



# **Specially Equipped School Bus Specifications Writing Committee**

## **State Delegation Ready Proposals**

Writing Committee Chairperson, Luni Harden, Utah  
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**PROPOSED REVISION TO NATIONAL SCHOOL TRANSPORTATION SPECIFICATIONS AND PROCEDURES**

Submitted by: **Specially Equipped School Bus Specifications** Writing Committee.

Excerpted from 2015 National School Transportation Specifications and Procedures; **inserted language red, bold & underlined**; ~~deleted language in strike-through~~

**SPBS – Proposal Number 1**

**Proposed Change, Page #: 70**

**IDENTIFICATION**

Specially equipped school buses shall display the International Symbol of Accessibility below the window line. Such emblems shall be white on blue or black background, shall not exceed 12 inches square in size and shall be of a high-intensity retroreflective material meeting the requirements of Federal Highway Administration (FHWA) FP-85, *Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects*. **Labels (2) shall be located (1) one on the front bumper and (1) on the rear of the bus body or the rear bumper.**

**Rationale for Change:** Specify location and number of labels for uniformity.

**Fiscal Impact if Any:** None Noted

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**SPBS – Proposal Number 2**

**Proposed Change, Page #: 74**

**SECUREMENT AND RESTRAINT SYSTEM FOR WHEELCHAIRS AND WHEELCHAIR-SEATED OCCUPANTS**

A. **WTORS** — general requirements:

1. A wheelchair tie down and occupant restraint system installed in specially equipped school buses shall be designed, installed, and operated for use with forward-facing wheelchair-seated passengers and shall comply with all applicable requirements of FMVSS 222, *School Bus Passenger Seating and Crash Protection*, and SAE J2249, *Wheelchair Tie down and Occupant Restraint Systems for Use in Motor Vehicles* **An Ansi/Resna WC18 compliant WTOR may be specified when transporting a wheelchair which is fully compliant with WC19 (2012) which includes a crash tested wheelchair-anchored pelvic belt.** The WTORS, including the anchorage track, floor plates, pockets or other anchorages, shall be provided by the same manufacturer or shall be certified to be compatible by manufacturers of all equipment/systems used.

**Rationale for Change:** This is a compromise among the committees, in the past 7 plus years we received several requests that have been withdrawn or denied. There is a need for J2249 wheelchair tiedown occupant restraints and a need for the new ANSI/RESNA WC18 tiedown occupant restraint systems in this document.

**Fiscal Impact if Any:** There is an approximate cost increase of \$100 to \$200 per WC18 wheelchair occupant restraint system.

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**SPBS – Proposal Number 3**

**Proposed Change, Page #: 75**

**SPECIAL LIGHT**

Doorways in which lifts are installed shall be equipped with a special light **located inside above the lift** that provides a minimum of two foot-candles of illumination measured on the floor of the bus immediately adjacent to the lift during lift operation.

**Rationale for Change:** Clarify the location of the light for uniformity.

**Fiscal Impact if Any:** None Noted

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**SPBS – Proposal Number 4**

**Proposed Change, Page #: 78**

**~~TECHNOLOGY AND EQUIPMENT, NEW~~**

~~It is the intent of these specifications to accommodate new technologies and equipment that will better facilitate the transportation of students with special needs. New technology and equipment are acceptable for use in specially equipped vehicles if:~~

- ~~A. Items do not compromise the effectiveness or integrity of any major safety system. (Examples of safety systems include, but are not limited to, compartmentalization, the eight lamp warning system, emergency exits and the approved color scheme.)~~
- ~~B. Items do not diminish the safety of the bus interior.~~
- ~~C. Items do not create additional risk to students who are boarding or exiting the bus or are in or near the school bus loading zone.~~
- ~~D. Items do not require undue additional activity and/or responsibility for the driver.~~
- ~~E. Items generally increase efficiency and/or safety of the bus, generally provide for a safer or more pleasant experience for the occupants and pedestrians in the vicinity of the bus and/or generally assist the driver and makes his/her many tasks easier to perform.~~

**Rationale for Change:** The committee received a request from the Bus and Chassis Committee, they are proposing we delete this language from our section and move it to the Bus and Chassis Section. This will allow a path for new technology being introduced in the automotive industry for use on all school buses.

**Fiscal Impact if Any:** None Noted

End