Architectural and Transp. Barriers Compliance Board § 1192.179

raised, removed, or retracted to permit easy entry or exit.

[63 FR 51700, 51702, Sept. 28, 1998]

Subpart H—Other Vehicles and Systems

§ 1192.171 General.

(a) New, used and remanufactured vehicles and conveyances for systems not covered by other subparts of this part, to be considered accessible by regulations issued by the Department of Transportation in 49 CFR part 37, shall comply with this subpart.

(b) If portions of the vehicle or conveyance are modified in a way that affects or could affect accessibility, each such portion shall comply, to the extent practicable, with the applicable provisions of this subpart. This provision does not require that inaccessible vehicles be retrofitted with lifts, ramps or other boarding devices.

(c) Requirements for vehicles and systems not covered by this part shall be determined on a case-by-case basis by the Department of Transportation in consultation with the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).

§ 1192.173 Automated guideway transit vehicles and systems.

(a) Automated Guideway Transit (AGT) vehicles and systems, sometimes called “people movers”, operated in airports and other areas where AGT vehicles travel at slow speed, shall comply with the provisions of §§1192.53 (a) through (c), and 1192.55 through 1192.61 for rapid rail vehicles and systems.

(b) Where the vehicle covered by paragraph (a) of this section will operate in an accessible station, the design of vehicles shall be coordinated with the boarding platform design such that the horizontal gap between a car door at rest and the platform shall be no greater than 1 inch and the height of the vehicle floor shall be within plus or minus 5⁄8 inch of the platform height under all normal passenger load conditions. Vertical alignment may be accomplished by car air suspension or other suitable means of meeting the requirement.

(c) In stations where open platforms are not protected by platform screens, a suitable device or system shall be provided to prevent, deter or warn individuals from stepping off the platform between cars. Acceptable devices include, but are not limited to, panto- graph gates, chains, motion detectors or other appropriate devices.

(d) Light rail and rapid rail AGT vehicles and systems shall comply with subparts D and C of this part, respectively.

§ 1192.175 High-speed rail cars, monorails and systems.

(a) All cars for high-speed rail systems, including but not limited to those using “maglev” or high speed steel-wheel-on-steel-rail technology, and monorail systems operating primarily on dedicated rail (i.e., not used by freight trains) or guideway, in which stations are constructed in accordance with subpart C of 49 CFR part 37, shall be designed for high-platform, level boarding and shall comply with §1192.111(a) for each type of car which is similar to intercity rail, §§1192.111(d), 1192.113 (a) through (c) and (e), 1192.115 (a) and (b), 1192.117 (a) and (b), 1192.121 through 1192.123, 1192.125(d), and 1192.127 (if applicable). The design of cars shall be coordinated with the boarding platform design such that the horizontal gap between a car door at rest and the platform shall be no greater than 3 inches and the height of the car floor shall be within plus or minus 5⁄8 inch of the platform height under all normal passenger load conditions. Vertical alignment may be accomplished by car air suspension or other suitable means of meeting the requirement. All doorways shall have, when the door is open, at least 2 foot-candles of illumination measured on the door threshold.

(b) All other high-speed rail cars shall comply with the similar provisions of subpart F of this part.

§ 1192.177 Ferries, excursion boats and other vessels. [Reserved]

§ 1192.179 Trams, similar vehicles and systems.

(a) New and used trams consisting of a tractor unit, with or without passenger accommodations, and one or
more passenger trailer units, including
but not limited to vehicles providing
shuttle service to remote parking
areas, between hotels and other public
accommodations, and between and
within amusement parks and other
recreation areas, shall comply with
this section. For purposes of deter-
mining applicability of 49 CFR 37.101,
37.103, or 37.105, the capacity of such a
vehicle or "train" shall consist of the
total combined seating capacity of all
units, plus the driver, prior to any
modification for accessibility.

(b) Each tractor unit which accom-
modates passengers and each trailer
unit shall comply with §§1192.25 and
1192.29. In addition, each such unit
shall comply with §1192.23 (b) or (c) and
shall provide at least one space for
wheelchair or mobility aid users com-
plying with §1192.23(d) unless the com-
plete operating unit consisting of trac-
tor and one or more trailers can al-
ready accommodate at least two wheel-
chair or mobility aid users.
FIGURES TO PART 1192

Figure 1
Wheelchair or Mobility Aid Envelope

Figure 2
Toe Clearance Under a Fixed Element

(63 FR 51701, 51702, Sept. 28, 1998)
Fig. 3
Commuter Rail Car (without restrooms)

Fig. 4
Intercity Rail Car (with accessible restroom)
Fig. 5

Intercity Rail Car (with accessible sleeping compartment)
APPENDIX TO PART 1192—ADVISORY GUIDANCE

This appendix contains materials of an advisory nature and provides additional information that should help the reader to understand the minimum requirements of the guidelines or to design vehicles for greater accessibility. Each entry is applicable to all subparts of this part except where noted. Nothing in this appendix shall in any way obviate any obligation to comply with the requirements of the guidelines themselves.

I. SLIP RESISTANT SURFACES—AILLES, STEPS, FLOOR AREAS WHERE PEOPLE WALK, FLOOR AREAS IN SECUREMENT LOCATIONS, LIFT PLATFORMS, RAMPS

Slip resistance is based on the frictional force necessary to keep a shoe heel or crutch tip from slipping on a walking surface under conditions likely to be found on the surface. While the dynamic coefficient of friction during walking varies in a complex and non-uniform way, the static coefficient of friction, which can be measured in several ways, provides a close approximation of the slip resistance of a surface. Contrary to popular belief, some slippage is necessary to walking, especially for persons with restricted gaits; a