the amendments) are applicable to this document.

GB 13094 The Safety Requirement for Bus Construction

GB 30678 Safety Signs and Information Symbols for the Use of Bus

3 Terms and Definitions

The following terms and definitions stipulated in GB 13094 are applicable to this document.

3.1 Low floor public bus

The city bus forming a stepless single area in the central channel floor from the front passenger door to the last axis centerline (or beyond the centerline) within the compartment (the double-deck bus indicates the lower compartment); with each passenger door of one-step.

3.2 Low entry public bus

The city bus forming a stepless single area in the central channel floor from front

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