

***CORRECTIONS AND AMENDMENTS SUMMARY
2005 NATIONAL SCHOOL TRANSPORTATION SPECIFICATIONS
AND PROCEDURES (NSTSP)***

(corrections and amendments made to date, as of April 7, 2008)

I. CORRECTIONS *(see Section II, page 6, for amendments)*

PAGE	SECTION	PARA- GRAPH	CORRECTION(S) MADE
INTRODUCTORY SECTION (pages i through 8)			
vi	TABLE OF CONTENTS	Infants/Toddlers, 1 st line	“Preschool” changed to “Pre-school”
vi	TABLE OF CONTENTS	Infants/Toddlers, 3 rd line	“Preschool” changed to “Pre-school”
8	INTRODUCTION TO SCHOOL BUS SPECIFICATIONS	3	“on-going” changed to “ongoing”
BUS CHASSIS SPECIFICATIONS (pages 9 through 22)			
BUS BODY SPECIFICATIONS (pages 23 through 50)			
27	CONSTRUCTION A.	2	“point of contract” changed to “point of contact”
32	FLOORS A.	1	“thickness of inch” changed to “thickness of 1/8 inch”
36	INSULATION B.	1	“nominal inch” changed to “nominal 5/8 inch”
39	LAMPS AND SIGNALS F.	1	“exceed the body length” changed to “exceed 1/3 the body length”
SPECIALLY EQUIPPED SCHOOL BUS SPECIFICATIONS (pages 51 through 64)			
56	POWER LIFTS AND RAMPS	B.8.	“...(See, also...)” changed to “...(See also...)” (deleted comma)
60	SECUREMENT AND RESTRAINT SYSTEM FOR WHEELCHAIRS AND WHEELCHAIR-SEATED OCCUPANTS	B.	“...(See 49 CFR 571.403, S5.4.1, S5.4.2.)” changed to “...(See 49 CFR 571.222, S5.4.1, S5.4.2.)”
		C.	“...(See 49 CFR 571.403, S5.4.3, S5.4.4.)” changed to “...(See 49 CFR 571.222, S5.4.3, S5.4.4.)”
ALTERNATIVE FUELS (pages 65 through 82)			
OPERATIONS (pages 83 through 138)			
87, 106, 122			“on-going” changed to “ongoing”
101	OPERATIONAL PROCEDURES	A.19.e.	“Use of crossing control arms” changed to “Use of a crossing control arm”

PAGE	SECTION	PARA- GRAPH	CORRECTION(S) MADE
104	OPERATIONAL PROCEDURES	C.2., second paragraph	"...pre-school size dummies in school bus seats" changed to "...pre-school size dummies on school bus seats."
108	OPERATIONAL PROCEDURES	D.1.e., 1 st line at top of page	"(SeeAPPENDIX D.)" changed to "(See APPENDIX D.)" (inserted space)
117	OPERATIONAL PROCEDURES	I.1.d.(1)(f)	Indented and aligned second line starting with "contract operated..."
118	OPERATIONAL PROCEDURES	I.1.d., center of page after (3)	Insert wording adopted by 2005 delegates as new paragraph, "(4) School buses shall be prohibited from towing a trailer or any vehicle when students are on board the bus."
SCHOOL TRANSPORTATION SECURITY AND EMERGENCY PREPAREDNESS (pages 139 through 148)			
TRANSPORTATION FOR STUDENTS WITH DISABILITIES AND SPECIAL HEALTH CARE NEEDS (pages 149 through 164)			
INFANTS, TODDLERS, AND PRE-SCHOOL CHILDREN (pages 165 through 188)			
167	INTRODUCTION	4 th paragraph, 7 th line	"...and Teen Parent programs." changed to "and the Teen Parent Program."
173	C. Bus Attendants (Monitors)	7	Paragraph 7 was inaccurate; paragraphs 8 and 9 were omitted. Changed to: 7. Special needs in the vehicle [e.g., apnea, asthma or other respiratory conditions, life threatening allergies, and their potential triggers, assistive devices, communicable diseases, gastrostomy tubes, shunts, oxygen, technological dependence, tracheotomy tubes, medical devices, medically complex and fragile conditions, uncontrollable seizure disorders and "Do Not Resuscitate" (DNR) orders; 8. Child protection laws (e.g., abuse and neglect); and 9. Communicating effectively with school staff, students, parents, law enforcement officials and the motoring public.

PAGE	SECTION	PARA-GRAPH	CORRECTION(S) MADE
174	D. Training	5	“On-going” changed to “Ongoing”
SCHOOL BUS INSPECTION (pages 189 through 208)			
196	11.91		“RUB-RAILS,” changed to “RUB RAILS,”
196	12.01		Deleted two extra periods after “stop arm lamp...”
197	12.20		“c) Wheelchair tie down...” changed to “c) Wheelchair tiedown...”
200	DD-3 BRAKE CHAMBER DATA		“...motor coaches.” changed to “...motorcoaches.”
APPENDIX A: TERMS AND DEFINITIONS (pages 211 through 238)			
214	Antilock brakes		“...about to lock up. Also known as ABS.” changed to “...about to lock up brakes; also known as ABS.”
223	Handrail inspection tool		“36 inch” changed to “36-inch”
224	Inclusion		“onto” changed to “into”
227	Modesty panel		“entrance door—also known as <i>kick panel</i> .” changed to “entrance door; also known as <i>kick panel</i> .”
236	Track seating		Removed extra returns to correct alignment of paragraph
APPENDIX B: SCHOOL BUS CHASSIS AND BODY (pages 239 through 256)			
241	National School Bus Yellow Standard	Second paragraph	“...at 1-800-585-0340, or send an e-mail to exedir@nasdpts.org .” changed to “...at www.nasdpts.org .”
251	REFLECTIVE MARKINGS diagram and wording	Graphic Wording at bottom center of page	Diagram showed insufficient coverage of white paint on roof caps and above windows; changed to show coverage down to drip rails. “ <u>PLACEMENT OF REFLECTIVE MARKINGS...</u> ” changed to “ <u>PLACEMENT OF RETROREFLECTIVE MARKINGS...</u> ”
APPENDIX C: ALTERNATIVE FUELS BIBLIOGRAPHY (pages 257 through 264)			
APPENDIX D: SCHOOL BUS OPERATIONS (pages 265 through 342)			
268	B. Identification and Equipment of School Buses	3	“l.e & f” changed to “l.e. & f.”
269	C. Operations	1.(3)	“drivers’ employer” changed to “driver’s employer”

PAGE	SECTION	PARA- GRAPH	CORRECTION(S) MADE
279	Sample Crash Reporting Form	8.	Column heading "Vehicle defect" changed to "Vehicle Defect"
283	Injury Tally Sheet	1. and 2.	"on bus" changed to "in bus" in both instances
315	B. MOTOR CARRIERS	1	Paragraph starting with "The school district..." removed boldfacing of type
317	C. TRIP-SPECIFIC REQUIREMENTS	2	Paragraph starting with "The coordinator of the trip..." removed boldfacing of type
328	SAMPLE JOB DESCRIPTIONS	A.4. and A.12.	Both instances of "on-going" changed to "ongoing"
APPENDIX E: TRANSPORTATION FOR STUDENTS WITH DISABILITIES AND SPECIAL HEALTH CARE NEEDS (pages 343 through 382)			
345	APPENDIX F (changed to E)	1 st line	Changed to "APPENDIX E"
345, 346, 357, 348, 352, 356, 357	APPENDIX E		Replaced all instances of "pupil" with "student"
349	STUDENT TRANSPORTATION CARD-STUDENT WITH DISABILITIES	Parent or guardian signature line	"Parent or Guardian's Signature" changed to "Parent's or Guardian's Signature"
351	Sample Form 5	10 and 11	Corrected alignment of form fill-in lines
361	Sample Continuum	Heading	Heading "Sample Continuum" changed to "Sample Continuum"
361	Sample Continuum	Bottom of chart	Restored omitted text box at bottom spanning first six columns, containing wording: "USE CORNER BUS STOPS OR SCHOOL PICK-UP SITES" Restored omitted text box at bottom spanning columns 7-11, containing wording: "HOME PICK-UP OR HOME CORNER PICK-UP" Restored omitted text box at bottom spanning columns 13-14, containing wording: "HOME OR INSTITUTION PICK-UP"
372	NASDPTS Report	Last two paragraphs on page	Starting with "in <i>Letter to Smith...</i> " wording changed to "in its Letter to Smith..." and remainder of wording on page removed italicizing of type.

PAGE	SECTION	PARA- GRAPH	CORRECTION(S) MADE
373	NASDPTS Report	7 th paragraph	Statement, “Are There Risks to School Districts if Information is Shared With Transporters?” changed to bolded.
375	NASDPTS Report	Last item on page	Acronym “NADDPTS.” changed to “NASDPTS.”
APPENDIX F: INFANTS, TODDLERS, AND PRE-SCHOOLERS (pages 383 through 394)			
389	Head Start Program...	Last line before 5.	Removed space between symbol and “1308.4(o)(5).”
APPENDIX G: RESOLUTIONS (pages 395 through 408)			
401	RESOLUTION #4	Third paragraph	Federal cite after “Bus” definition changed to “49 CFR 571.3” (<i>not 573.1</i>)
404	RESOLUTION #7	First paragraph	“dependant” changed to “dependent”

II. AMENDMENTS

PAGE	SECTION	PARA- GRAPH	AMENDMENT(S) MADE
BUS BODY SPECIFICATIONS (pages 23 through 50)			
25	BATTERY	B.	<p><i>The following item was originally submitted as a request for interpretation by Girardin Minibus, Inc. Based on Body Writing Committee research and recommendations, the Steering Committee approved it on July 28, 2007, as an Interim Amendment to the NSTSP.</i></p> <p>Wording revised as follows, to allow battery slide tray designs incorporating the battery box door as an integral part of the battery slide tray:</p> <p>B. When the battery(ies) is mounted as described in BUS CHASSIS SPECIFICATIONS, the body manufacturer shall securely attach the battery on a slide-out or swing-out tray in a closed, vented compartment in the body skirt so that the battery is accessible for convenient servicing from the outside. When in the stored position, the tray shall be retained by a securing mechanism capable of holding the tray [with battery (ies)] in position when subjected to a 5g load from any direction. The battery compartment door or cover if separate from the tray shall be hinged at the front or top and shall be secured by a positive and adequate and conveniently operated latching system or other type fastener, or the door may be an integral part of the battery slide tray. The door or cover must fit tightly to the body, and not present sharp edges or snagging points. Battery cables installed or replaced by the body manufacturer shall meet chassis manufacturer and SAE requirements. Battery cables shall be of sufficient length to allow the battery tray to fully extend. The battery compartment is required on Type A-1 diesel buses, and any battery(ies) mounted on the frame by the chassis manufacturer shall be relocated to the battery compartment.</p>

PAGE	SECTION	PARA- GRAPH	AMENDMENT(S) MADE
BUS BODY SPECIFICATIONS (pages 23 through 50)			
28	DOORS	E.	<p><i>On October 3, 2007, a request was received from IC Corporation to delete and substitute the following wording from DOORS, Paragraph E.: Delete: “The top of each upper glass panel shall be not more than 3 inches from the top of the door.” Add: “<u>The top of each upper glass panel when viewed from the interior shall not be more than 3 inches below the interior door control cover or header pad.</u>” The stated rationale was that the interior door control cover may be lower than the top of the door.</i></p> <p><i>Based on Body Writing Committee research and recommendations, the Steering Committee approved the following revision on March 8, 2008, as an Interim Amendment to the NSTSP:</i></p> <p><i>E. All entrance door glass shall be approved safety glass. The bottom of each lower glass panel shall be not more than 10 inches from the top surface of the bottom step. The top of each upper glass panel <u>when viewed from the interior shall be not more than 3 inches below the interior door control cover or header pad.</u> from the top of the door.</i></p>

PAGE	SECTION	PARA- GRAPH	AMENDMENT(S) MADE
BUS BODY SPECIFICATIONS (pages 23 through 50)			
44	SIDE SKIRTS		<p><i>In October 2007, the Steering Committee received independent requests from Randy McLerran, State Director, Oklahoma, and from IC Corporation to revise wording for side skirts to allow for manufacturing tolerances and variances.</i></p> <p><i>Based on Body Writing Committee research and recommendations, the Steering Committee approved the following revision on March 8, 2008, as an Interim Amendment to the NSTSP:</i></p> <p>School bus body side skirts between the front and rear axles shall extend down to <u>within 2 inches plus or minus</u>, of the horizontal line from the center of the front spindle to the center of the rear axle. <u>The manufacturer may offer optional side skirt lengths that extend lower than this requirement.</u> This measurement shall apply to a new unloaded school bus located on a flat level surface.</p>
SPECIALLY EQUIPPED SCHOOL BUS SPECIFICATIONS (pages 51 through 64)			
61	SPECIAL SERVICE ENTRANCE DOORS	E.	<p><i>On December 7, 2007, the Steering Committee received a request from Girardin for explanation of why the NSTSP requires a fastening device on the rearmost dual door to the header, instead of, for example, to the floor. The Steering Committee approved the following revision on March 8, 2008, as an Interim Amendment to the NSTSP:</i></p> <p>E. When manually operated dual doors are provided, the rear door shall have at least a one-point fastening device to the header <u>or floor line of the body</u>. The forward-mounted door shall have at least three one-point fastening devices. One shall be to the header, one to the floor line of the body, and the other shall be into the rear door. The door and hinge mechanism shall have strength that is greater than, or equivalent to, the strength of the emergency exit door.</p>