

SCHOOL BUS SAFETY EQUIPMENT

ITEM AND METHOD OF INSPECTION

POINT VALUE AND REQUIREMENT DESCRIPTION

(#) Designates points to be deducted

XVI. Safety Equipment

A. First Aid Kit (missing)

(25) A. The bus must carry a removable Grade A metal dust-proof first aid kit, mounted in full view or in a labeled accessible place in the driver compartment.

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B. First Aid Supplies (missing-each)

(1) B. The first aid kit must have the following units and packages per unit:

1. Ten units for vehicles of 16 or less capacity.
2. 24 units for buses with passenger capacity in excess of 16 and up to and including 42 passengers.
3. 36 units for buses of passenger capacity in excess of 42. Supplies must be replaced.

* NOTE: Type III School School Bus may be equipped with a 10 Unit Kit or Kit for Buses after 12-31-94.

Buses in service before 1/1/95.

Required Packages

Unit Size	Required Packages		
	10 Unit	24 Unit	36 Unit
1 Compress bandage, 4 inch.....	2	6	8
1 Compress bandage, 2 inch.....	1	3	7
1 Adhesive compress, 1 inch.....	2	2	4
1 Triangular bandage, 40 inch.....	-	2	4
1 Gauze bandage, 4 inch.....	-	2	4
1 Absorbent gauze compress.....	1	2	2
1 Gauze compress, 24 x 72 inch.....	1	2	2
1 Padded tongue blades.....	1	1	1
*2 Adhesive Tape, 1 inch X 2 1/2 yd....	1	1	2
1 Wire splint.....	-	2	2

Note: Padded tongue blades are to be used as a splint only.

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* Buses before 1995, 10 & 24 Unit kits shall have 2 - 2 adhesive tape,
1 inch x 2 1/2 yards.

Type A,B,C,D Buses in service after 12/31/94
required amount:

1" X 2 1/2 yds adhesive tape rolls	2	
Sterile gauze pads 3" X 3"	24	
3/4" by 3" adhesive bandages	100	
2" bandage compress	8	
3" bandage compress	10	
2" by 6' sterile gauze roller bandages	2	
Non-sterile triangular bandages approx. 40" X 36" X 54"		2
Sterile gauze pads 36" X 36"	3	
Sterile eye pads	3	
Rounded-end scissors	1	
Pair latex gloves	1	
Mouth to mouth airway	1	

C. Body Fluid Clean-up Kit.
*required on buses
manufactured after 12/31/94

C.1. Shall have a removable and moisture
proof body fluid clean-up kit.
Shall be properly mounted and
identified.

D. Fire Extinguisher

D. A minimum of one 2 1/2 pound dry
chemical type fire extinguisher,
(15) with not less than a 2-A:10- BC rating,
is required. It must be approved by
Underwriters' Laboratories, Inc. or
an equivalent testing laboratory.
The extinguisher must be mounted in
a bracket, located in the driver's
compartment and readily accessible
to the driver and passengers.

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4. Pressure Indicator	4. A pressure indicator is required and must be easily read without removing the extinguisher from its mounted position. M.S. 169.4501
E. Triangle Road Warning Devices	(5)E. 1. The school bus must contain at least three reflectorized triangle road warning devices. 2. The school bus must not be equipped with liquid burning "pot-type" flares. M.S. 169.4501
F. Emergency Exit/Window (inoperable)	(25)F. 1. An emergency door must be located in the center of the rear end of the bus or in the rear half of the left side of the bus.
1. Emergency door	2. The emergency door must have a minimum horizontal opening of 24 inches and a minimum vertical opening of 48 inches measured from floor level.
2. Opening size	(25) 3. The emergency door must be hinged on the right side if it is in the rear end of the bus and on the front side if it is on the left side of the bus. The door must open outward and must be labeled inside to indicate how it operates. If double emergency doors are used on Type A buses they shall be hinged on the outside edge and shall have a 3-point fastening device.
3. Door location	(5) 4. All the glass in the emergency door must be approved safety glass. The exposed area of the safety glass must be not less than 400 square inches. The lower portion of rear emergency door on Type B, C, and D buses shall be equipped with a minimum of 350 square inches of safety glazing.
4. Safety glass	

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| 5. Prohibited steps | (25) | 5. There must be no steps leading to the emergency door. |
| 6. Obstruction prohibited | (25) | 6. A seat or other object must not be placed in the bus to restrict any part of the passageway leading to the emergency door to an opening smaller than a rectangle 12 inches in width and 48 inches in height, measured from the floor level. |
| 7. Left Side emergency door | (25) | 7. If the emergency door is located on the left side of the bus, it must conform to F.M.V.S.S.217 C.F.R.49/571 and the window at the rear must be designed as an

emergency exit and must be no smaller than 16 inches in height and 54 inches in width on buses 80 inches or more in width; it must be no smaller than 16 inches in height and 49 inches in width on buses less than 80 inches in width. The window must be hinged from the top and devised and operated to ensure against an accidental closing in an emergency. |
| 8. Fastening Device | | 8. The emergency window must also be equipped on the outside with a non-detachable fastening device designed to prevent hitching-to, but to permit opening from the outside. |
| 9. Window Latch | | 9. The emergency window in the rear must be equipped with a latch or latches on the inside connected with an electrical buzzer located in the driver's compartment that will go off when the latch is being released. |
| 10. Paneling | | 10. Paneling is required to cover the space between the top of the rear divan seat and the inside surface of the emergency window at the rear. |

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| 11. Identification | 11. The words "EMERGENCY EXIT" in letters at least two inches high must be placed directly above the emergency window on the inside and directly below the window on the outside. |
| 12. Design | 12. The emergency door and emergency window must be designed to be opened from the inside and the outside of the bus and must be equipped with a fastening device that may be quickly released but is designed to offer protection against accidental release. The opening of the emergency door and window must not be controllable from the driver's seat. |
| 13. Open from Outside | 13. The providing for opening from outside must consist of a nondetachable device designed to prevent hitching-to but to permit opening when necessary. |
| 14. Slide Bar cam-operated Lock and buzzer | 14. The emergency door must be equipped with a slide bar cam-operated lock. The slide bar must have a minimum one inch. The emergency door lock must be equipped with a suitable electric plunger type switch connected with a buzzer located in the driver's compartment. The switch must be enclosed in a metal case, and the wires leading from the switch must be concealed in the bus body. The switch must be installed so that the plunger contacts the farthest edge of the slide bar so that any movement of the slide bar immediately closes the circuit on the switch and set off the buzzer. |

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| 15. Interior Handle | 15. The emergency door lock must be equipped with an interior handle that extends approximately to the center of the emergency door. The handle shall lift up to release the lock. |
| 16. Vandal Locks | 16. a. The service and emergency door may be equipped with vandal locks if locks comply with FMVSS 49CFR 571.217.

b. Accept only those buses with locks that comply with the key or combination locking requirement. do not accept vandal locks that can be re-locked in any way after the bus is unlocked and in use. |
| F. Emergency Door Lettering
Buses before 1/1/95 | (2)F. 1. The words "EMERGENCY DOOR" or "EMERGENCY EXIT" both inside and outside in letters at least two inches high must be placed at the top of or directly above the emergency door or on the door in the metal panel above the top glass. |
| Buses after 12/31/94 | 2. The words "Emergency Door" in letters at least 2 inches high shall be placed at top of or directly above the emergency door or on the door in the metal panel above the top glass both inside and outside the bus.

(25) 2. The emergency door or exit must have an operational buzzer in the driver's compartment telling the driver when the door is open or ajar. |

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G. Defective Door Gasket

(5) G. M.S.169.69...Every motor vehicle shall at all times be equipped with such parts and equipment so arranged and kept in such state of repair as to prevent carbon monoxide from entering the interior of the vehicle.

H. Latching Device
Buses after 12/31/94

(25) H. A device shall be used that holds door open to prevent the emergency door from closing during emergencies and school bus evacuation drills.

I. Emergency Exits

(25) I. Emergency exits shall be installed and comply with FVMSS 217.

J. Seatbelt Cutter
Buses before 1/1/08

J. Buses equipped with seatbelts for passengers shall contain a seatbelt cutter. The belt cutter must be designed to prevent injury during use, and must be stored in a safe location

Buses after 1/1/08

Buses shall be equipped with a seat belt cutter, with a full grip handle.
REQUIRED ALL BUSES.

K. Defective Horn

(25) K. M.S.169.68 Horns. Every motor vehicle when operated upon a highway shall be equipped with a horn in horn in good working order and capable of emitting sound audible under normal conditions from a distance of not less than 200 feet.

L. Driver's Seat Belt
Missing/Unusable
1. Buses after 12/31/94

(25) L. A type 2 lap belt/shoulder harness seatbelt shall be provided. The assembly shall be equipped with an emergency locking retractor (ELR). The lap portion of the belt shall be guided or anchored where practical to prevent the driver from sliding sideways under it.

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2. Buses after 1/1/95

(25)L.1. A seat belt for the driver must be provided. The belt and mounting must comply with Federal Motor Vehicle Safety Standard Numbers 207 to 210, Code of Federal Regulations, Title 49, Part 571. Each belt section must be booted so as to keep the buckle and latch off the floor and within easy reach of the driver. The belt must be anchored or guided at the seat frame so as to prevent the driver from sliding sideways under the belt.

M. Wheelchair Securement
Device

All school buses Type A, B, C, D and III manufactured after 1/1/88 containing wheelchair securement devices must conform to the following criteria and inspection:

Inspection

Action

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| 1. Every vehicle must be equipped with an approved wheelchair securement device and occupant restraint system at each wheelchair position. | Reject if: securement devices or restraint systems are not of approved type. |
| 2. Wheelchair Securement Devices | |
| a. Check for attachment of at least 4 points to frame. | Reject if: less than 4 point attachment to the frame.
Reject if: attachments are to wheels. |
| b. Check that anchorages are made of webbing type or metal type. | Reject if: anchorages are made of other than proper webbing or metal. Must conform to manufacturing of such items. |
| c. Check that all installations are free of sharp edges, corners and jagged projections. | Reject if: installation or material is such as to cause injury upon unintentional contact. |
| d. Check for retraction capabilities or ability to be readily removed or stored when not in use. | Reject if: equipment is not retracted or stored to the extent equipment becomes inoperable or unusable. |
| e. Check that equipment is anchored to vehicle at not less than two separate points with bolts, nuts and lock washers or self-locking nuts. | Reject if: bolts are smaller than 3/8 inch SAE grade 5 placed 12 inches on center, one on each side of track, or smaller than 1/4 inch SAE grade 5 placed 6 inches on center, one on each side of track.

- anchorage bolts that do not pierce the vehicle frame, body post or equivalent metal structure, have metal reinforcement plates or washers at least 1/16 inch thick by 2 1/2 inches in diameter or equivalent area.
- interior paneling constitutes anchorage
- metal tracks used are not installed according to anchorage requirements.
- metal tracks that are permanently distorted or can be permanently distorted by a reasonable pull on an anchored strap.
- attachment of securement devices to such tracks are not of a positive metal fitting. |

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| f. Check that the attachment device to the wheelchair frame and the device locking the securement device in the load-holding mode are of the strength and condition to hold such until intentional release. | Reject if: <ul style="list-style-type: none">- holding devices are of inadequate strength- holding devices are worn or dirty to the extent they may be pulled apart by hand. |
| g. Check that all buckles anchorage fittings and other components are integrated into the securement device in a manner that preserves the overall strength of the device. | Reject if: <ul style="list-style-type: none">- components are obviously attached together in a fashion that would indicate weakness of the whole device. |
| 3. Occupant restraint. Inspect vehicles with securement devices for occupant restraints according to the following procedure. | |
| a. Check for a type 2 seat belt assembly with upper torso portion at each wheelchair position; OR a type 1 pelvic restraint assembly and a length of type 1 or type 2 seat belt webbing with buckle adequate to encircle occupant and back rest of wheelchair.
*Type 2 seat belt assembly with upper torso restraint required on buses manufactured after 12/31/94. | Reject if: <ul style="list-style-type: none">- proper components are not present in operable condition.- detached belt is not type 1 or 2 seat belt material or equivalent.- detached belt does not have seat belt or quick detach type of buckle. |
| b. Check that type 1 and 2 seat belt assemblies meet manufacturer's requirements of CFR 49, 571:209. | Reject if: <ul style="list-style-type: none">- installation consists of belts or material that obviously are not manufactured for such use. (NOTE: Federal law requires each seat belt assembly be permanently marked or labeled with year of manufacture, model, and name of manufacturer or distributor.) |

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| c. Check that both type 1 & 2 seat belt assemblies are installed and anchored in accordance with 49CFR 571:210. | Reject if: <ul style="list-style-type: none">- the lap belt has an angle from horizontal less than 20 degrees or more than 75 degrees from the point of attachment to the vehicle on its way up and around the occupant of the wheelchair.- anchorage points other than those provided by the manufacturer are not installed with the use of 20 UNF-2A bolts 7/16 inch in diameter or 13 UNC-2A bolts 1/2 inch in diameter or equivalent with steel reinforcement plates or washers 0.06 inch thick at least 4 square inches in area.- anchorage points for the two ends of an individual seat belt assembly are less than 6 1/2 inches apart laterally. |
| d. Check seat belt assemblies that include use of a shoulder belt for proper installation. | Reject if: <ul style="list-style-type: none">- angle of the belt from anchor point to point it touches the occupant does not lie within the 120^o arc starting 10^o rearward from verticle at the occupant touching point and extending rearward and downward to a point 40^o below horizontal. Rearward is used in reference to the wheelchair. |
| 4. Check that device is capable of sustaining loads imposed theron or device prevents excessive movement of an occupied wheel chair. | Reject and order removal or replacement of device if: <ul style="list-style-type: none">- device fails demonstration test; (7450.0500 Subp.2 - See note:)- device allows movement of the wheel chair more than an inch in any direction. <p>(NOTE: If upon inspection it is determined that the securement device or equipment is worn to the extent of being questionable in strength or integrity, the test described in 7450.0500 subpart 2 may be required of the applicant. This should only be required when there exists reasonable grounds to believe the device is faulty or weak.)</p> |

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| 5. Check for permanent marking of device. | Reject if: <ul style="list-style-type: none">- device is not permanently marked with name, initials or trademark of manufacturer and the model designation of the device.- the label is not readily visible and legible from the outside of the device when properly mounted to the vehicle. |
| 6. Check that seat belt assemblies and securement devices are able to be retracted, removed or stored when not in use. | Ascertain where assemblies are stored when not being used. |
| 7. If all securement devices meet the above requirements, enter the number of devices on the S.B. sticker affixed to the window. | |