All doors shall be automatic. When a door is opening or closing there shall be an acoustic and visual warning signal to alert/inform passengers.

When the car door is enabled for opening, a signal shall be given that is clearly visible and audible to persons inside and outside the train. This acoustic alert signal shall sound for a minimum of 5 seconds. This visual alert signal shall flicker during the same period. When a door is automatically or remotely opened by the driver or member of the train crew, the acoustic alert signal shall sound for a minimum 3 seconds from the moment that the door starts to open. This visual alert signal shall flicker during the same period.

When a door is automatically or remotely closed, or is about to operate, a signal shall be given to persons inside and outside the train. The acoustic alert signal shall sound for a minimum of 2 seconds before the door starts to close and shall be different in tone to that used when the door is released. This visual alert signal shall flicker during the same period. The signal shall continue while the door is closing.

The door, once opened, shall remain open for a period of not less than 5 seconds before it closes.

Automatic doors shall incorporate devices that detect if any door is about to close on a passenger. When a passenger is detected, the doors shall stop automatically and remain open for a limited period of time. Sensors at two heights shall be provided to avoid doors trapping persons using mobility devices or guide dogs.

Doors shall be contrast marked, at least LRV 30, to be easy to locate from the inside and outside of the vehicle.

10.2.3. Designated seats

1. Number of designated seats

Not less than 10 percent of the fixed seats by train set or individual car and by class shall be designated as priority seats for the use of persons with functional limitations. These seats shall be designated by accessibility symbols.

2. Location

Designated seats shall be located close to an accessible door for boarding and alighting.