

ARKANSAS REGISTER

Transmittal Sheet

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For Office

Use Only:

Effective Date _____ Code Number _____

Name of Agency Arkansas Department of Education Division of Elementary and Secondary Education

Department Commission for Arkansas Public School Academic Facilities and Transportation

Contact Jennifer Dedman E-mail Jennifer.Dedman@arkansas.gov Phone 501-682-4585

Statutory Authority for Promulgating Rules Ark. Code Ann. §6-21-304

Rule Title: Commission for Arkansas Public School Academic Facilities and Transportation Rules for the Specifications Governing School Bus Design

Intended Effective Date

(Check One)

Emergency (ACA 25-15-204)

10 Days After Filing (ACA 25-15-204)

Other _____
(Must be more than 10 days after filing date.)

Legal Notice Published

Final Date for Public Comment

Reviewed by Legislatice Council

Adopted by State Agency

Date

12/19-21/18

1/18/19

9/20/19

4/24/19

Electronic Copy of Rule e-mailed from: (Required under ACA 25-15-218)

Jennifer Dedman

Jennifer.Dedman@arkansas.gov

10/7/19

Contact Person

E-mail Address

Date

CERTIFICATION OF AUTHORIZED OFFICER

I Hereby Certify That The Attached Rules Were Adopted
In Compliance with the Arkansas Administrative Act. (ACA 25-15-201 et. seq.)


Signature

501-682-4585

Jennifer.Dedman@arkansas.gov

Phone Number

E-mail Address

Attorney Supervisor

Title

10/7/19

Date

FINANCIAL IMPACT STATEMENT

PLEASE ANSWER ALL QUESTIONS COMPLETELY

DEPARTMENT Arkansas Department of Education

DIVISION Public School Transportation

PERSON COMPLETING THIS STATEMENT Jennifer Dedman

TELEPHONE 501-682-4585 **FAX** 501-682-4249 **EMAIL:** Jennifer.Dedman@arkansas.gov

To comply with Ark. Code Ann. § 25-15-204(e), please complete the following Financial Impact Statement and file two copies with the questionnaire and proposed rules.

SHORT TITLE OF THIS RULE CAPSAFT Rules for the Specifications Governing School Bus Design

- 1. Does this proposed, amended, or repealed rule have a financial impact? Yes No

- 2. Is the rule based on the best reasonably obtainable scientific, technical, economic, or other evidence and information available concerning the need for, consequences of, and alternatives to the rule? Yes No

- 3. In consideration of the alternatives to this rule, was this rule determined by the agency to be the least costly rule considered? Yes No

If an agency is proposing a more costly rule, please state the following:

(a) How the additional benefits of the more costly rule justify its additional cost;

(b) The reason for adoption of the more costly rule;

(c) Whether the more costly rule is based on the interests of public health, safety, or welfare, and if so, please explain; and;

(d) Whether the reason is within the scope of the agency's statutory authority; and if so, please explain.

4. If the purpose of this rule is to implement a federal rule or regulation, please state the following:

(a) What is the cost to implement the federal rule or regulation?

Current Fiscal Year

General Revenue	<u>0</u>
Federal Funds	<u>0</u>
Cash Funds	<u>0</u>
Special Revenue	<u>0</u>
Other (Identify)	<u>0</u>
Total	<u>0</u>

Next Fiscal Year

General Revenue	<u>0</u>
Federal Funds	<u>0</u>
Cash Funds	<u>0</u>
Special Revenue	<u>0</u>
Other (Identify)	<u>0</u>
Total	<u>0</u>

(b) What is the additional cost of the state rule?

Current Fiscal Year

General Revenue	<u>0</u>
Federal Funds	<u>0</u>
Cash Funds	<u>0</u>
Special Revenue	<u>0</u>
Other (Identify)	<u>0</u>
Total	<u>0</u>

Next Fiscal Year

General Revenue	<u>0</u>
Federal Funds	<u>0</u>
Cash Funds	<u>0</u>
Special Revenue	<u>0</u>
Other (Identify)	<u>0</u>
Total	<u>0</u>

5. What is the total estimated cost by fiscal year to any private individual, entity and business subject to the proposed, amended, or repealed rule? Identify the entity(ies) subject to the proposed rule and explain how they are affected.

Current Fiscal Year

\$ 0
0

Next Fiscal Year

\$ 0

6. What is the total estimated cost by fiscal year to state, county, and municipal government to implement this rule? Is this the cost of the program or grant? Please explain how the government is affected.

Current Fiscal Year

\$ 0
0

Next Fiscal Year

\$ 0

7. With respect to the agency's answers to Questions #5 and #6 above, is there a new or increased cost or obligation of at least one hundred thousand dollars (\$100,000) per year to a private individual, private entity, private business, state government, county government, municipal government, or to two (2) or more of those entities combined?

Yes No

If YES, the agency is required by Ark. Code Ann. § 25-15-204(e)(4) to file written findings at the time of filing the financial impact statement. The written findings shall be filed simultaneously with the financial impact statement and shall include, without limitation, the following:

- (1) a statement of the rule's basis and purpose;
- (2) the problem the agency seeks to address with the proposed rule, including a statement of whether a rule is required by statute;
- (3) a description of the factual evidence that:
 - (a) justifies the agency's need for the proposed rule; and
 - (b) describes how the benefits of the rule meet the relevant statutory objectives and justify the rule's costs;
- (4) a list of less costly alternatives to the proposed rule and the reasons why the alternatives do not adequately address the problem to be solved by the proposed rule;

- (5) a list of alternatives to the proposed rule that were suggested as a result of public comment and the reasons why the alternatives do not adequately address the problem to be solved by the proposed rule;
- (6) a statement of whether existing rules have created or contributed to the problem the agency seeks to address with the proposed rule and, if existing rules have created or contributed to the problem, an explanation of why amendment or repeal of the rule creating or contributing to the problem is not a sufficient response; and
- (7) an agency plan for review of the rule no less than every ten (10) years to determine whether, based upon the evidence, there remains a need for the rule including, without limitation, whether:
 - (a) the rule is achieving the statutory objectives;
 - (b) the benefits of the rule continue to justify its costs; and
 - (c) the rule can be amended or repealed to reduce costs while continuing to achieve the statutory objectives.

**COMMISSION FOR ARKANSAS PUBLIC SCHOOL
ACADEMIC FACILITIES AND TRANSPORTATION
RULES FOR THE SPECIFICATIONS GOVERNING SCHOOL BUS DESIGN
Anticipated Effective Date: July 2019**

1.00 REGULATORY AUTHORITY

1.01 These Rules shall be known as the Commission for Arkansas Public School Academic Facilities and Transportation Rules for the Specifications Governing School Bus Design.

1.02 These rules are enacted pursuant to the authority of Ark. Code Ann. § 6-21-304.

2.00 PURPOSE

2.01 It is the purpose of these Rules to establish specifications governing school bus design for the State of Arkansas.

3.00 EXPLANATIONS

3.01 The following standards address modifications as they pertain to school buses that, with standard seating arrangement prior to modification would accommodate more than 10 persons. If by addition of a power lift, mobile seating device positions or other modifications, the capacity is reduced such that vehicles become multi-purpose vehicles (MPV's), the intent of these standards is to have these vehicles be required to meet the same standards they would have had to meet prior to such modifications, and such MPV's are included in all references to school buses and requirements for school buses which follow.

4.00 SCHOOL BUS CHASSIS REQUIREMENTS

4.01 All bus chassis shall meet Arkansas Specifications included in this rule.

4.02 Chassis manufacturers shall, upon request, certify to the Arkansas Division of Public School Academic Facilities and Transportation (Division) that their product meets minimum Arkansas standards.

5.00 AIR CLEANER

5.01 The engine intake air cleaner system shall be furnished and properly installed by the chassis manufacturer to meet engine manufacturer's specifications.

5.02 The intake air system for diesel engines may have an air cleaner restriction indicator properly installed by the chassis manufacturer to meet engine specifications.

6.00 AXLES

6.01 The front and rear axle and suspension system shall have a gross axle weight rating (GAWR) at ground commensurate with the respective front and rear weight loads that will be imposed by the bus.

7.00 BRAKES

- 7.01 A braking system, including service brake and parking brake, shall be provided.
- 7.02 Buses using air in the operation of the brake system shall be equipped with warning signals, readily audible and visible to the driver, that will give a continuous warning when the air pressure available in the system for braking is 60 psi (pounds per square inch) or less.
 - 7.02.1 An illuminated gauge shall be provided that will indicate to the driver the air pressure in pounds per square inch.
 - 7.02.2 Any brake system dry reservoir shall be so safeguarded by a check valve or equivalent device, that in the event of failure or leakage in its connections to the source of compressed air, the stored dry air shall not be depleted by the leakage or failure.
 - 7.02.3 All school buses with a maximum design capacity of 65 passenger or above, or a GVWR above 26,001 lbs. shall be equipped with air brakes. A Bendix Air Dryer (AD9) or prior approved equivalent with a heater shall be required on all air brakes. Air compressor shall be 12 cubic feet per minute (CFM's) or greater.
 - 7.02.4 Brakes shall be designed to Federal Motor Vehicle Safety Standards (FMVSS) 105 or 121 as applicable.
- 7.03 Buses using a hydraulic assist-brake system shall be equipped with warning signals, readily audible and visible to the driver, that will provide continuous warning in the event of a loss of fluid flow from primary sources or loss of electric source powering the back-up system.
- 7.04 The brake lines and the booster-assist lines shall be protected from excessive heat and vibration and installed in a manner which prevents chafing.
- 7.05 All brake systems shall be designed to permit visual inspection of brake lining wear without removal of any chassis components.
- 7.06 Automatic slack adjusters are required on all air brake units and shall be of the same brand.

8.00 FRONT BUMPER

- 8.01 The front bumper shall be furnished by chassis manufacturers as part of the chassis unless energy absorbing or other bumper options necessitate installation by the body manufacturer.
- 8.02 Unless an energy absorbing bumper is used, the front bumper shall be of pressed steel channel or equivalent material at least 3/16" thick and not less than 8" wide (high) and shall extend beyond the forward-most part of the body, grill, hood, and fenders and shall extend to outer edges of the fenders at the bumper's top line. Type 'A' shall be to manufacture standard.
- 8.03 Front bumper, except breakaway bumper ends, shall be of sufficient strength to permit pushing a vehicle of equal gross vehicle weight without permanent distortion

to the bumper, chassis, or body.

9.00 REAR BUMPER

- 9.01 Rear bumper shall be of pressed steel channel or equivalent material, at least 3/16-inch thick, and shall be a minimum of 9.5 inches wide (high), and of sufficient strength to permit being pushed by another vehicle without permanent distortion.
- 9.02 Rear bumper shall be wrapped around back corners of bus. It shall extend forward at least 12 inches measured from rear-most point of body at floor line.
- 9.03 Rear bumper shall be attached to chassis frame in such a manner that it may be easily removed; it shall be so braced as to withstand impact from a rear or side impact. It shall be so attached as to discourage hitching of rides.
- 9.04 Rear bumper shall extend at least one inch beyond the rear-most part of body surface measured at floor line.
- 9.05 Tow eyes or hooks shall be furnished on the rear and attached so they do not project beyond the rear bumper. Tow eyes or hooks attached to the chassis frame, shall be furnished by either the chassis or body manufacturer. The installation shall be in accordance with the chassis manufacturer's specifications.

10.00 COLOR

- 10.01 Chassis, including front bumper, shall be black; hood, cowl and fenders shall be National School Bus Yellow (NSBY).
- 10.02 Hood may be painted with non-reflective NSBY paint.
- 10.03 Black wheels shall be standard.
 - 10.03.1 Yellow, silver, gray or white wheels are optional.

11.00 DRIVE SHAFT

- 11.01 The drive shaft shall be protected by a metal guard or guards around circumferences of the drive shaft to reduce possibility of it whipping through the floor or dropping to the ground if broken.

12.00 ELECTRICAL SYSTEM

12.01 Battery

- 12.01.1 The standard on all Type 'B', 'C' and 'D' diesel units will be a minimum of 1900 cold cranking amps (CCA) at 0 degrees Fahrenheit. Optional equipment, when specified, will be one battery with a minimum of 850 CCA. Higher capacities may be required depending upon optional equipment and local environmental conditions.
- 12.01.2 All batteries in Type 'B', 'C' and 'D' buses are to be located in a sliding tray. Type 'A' chassis with the battery outside the engine compartment

shall have a sliding tray installed.

- 12.01.3 The body manufacturer shall securely attach the battery on a slide-out tray or door in a closed, vented compartment in the body skirt, so that the battery is accessible for convenient servicing from the outside. Battery compartment door or cover shall be hinged at front or top, and secured by an adequate and conveniently operated latch or other type fastener.

12.02 Alternator

- 12.02.1 All Type A and Type B buses with a GVWR of 15,000 pounds or less shall have a minimum 130-amp alternator. Buses equipped with an electrically powered wheelchair lift and/or air conditioning shall be equipped with the highest rated capacity available from the chassis OEM.
- 12.02.2 Type 'B', 'C', and 'D' buses shall be equipped with a heavy duty truck, bus type, or pad mount alternator meeting Society of Automotive Engineers (SAE) J 180; having a minimum output rating of 200 amperes, alternator shall be capable of producing a minimum of 50% of its maximum rated output at the engine manufacturer's recommended idle speed. Minimum alternator output for air conditioning system is 200 amp minimum. With a combination of air conditioner and/or lift a minimum alternator output of 270 amperes.
- 12.02.3 Direct-drive alternator is permissible in lieu of belt drive. Belt drive shall be capable of handling the rating capacity of the alternator with no detrimental effect on **other** driven components.

12.03 Electrical wires and terminals (Body and Chassis)

- 12.03.1 All wiring shall comply with latest SAE recommended practices. This shall include SAE J541a, SAE J1127, SAE J1708, and SAE J1128.
- 12.03.2 Wiring shall be of sufficient size to carry the required load without excessive voltage drop.
- 12.03.3 Wires shall be permanently continuous color coded or permanently number coded to easily identify the various circuits. Use of taped numbers is not acceptable.
- 12.03.4 Wires shall be of sufficient length to provide a loop at terminals so as to permit ample slack for directional positioning. The length shall allow replacement of end terminals twice, without pulling, stretching or replacing the wire.
- 12.03.5 Corrosion-resistant full ring or interlocking terminals shall be used for terminating wire ends at components. All wires shall be continuous and terminate at appropriate connector. "T" or butt connectors shall not be used. Vehicles multiplex wiring system shall be manufacture standards.
- 12.03.6 Battery cable terminals, component terminals and connectors exposed

to the ambient shall be coated with terminal corrosion preventive compound.

- 12.03.7 Except for those on large wires, such as battery cables, terminals shall be machine crimped to the wiring. A ratchet type hand crimper may be used where it is not possible to use a large machine crimper.
- 12.03.8 Wiring shall be arranged in circuits as required and each circuit protected by a fuse, field effect transistor (FET) or circuit breaker. A system of colors and numbers shall be used and an appropriate identifying wiring diagram of each body as manufactured shall be provided to the end user.
- 12.03.9 A Daytime Running Lamp system meeting chassis manufacturer's specifications shall be provided.

13.00 ENGINE

- 13.01 Oil filter with replaceable element shall be provided and connected by flexible oil lines if it is not of built-in or engine mounted design. Oil filter shall have capacity of at least one (1) quart.
- 13.02 Engine (gross) Horsepower (hp) rating.
 - 200 hp min. for 25-78 passenger
 - 240 hp min. for 79-90 passenger (250 hp min. with air conditioning)

14.00 EXHAUST SYSTEM

- 14.01 The exhaust pipe, after-treatment system and tailpipe shall be outside the bus body compartment and shall be attached to the chassis so any other chassis component is not damaged.
- 14.02 The tailpipe and after-treatment system shall be constructed of a corrosion-resistant tubing material at least equal in strength and durability to 16-gauge steel tubing of equal diameter.
- 14.03 The tailpipe may be flush with, or shall not extend more than two inches beyond, the perimeter of the body for side-exit pipe or the bumper for rear-exit pipe. The exhaust system shall be designed such that exhaust gas will not be trapped under the body of the bus.
- 14.04 The tailpipe shall exit to the left or right of the emergency exit door in the rear of the vehicle or to the left side of the bus in front of or behind the rear drive axle or the tailpipe may extend through the bumper. The tailpipe exit location on all Types A-1 or B-1 buses may be in accordance to the manufacturer's standards. The tailpipe shall not exit beneath any fuel filler location, emergency door or lift door.
- 14.05 The exhaust system shall be insulated in a manner to prevent any damage to any fuel system component.

14.06 The design of the after treatment systems shall not allow active (non-manual) regeneration of the particulate filter during the loading and unloading of passengers. Manual regeneration systems will be designed such that unintentional operation will not occur.

14.07 For after treatment systems that require Diesel Exhaust Fluid (DEF) to meet federally mandated emissions:

14.07.1 The composition of Diesel Exhaust Fluid (DEF) must comply with International Standard ISO 22241-1. Refer to engine manufacturer for any additional DEF requirements.

14.07.2 The DEF supply tank shall be sized to meet a minimum ratio of 3 diesel fills to 1 DEF fill.

15.00 FRONT FENDERS (TYPE 'C' VEHICLES)

15.01 Total spread of outer edges of front fenders, measured at fender line, shall exceed total spread of front tires when front wheels are in straight ahead position.

15.02 Fenders shall be properly braced and free from any body attachments.

15.03 Chassis sheet metal shall not extend beyond rear face of cowl on incomplete chassis.

16.00 FRAME

16.01 Frame or equivalent shall be of such design and strength characteristics as to correspond at least to standard practice for trucks of same general load characteristics.

16.02 Any primary (chassis manufacturer) or secondary manufacturer (body manufacturers) that modifies the original chassis frame shall guarantee the performance of workmanship and materials resulting from such modifications.

16.03 Any frame modification shall not be for the purpose of extending the wheelbase. Extensions of frame length are permissible only when such alterations are behind rear hanger of rear spring.

16.04 Holes in top or bottom flanges or side units of frame, and welding to frame shall not be permitted except as provided or accepted by chassis manufacturers.

17.00 FUEL TANK

17.01 Fuel tank or tanks having a 30 gallon minimum capacity with a 25 gallon actual draw shall be provided by the chassis manufacturer on 36 capacity units and smaller. The tank shall be filled and vented to the outside of the body, the location of which shall be so that accidental fuel spillage will not drip or drain on any part of the exhaust system. A fuel tank having a capacity of a minimum of 60 gallons with a 55 gallon actual draw shall be provided by the manufacturer on 37 capacity units and larger.

17.02 No portion of the fuel system which is located to the rear of the engine compartment, except the filler tube, shall extend above the top of the chassis frame

rail. Fuel lines shall be mounted to obtain maximum possible protection from the chassis frame.

17.03 Fuel filter with replaceable element shall be installed between fuel tank and carburetor or injector.

17.04 Installation of an alternative fuel system shall comply with all applicable local, state and federal fire codes and National Highway Transportation Safety Administration (NHTSA) regulations.

18.00 GOVERNOR (Electronic Control)

18.01 An electronic engine speed limiter shall be provided and set to limit engine speed, not to exceed the maximum revolutions per minute, as recommended by the engine manufacturer.

19.00 HORN

19.01 Bus shall be equipped with dual electric horns of standard make with each horn capable of producing complex sound in bands of audio frequencies between 250 and 2,000 cycles per second and tested per SAE Standard J-377.

20.00 INSTRUMENTS AND INSTRUMENT PANEL

20.01 Chassis shall be equipped with the following instruments and gauges. (Lights in lieu of gauges are not acceptable except as noted):

20.01.1 Speedometer.

20.01.2 Odometer which will give accrued mileage (six digits with trip odometer) including tenths of miles.

20.01.3 Voltmeter.

20.01.3.1 Ammeter with graduated charge and discharge with ammeter and its wiring compatible with generating capacities is permitted in lieu of voltmeter.

20.01.4 Oil-pressure gauge.

20.01.5 Water temperature gauge.

20.01.6 Fuel gauge.

20.01.7 Upper beam headlight indicator.

20.01.8 Brake indicator gauge (air).

20.01.8.1 Light indicator in lieu of gauge permitted on vehicle equipped with hydraulic-over-hydraulic brake system.

20.01.9 Turn signal indicator.

20.01.10 Glow-plug indicator light where appropriate.

- 20.02 All instruments shall be easily accessible for maintenance and repair.
- 20.03 Instruments and gauges shall be mounted on instrument panel in such a manner that each is clearly visible to driver while in normal seated position.
- 20.04 Instrument panel shall have lamps of sufficient candlepower to illuminate all instruments and gauges and shift selector indicator for automatic transmission.

21.00 OPENINGS

- 21.01 All openings in floorboard and firewall between chassis and passenger-carrying compartment, such as for gearshift selector and parking brake lever, shall be sealed.

22.00 PASSENGER LOAD

- 22.01 Gross vehicle weight (GVW) is the sum of the chassis weight, plus the body weight, plus the driver's weight, plus total seated pupil weight.
 - 22.01.1 For purposes of calculation, the driver's weight is 150 pounds.
 - 22.01.2 For purposes of calculation, the pupil weight is 120 pounds per pupil.
- 22.02 Actual gross vehicle weight (GVW) shall not exceed the chassis manufacturer's GVWR for the chassis.

23.00 RETARDER SYSTEM

- 23.01 Retarder system, if used, shall maintain the speed of the fully loaded school bus at 19.0 mph or 30 km/hr on a 7% grade for 3.6 miles or 6 km.

24.00 SHOCK ABSORBERS

- 24.01 Bus shall be equipped with front and rear double-action shock absorbers compatible with manufacturer's rated axle capacity at each wheel location.

25.00 SPRINGS

- 25.01 Capacity of springs or suspension assemblies shall be commensurate with chassis manufacturer's gross vehicle weight rating.

26.00 STEERING GEAR

- 26.01 Steering gear shall be approved by chassis manufacturer and designed to assure safe and accurate performance when vehicle is operated with maximum load and at maximum speed.
- 26.02 If external adjustments are required, steering mechanism must be accessible to accomplish same.
- 26.03 No changes shall be made in steering apparatus which are not approved by chassis manufacturer.
- 26.04 There shall be clearance of at least 2 inches between steering wheel and cowl,

instrument panel, windshield or any other surface.

26.05 The steering system shall be designed to provide means for lubrication of all wear-points, if wear-points are not permanently lubricated.

26.06 Tilt steering wheel is required on Type 'B', 'C' & 'D' vehicles. Tilt steering is optional on Type 'A' vehicles.

27.00 TIRES AND WHEELS

27.01 Tires and wheels of proper size and tires with load rating commensurate with chassis manufacturer's gross vehicle weight rating shall be provided.

27.02 Dual rear tires shall be provided on Type 'A' school buses.

27.03 All tires on any given axle shall be of same size and the load range of said tires shall meet or exceed the gross axle weight rating as required by FMVSS 120.

27.04 If the vehicle is equipped with optional spare tire and wheel assembly, it shall be of the same size and type as those mounted on the vehicle.

27.05 If tire carrier is required, it shall be suitably mounted in accessible location outside passenger compartment.

27.06 Steel belted tubeless radial tires shall be standard equipment.

27.07 Disc wheels are required on Type 'B', 'C', and 'D' units.

28.00 TOW EYES OR HOOKS

28.01 Tow eyes or hooks shall be furnished front and rear and attached so as not to project beyond the front or rear bumpers. Tow eyes or hooks attached to the frame (chassis) shall be furnished by chassis manufacturer. Type 'A' shall be exempt.

29.00 TRANSMISSION - DIFFERENTIAL

29.01 When automatic or automated transmission is used, it shall provide for not less than three forward speeds and one reverse speed. The shift selector, if applicable, shall provide a detent between each gear position when the gear selector quadrant and shift selector are not steering column mounted. Transmission shall meet manufacturer's specifications. Automatic or automated transmission is base specification on all units.

29.02 Gear ratio will need to be specified by the local school district representative. Otherwise, the manufacturer standard gear ratio will be delivered. District representative should consult with area mechanics to determine the proper gear ratio for local terrain and use of unit.

30.00 TURNING RADIUS

30.01 Chassis with a wheelbase of 264 inches or less shall have a right and left turning radius of not more than 42-1/2 feet, curb to curb measurement.

30.02 Chassis with a wheelbase of 265 inches or more shall have a right and left turning

radius of not more than 44-1/2 feet, curb measurement.

31.00 UNDERCOATING

31.01 The entire underside of the bus body, including floor sections, cross member and below floor-line side panels, shall be coated with rust-proofing material for which the material manufacturer has issued to the bus body manufacturer a notarized certification that materials meet or exceed all performance requirements of SAE J1959.

31.02 The undercoating material shall be applied with suitable airless or conventional spray equipment to the undercoating material manufacturer's recommended film thickness and shall show no evidence of voids in the cured film.

31.03 The undercoating material shall not cover any exhaust components of the chassis.

32.00 WEIGHT DISTRIBUTION

32.01 Weight distribution of a fully-loaded bus on a level surface shall be such as not to exceed the manufacturer's front gross axle rating and rear gross axle weight rating.

33.00 BUS BODY SPECIFICATIONS

33.01 All bus bodies shall meet Arkansas Specifications and FMVSS in effect as of the effective date of this Rule, or in force on the day of issuance of bid request.

34.00 PASSENGER COMPARTMENT AIR CONDITIONING (Optional)

The following specifications are applicable to all types of school buses that may be equipped with air conditioning. This section is divided into three parts. Part 1 covers performance specifications, Part 2 covers test conditions, and Part 3 covers other requirements applicable to all buses.

34.01 Performance Specifications

34.01.1 Standard Performance

The installed air conditioning system should cool the interior of the bus from 100 degrees to 80 degrees Fahrenheit, measured at three points (minimum) located four feet above the floor on the longitudinal centerline of the bus. The three required points shall be: (1) three feet above the center point of the horizontal driver seat surface, (2) at the longitudinal midpoint of the body, and (3) three feet forward of the rear emergency door or, for Type D rear engine buses, three feet forward of the end of the aisle. Note for the Type A vehicles placement of the rear thermocouple should be centered in the bus over the rear axle. The independent temperature reading of each temperature probe inside the bus shall be within a range of +/- 3 degrees Fahrenheit of the average temperature at the conclusion of the test.

34.01.2 High Performance

The installed air conditioning system should cool the interior of the bus from 100 degrees to 70 degrees Fahrenheit, measured at three points (minimum) located four feet above the floor on the longitudinal centerline of the bus. The three required points shall be: (1) three feet above the center point of the horizontal driver seat surface, (2) at the longitudinal midpoint of the body, and (3) three feet forward of the rear emergency door or, for Type D rear engine buses, three feet forward of the end of the aisle.

The Type A vehicles placement of the rear thermocouple should be centered in the bus over the rear axle. The independent temperature reading of each temperature probe inside the bus shall be within a range of +/- 3 degrees Fahrenheit of the average temperature at the conclusion of the test.

34.02 Test Conditions

The test conditions under which the above performance standards must be achieved shall consist of (1) placing the bus in a room (such as a paint booth) where ambient temperature can be maintained at 100 degrees Fahrenheit; (2) heat-soaking the bus at 100 degrees Fahrenheit at a point measured two feet horizontally from the top of the windows on both sides of the bus, with windows open for two hours; and (3) closing windows, turning on the air conditioner with the engine running at 1250 +/- 50 RPM, and cooling the interior of the bus to 80 degrees Fahrenheit, (standard performance) or 70 degrees Fahrenheit (high performance), within 30 minutes while maintaining 100 degrees Fahrenheit outside temperature.

34.03 Other Requirements

34.03.1 Evaporator cases, lines and ducting (as equipped) shall be designed in such a manner that all condensation is effectively drained to the exterior of the bus below the floor level under all conditions of vehicle movement and without leakage on any interior portion of the bus.

34.03.2 Evaporators and ducting systems shall be designed and installed to be free of projections or sharp edges. Ductwork shall be installed so that exposed edges face the front of the bus and do not present sharp edges.

34.03.3 On school buses equipped with Type-2 seatbelts having anchorages above the windows, the ducting (if used) shall be placed at a height sufficient to not obstruct occupant securement anchorages. This clearance shall be provided

along the entire length (except at evaporator locations) of the passenger area on both sides of the bus interior.

- 34.03.4 The body may be equipped with insulation, including sidewalls, roof, firewall, rear, inside body bows and plywood or composite floor insulation to reduce thermal transfer.
- 34.03.5 All glass (windshield, service and emergency doors, side and rear windows) may be equipped with maximum integral tinting allowed by federal, state or ANSI standards for the respective locations, except that windows rear of the driver's compartment, if tinted, shall have approximately 28 percent light transmission.
- 34.03.6 Electrical generating capacity shall be provided to accommodate the additional electrical demands imposed by the air conditioning system.
- 34.03.7 Roofs may be painted white to aid in heat dissipation.
- 34.03.8 Air intake for any evaporator assembly(ies), except for front evaporator of Type A-1, shall be equipped with replaceable air filter(s) accessible without disassembly of evaporator case.
- 34.03.9 For all buses (except Type D rear engine transit) equipped with a rear evaporator assembly, evaporator shall not encroach upon head impact zone, but may occupy an area of less than 26.5 inches from the rear wall and 14 inches from the ceiling.
- 34.03.10 For Type D rear engine transit buses equipped with a rear evaporator over the davenport, the evaporator assembly may not interfere with rear exit window and may not extend above the rear seating row.

35.00 AISLE

- 35.01 All emergency doors shall be accessible by a 12-inch minimum aisle. Primary aisle shall be unobstructed at all times by any type barrier or seat. Aisle to left side emergency door, if so equipped, may have an automatic folding seat.

36.00 BACK UP WARNING DEVICE

- 36.01 An automatic audible alarm shall be installed behind the rear axle and shall comply with the SAE published Backup Alarm Standards (SAE 994b).

37.00 CERTIFICATION

- 37.01 Body manufacturer shall, upon request, certify to the state agency having pupil transportation jurisdiction that their product meets minimum Arkansas standards.
- 37.02 Certification plate indicating maximum design capacity and equipped capacity shall be affixed to bus body.

38.00 COLOR

- 38.01 The school bus body shall be painted uniform color, NSBY. Entrance door and window post may be black.
- 38.02 The body exterior paint trim, bumpers, rub rails, lamp hoods, emergency door lettering and arrow shall be black.
- 38.03 The roof of the bus may be painted white extending down to the drip rails on the sides of the body or within approximately 6" of the top of the windows except that front and rear roof caps shall remain NSBY.

39.00 COMMUNICATIONS

- 39.01 Buses may be equipped with AM/FM, CD and/or two way radio communication system. Speakers shall be flush mounted.

40.00 CONSTRUCTION

- 40.01 Side Intrusion Test: The bus body shall be constructed to withstand an intrusion force equal to the curb weight of the vehicle, but shall not exceed 20,000 pounds, whichever is less. Each vehicle shall be capable of meeting this requirement when tested in accordance with the procedures set forth below.

The complete body structure, or representative seven-body section mock up with seats installed, shall be load-tested at a location 24 inches plus or minus two inches above the floor line, with a maximum 10-inch diameter cylinder, 48 inches long, mounted in a horizontal plane.

The cylinder shall be placed as close as practical to the mid-point of the tested structure, spanning two internal vertical structural members. The cylinder shall be statically loaded to the required force of curb weight or 20,000 pounds, whichever is less, in a horizontal plane with the load applied from the exterior toward the interior of the test structure. Once the minimum load has been applied, the penetration of the loading cylinder into the passenger compartment shall not exceed a maximum of ten inches from its original point of contact. There can be no separation of lapped panels or construction joints. Punctures, tears or brakes in the external panels are acceptable but are not permitted on any adjacent interior panel.

- 40.02 Kentucky Pole Test:

Kentucky Pole Test shall be required on or before the acceptance date of the first bus of the respective configuration.

TEST PROCEDURE:

The body shall be impacted at any point along the roof line on the outside surface, using an eight (8) inch diameter cylinder, forty-eight (48) inches long at a thirty (30) to forty-five (45) degree angle, one (1) to three (3) inches above the top window line. The cylinder shall impact the roofline with the forty-eight (48) inches dimension in a vertical plane with a force not to exceed ten (10) inches maximum to eight (8) inches minimum penetration of the body panels into the passenger compartment after impact.

Manufacturer shall submit all appropriate certification information.

40.03 Colorado Rack Test:

Colorado Racking Test shall be required on or before the acceptance of the respective configuration.

TEST PROCEDURE

A diagonal (racking) load test shall be performed on Type A, B, C, D school buses to assure adequate shear stiffness and strength of the bus body. In addition to complying with the test procedures described in FMVSS220, the body manufacturers shall record and report the downward vertical movement of the force at 0, 25, 50, and 100% of the maximum force (both loading and unloading). Each emergency exit of the vehicle provided in accordance with FMVSS 217 shall be capable of operation as specified in that standard during the full application of the force and after the release of the force. Complete testing requirements of the Colorado Racking Load Test are available upon request from the Arkansas Department of Education.

School bus body manufacturers shall record and report to ADE the 'COLORADO RACKING LOAD' test results, and shall specify which testing method was used.

40.04 Body companies shall certify compliance with all test requirements, including test results, if requested.

40.05 Construction shall be reasonably dust-proof and watertight.

41.00 CROSSING CONTROL ARM

41.01 Buses shall be equipped with a crossing control arm mounted on the right side of the front bumper. This arm when opened shall extend in a line parallel with the body side and positioned on a line with the right side front tire.

41.02 All components of the crossing control arm and all connections shall be weatherproofed.

41.03 The crossing control arm shall incorporate system connectors (electrical, vacuum or air) at the gate and shall be easily removable to allow for towing of the bus.

- 41.04 The crossing control arm shall meet or exceed SAE J1133.
- 41.05 The crossing control arm shall be constructed of noncorrosive or nonferrous material or treated in accordance with the body sheet metal specification (See Metal treatment).
- 41.06 There shall be no sharp edges or projections that could cause hazard or injury to students.
- 41.07 The crossing control arm shall extend approximately 70 inches (measured from the bumper at the arm assembly attachment point) when in the extended position.
- 41.08 The crossing control arm shall extend simultaneously with the stop arm(s) by means of the stop arm controls.
- 41.09 An automatic recycling interrupt switch shall be installed for temporary disabling of the crossing control arm.
- 41.10 The crossing control arm shall be equipped with a magnetic contact between the arm and front bumper except on air operated crossing controls.

42.00 DEFROSTERS

- 42.01 Defrosting and defogging equipment shall direct a sufficient flow of heated air onto the windshield, the window to the left of the driver and the glass in the viewing area directly to the right of the driver to eliminate frost, fog and snow. The defroster unit shall have a separate blower motor in addition to the heater motors or plenum with single blower. Defrosting and defogging equipment for Type 'A' vehicles shall direct a sufficient flow of heated air onto the windshield to eliminate frost, fog and snow.
- 42.02 The defroster and defogging system shall conform to SAE's Standard J381.
- 42.03 The defroster and defogging system shall be capable of furnishing heated outside ambient air, except that part of the system furnishing additional air to the windshield, entrance door and stepwell may be of the recirculating air type.
- 42.04 Auxiliary fans are not considered defrosting or defogging systems.
- 42.05 Portable heaters shall not be used.

43.00 DOORS

43.01 Service Door

- 43.01.1 Service door shall be within the driver's control, and so designed to afford easy release and provide a positive latching device on manual operating doors to prevent accidental opening. When hand lever is used, no parts shall come together so as to shear or crush fingers.

- 43.01.2 Manual door controls shall not require more than 25 pounds of force to operate at any point throughout the range of operation, as tested on a 10 percent grade both uphill and downhill.
- 43.01.3 Service door shall be located on right side of bus, opposite and within direct view of driver.
- 43.01.4 Service door shall have a minimum horizontal opening of 24 inches and minimum vertical opening of 68 inches.
- 43.01.5 Service door shall be split type, sedan type, or jack-knife type.
- 43.01.6 Lower, as well as upper panels, shall be of approved safety glass. Bottom of lower glass panel shall not be more than 10 inches from the top surface of bottom step. Top of each upper glass panel shall not be more than 6 inches from top of door.
- 43.01.7 Vertical closing edges on split type or folding type entrance doors shall be equipped with flexible material to protect the children's fingers.
- 43.01.8 All doors shall be equipped with padding at the top edge of each door opening. Padding shall be at least 3 inches wide and 1 inch thick and extend the full width of the door opening.
- 43.01.9 On power-operated service doors, the emergency release valve, switch or device to release the service door must be placed above or to the immediate left or right of the service door and clearly labeled.

43.02 Emergency Doors

- 43.02.1 The emergency door shall be hinged on right side if in rear end of bus. It shall open outward and be labeled inside to indicate how it is to be opened. If double emergency doors are used on Type 'A' vehicles, they shall be hinged on the outside edge and shall have a 3-point fastening device. A device shall be used that holds the door open to prevent the emergency door from closing during emergencies and school bus evacuation drills.
- 43.02.2 The upper portion of emergency door shall be equipped with approved safety glass, exposed area of which shall be not less than 400 square inches. The lower portion of the rear emergency door on Type 'B', 'C', and 'D' vehicles shall be equipped with a minimum of 350 square inches of approved safety glass.
- 43.02.3 There shall be no steps leading to emergency door.
- 43.02.4 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 of the bus.
- 43.02.5 The emergency door shall be equipped with padding at the top edge of each door opening. Padding shall be at least 3 inches wide and 1 inch

thick and extend the full width of the door opening.

- 43.02.6 The side emergency door, if installed, must meet the requirements as set forth in FMVSS 217, regardless of its use with any other combination of emergency exits.
- 43.02.7 There shall be no obstruction higher than 1/4 inch across the bottom of any emergency door opening.
- 43.02.8 All exterior metal door hinges which do not have stainless steel, brass or nonmetallic hinge pins or other designs that prevent corrosion shall be designed to allow lubrication to be channeled to the center 75 percent of each hinge loop without disassembly.

44.00 EMERGENCY EQUIPMENT

44.01 Fire Extinguisher

- 44.01.1 The bus shall be equipped with at least two pressurized, dry chemical fire extinguishers, complete with hose to meet Underwriters' Laboratories, Inc., approval. Extinguishers must be mounted in a bracket, one located in the driver's compartment and one located on the left side of the rear emergency door exit, readily accessible to the driver and passengers. A pressure gauge shall be mounted on the extinguisher and easily read without moving the extinguisher from its mounting position. The extinguisher shall be refillable.
- 44.01.2 The fire extinguisher shall be of a type approved by Underwriters' Laboratories with a total rating of 2A10BC (5 lbs. each) or greater. The operating mechanism shall be sealed with a type of seal which will not interfere with the use of the fire extinguisher.

44.02 First-Aid Kits

- 44.02.1 Bus shall have a removable, moisture-proof and dust-proof first-aid kit mounted in an accessible place within driver's compartment. This place shall be marked to indicate its location.
- 44.02.2 Minimum contents shall include:
 - 3/4" x 3" Bandage w/Telfa Pad
 - 3" Bandage Compress w/Telfa
 - 2" Bandage Compress w/Telfa
 - 3" x 3" Gauze Compress
 - 36" x 36" Gauze Compress
 - 40" Triangular Bandage, Non-Sterile
 - Gauze Bandage, 2" x 6 yards
 - Eye Pads, Adhesive Strips
 - Adhesive Tape, 1" x 2-1/2 yards
 - 4" Blunt Scissors

44.03 Body Fluid Clean-up Kit

- 44.03.1 Each bus shall have a removable and moisture proof body fluid clean-up kit. It shall be properly mounted and identified as a body fluid clean-

up kit.

44.04 Warning Devices

- 44.04.1 Each school bus shall contain at least three (3) reflective triangle road warning devices shall meet requirements in FMVSS 125.

45.00 EMERGENCY EXIT REQUIREMENTS

- 45.01 All buses shall be equipped with a total number of emergency exits required by FMVSS 217.
- 45.02 Side emergency exit windows when installed may be vertically hinged on the forward side of the window. No side emergency exit window will be located above a stop arm.

46.00 FLOOR

- 46.01 Floor in under seat area, including tops of wheel housings, driver's compartment and toe board, shall be covered with rubber floor covering or equivalent, having a minimum overall thickness of .125 inch.
- 46.02 Floor covering in aisle shall be of aisle-type rubber or equivalent, wear-resistant and ribbed. Minimum over-all thickness shall be .187 inch measured from tops of ribs.
- 46.03 Floor covering must be permanently bonded to floor and must not crack when subjected to sudden changes in temperature. Bonding or adhesive material shall be waterproof and shall be of type recommended by manufacturer of floor-covering material. All seams shall be sealed with waterproof sealer.
- 46.04 Body manufacturer shall provide a screw-down plate that is secured and insulated to access fuel tank sending unit. Type 'A' is excluded from this requirement.
- 46.05 All special needs school buses shall have 5/8 inch treated or marine grade plywood floors.

47.00 HEATING SYSTEM

- 47.01 The heater shall be hot water combustion type, electric heating element or heat pump.
- 47.02 If only one heater is used, it shall be fresh-air or combination fresh-air and recirculation type.
- 47.03 If more than one heater is used, additional heaters may be re-circulating air type.
- 47.04 The heating system shall be capable of maintaining bus interior temperatures, as specified in test procedure SAE J2233.
- 47.05 Auxiliary fuel-fired heating systems are permitted, provided they comply with the following:

- 47.05.1 The auxiliary heating system shall utilize the same type fuel as specified for the vehicle engine.
- 47.05.2 The heater(s) may be direct, hot air-type or may be connected to the engine coolant system.
- 47.05.3 An auxiliary heating system, when connected to the engine coolant system, may be used to preheat the engine coolant or preheat and add supplementary heat to the heating system.
- 47.05.4 Auxiliary heating systems must be installed pursuant to the manufacturer's recommendations and shall not direct exhaust in such a manner that will endanger bus passengers.
- 47.05.5 All combustion heaters shall be in compliance with current Federal Motor Carrier Safety Regulations.
- 47.05.6 The auxiliary heating system shall require low voltage. Auxiliary heating systems shall comply with FMVSS No. 301, Fuel System Integrity, and all other applicable FMVSS, as well as with SAE test procedures.
- 47.05.7 All forced-air heaters installed by body manufacturers shall bear a name plate that indicates the heater rating in accordance with SBMTC-001, Standard Code for Testing and Rating Automotive Bus Hot Water Heating and Ventilating Equipment. The plate shall be affixed by the heater manufacturer and shall constitute certification that the heater performance is as shown on the plate.
- 47.05.8 Heater hoses shall be adequately supported to guard against excessive wear due to vibration. The hoses shall not dangle or rub against the chassis or any sharp edges and shall not interfere with or restrict the operation of any engine function. Heater hoses shall conform to SAE J20c, Coolant System Hoses. Heater lines, cores, and elements on the interior of the bus shall be shielded to prevent scalding or burning of the driver or passengers.
- 47.05.9 Each hot water system installed by a body manufacturer shall include one shutoff valve in the pressure line and one shut-off valve in the return line, with both valves at the engine in an accessible location, except that on Types A and B buses, the valves may be installed in another accessible location.
- 47.05.10 All heaters of hot water type in the passenger compartment shall be equipped with a device, installed in the hot water pressure line, which regulates the water flow to all passenger heaters. The device shall be conveniently operated by the driver while seated. The driver and passenger heaters may operate independently of each other for maximum comfort.
- 47.05.11 On hot water type systems, accessible bleeder valves for removing air from the heater shall be installed in an appropriate place in the return lines of body company-installed heater.

- 47.05.12 Access panels shall be provided to make heater motors, cores, elements and fans readily accessible for service. An exterior access panel to the driver's heater may be provided.

48.00 IDENTIFICATION

- 48.01 Body shall bear words "SCHOOL BUS" in black letters at least 8 inches high on both front and rear of body or on signs attached thereto. Lettering shall be placed as high as possible without impairment of its visibility. Lettering shall conform to "Series B" of Standard Alphabets for highway signs and shall be on a retro reflective area of approximately 12" x 45" meeting U.S. Department of Transportation FHWA-FP-85 Type 2A or Type 3A.
- 48.02 Permit numbers and school district name on side and rear of bus and school identification on each side shall be a minimum of 6 inches in height and 3/4" wide and conform to the assigned number of the Arkansas Division of Public School Academic Facilities and Transportation.
- 48.03 Except as allowed in 49.04, only signs and lettering approved by state law or regulation, limited to name of owner or operator and any numbers necessary for identification, shall appear on a school bus. School logo or mascot may only appear above the drip rail on either side of the bus or between the bottom two rub rails not to exceed 540 square inches.
- 48.04 An anti-bullying sign and no tobacco use sign shall be affixed to the interior bulkhead of the bus. A no unauthorized entry sign shall be affixed on the exterior of bus immediately rear of the service door below the window and above the rub rail.
- 48.05 A magnetic or adhesive sticker of an American or Arkansas flag not larger than 4 inches by 6 inches may be displayed directly below the driver's window or directly above the driver's window above the drip rail.
- 48.06 School buses purchased after May 16, 2012, will be identified by either: (a) a printed notice, with lettering not less than two (2) inches high, stating "ARKANSAS LAW: STOP WHEN RED LIGHTS ARE FLASHING", or (b) an Electronic Warning device as specified by Ark. Code. Ann. § 6-19-124, and displayed in accordance with Ark. Code Ann. § 6-19-125.

49.00 INSIDE HEIGHT

- 49.01 Inside body height shall be 72 inches or more, measured metal to metal, at any point of longitudinal centerline from front vertical bow to rear vertical bow. Inside body height of Type 'A' buses shall be 62 inches or more. 77 inches or more of headroom is optional. Inside height measurement does not apply to air conditioning equipment.

50.00 INSULATION

- 50.01 Ceiling and walls shall be insulated with proper material to deaden sound, and to reduce vibration to a minimum. If thermal insulation is specified, it shall be fire-resistant and meet the requirements of FMVSS 302.

- 50.02 If floor insulation is required, it shall be either 5 ply, nominal 5/8 inches thick plywood, or a material of equal or greater strength and insulation R value and it will meet or exceed properties of exterior-type softwood plywood, C-D Grade as specified in standard issued by U.S. Department of Commerce. When plywood is used, all exposed edges shall be sealed.

51.00 INTERIOR

- 51.01 Interior of bus shall be free of all unnecessary projections, which include luggage racks and attendant handrails, likely to cause injury. This standard requires inner lining on ceilings and walls. If ceiling is constructed to contain lapped joints, forward panel shall be lapped by rear panel. All interior panels, except access panels, shall have hemmed edges. All access panels shall be hemmed or beaded.
- 51.02 The driver's area forward of the foremost padded barriers shall permit the mounting of required safety equipment and vehicle operation equipment.
- 51.03 Every school bus shall be constructed so that the noise level taken at the ear of the occupant nearest to the primary vehicle noise source shall not exceed 85 dBA when tested according to the Noise Test Procedure.
- 51.04 Radio speakers shall be flush mounted, if installed.
- 51.05 A padded shoulder rail may be installed on both sides below the side windows. Shoulder rails shall be covered in the same material as the seats.

52.00 LAMPS AND SIGNALS

- 52.01 Interior lamps shall be provided which adequately illuminate aisle and stepwell. Stepwell light shall be illuminated by a service door operated switch, to illuminate only when headlights and clearance lights are on and service door opened.
- 52.02 Body instrument panel lights shall be controlled by a rheostat switch.
- 52.03 School Bus Alternately Flashing Signal Lamps shall be non-sequential operating system.
- 52.03.1 Bus shall be equipped with two red lamps at rear of vehicle and two red lamps at front of vehicle.
- 52.03.2 In addition to the four (4) red lamps described in Section 53.03.1 above, four (4) amber lamps shall be installed as follows: one amber lamp shall be located near each red signal lamp, at same level, but closer to vertical centerline of bus; system of red and amber signal lamps shall be wired so that amber lamps are energized manually, and red lamps are automatically energized (with amber lamps being automatically de-energized) when stop signal arm is extended or when bus service door is opened.
- 52.03.3 Area around lens of each alternately flashing signal lamp and extending outward a minimum of three (3) inches shall be black in color. In installations where there is no flat vertical portion of body immediately surrounding entire lens of lamp, a circular or square band, approximately three (3) inches wide and one (1) inch underneath,

immediately below and to both sides of lens, shall be painted black in color on body or roof area against which signal lamp is seen (from distance of 500 feet along axis of vehicle).Visors or hoods, black in color, with a minimum depth of four (4) inches may be provided.

- 52.03.4 Red lamp shall flash at any time the stop signal arm is extended.
- 52.03.5 All controlling devices for alternately flashing red and amber signal lamps shall be enclosed in the body in a readily accessible location.
- 52.03.6 All the above lamps and signals shall be LED.

52.04 Turn Signal and Stop/Tail Lamps

52.04.1 Bus body shall be equipped with rear turn signal lamps that are at least seven (7) inches in diameter, or if a shape other than round, a minimum 38 square inches of illuminated area and meet specification of the Society of Automotive Engineers. These signals must be connected to the chassis hazard wiring switch to cause simultaneous flashing of turn signal lamps when needed as vehicular traffic hazard warning. Turn signal lamps are to be placed as wide apart as practical and their centerline shall be approximately seven (7) to eight (8) inches below the rear windows. Type 'A' vehicle lamps must be twenty one (21) square inches in lens area and be in manufacturer's standard color.

52.04.2 Buses shall be equipped with four combination red stop/tail lamps.

52.04.2.1 Two combination lamps with a minimum diameter of seven (7) inches, or if a shape other than round, a minimum 38 square inches of illuminated area shall be mounted on the rear of the bus just inside the turn signals.

52.04.2.2 Two combination lamps with a minimum diameter of 4 inches, or if a shape other than round, a minimum 12 square inches of illuminated area shall be placed on the rear of the body between the beltline and the floor line. Rear license plate lamp may be combined with one lower tail lamp. Stop lamps shall be activated by the service brakes and shall emit a steady light when illuminated. Type 'A' buses with bodies supplied by chassis manufacturer may have manufacturer's standard stop and tail lamps.

52.04.3 Armored clearance lights may be installed. Recessed or flush mounted lights are acceptable.

52.04.4 All Type 'B', 'C', and 'D' units shall be equipped with an exterior/interior access panel with lock and key or trip lever on inside of unit for access to the electrical panel.

52.04.5 Side mounted directional signals shall be installed on the left side mounted rearward of the stop signal arm and on the right side mounted rearward of the service door of all type buses.

52.05 On all buses equipped with the optional 16 unit light monitor for the front and rear

lamps of the school bus, the monitor shall be mounted in full view of the driver. If the full circuit current passes through the monitor, each circuit shall be protected by a fuse or FET against any short circuit or intermittent shorts.

52.06 A white flashing strobe lamp shall be installed on the roof of a school bus at a location not closer than 12 inches or more than 6 feet from the rear of the roof edge. However, if the bus is equipped with a roof hatch or other roof mounted equipment falling within the above mentioned measurements, the strobe lamp may be located directly behind that equipment. The lamp shall have a single clear lens emitting light 360 degrees around its vertical axis, meeting the requirements of SAE J845. It may not extend above the roof more than the maximum legal height. A manual switch and a pilot lamp shall be included to indicate when the lamp is in operation. Optionally, the strobe lamp may be wired to activate with the amber alternately flashing signal lamps, continuing through the full loading or unloading cycle, and may be equipped with an override switch to allow activation of the strobe at any time for use in inclement weather.

52.07 All the above turn signals, lamps, and lights shall be LED.

53.00 METAL TREATMENT

53.01 All metal used in construction of bus body shall be zinc-coated or aluminum-coated or treated by equivalent process before bus is constructed. Included are such items as structural members, inside and outside panels, door panels and floor sills. Excluded are such items as door handles, grab handles, interior decorative parts, and other interior plated parts.

53.02 All metal parts that will be painted shall be, in addition to above requirements, chemically cleaned, etched, zinc-phosphate-coated, and zinc-chrome or epoxy-primed or conditioned by equivalent process.

53.03 In providing for these requirements, particular attention shall be given to lapped surfaces, welded connections of structural members, cut edges, punched or drilled hole areas in sheet metal, closed or box sections unvented or undrained areas and surfaces subjected to abrasion during vehicle operation.

53.04 As evidence that above requirements have been met, samples of materials and sections used in construction of bus body shall be subjected to a cyclic corrosion testing as outlined in SAE J1563.

54.00 MIRRORS

54.01 The mirror system shall comply with FMVSS 111 Rearview and Crossview Mirrors.

55.00 MOUNTING

55.01 Chassis frame shall support rear body cross member. Bus body shall be attached to chassis frame at each main floor sill, except where chassis components interfere, in such manner as to prevent shifting or separation of body from chassis under severe operating conditions.

55.02 Insulating material shall be placed at all contact points between body and chassis

frame on all type buses, and shall be so attached to the chassis frame or body that it will not move under severe operating conditions.

56.00 NOISE SUPPRESSION SWITCH

56.01 Each bus shall be equipped with a switch mounted in the driver's compartment to turn off all noise-producing accessories simultaneously, including heater blowers, air conditioning, defroster fans, and auxiliary fans and radios, if so equipped.

57.00 OVERALL LENGTH

57.01 Overall length of a bus shall not exceed 45 feet.

58.00 OVERALL WIDTH

58.01 Overall width of a bus shall not exceed 102 inches, excluding accessories.

59.00 RETROREFLECTIVE MATERIAL

59.01 The front and/or rear bumper may be marked diagonally 45 degrees down to centerline of pavement with 2¼-inch wide strips of non-contrasting retro-reflective material.

59.02 The rear of bus body shall be marked with strips of retro-reflective National School Bus Yellow (NSBY) material to outline the perimeter of the back of the bus using material which conforms with the requirements of FMVSS 131, Table 1. The perimeter marking of rear emergency exits per FMVSS 217 and/or the use of retro reflective "SCHOOL BUS" signs partially accomplishes the objective of this requirement. To complete the perimeter marking of the back of the bus, strips of at least 1-inch-retro-reflective NSBY material shall be applied horizontally above the rear windows and above the rear bumper, extending from the rear emergency exit perimeter, marking outward to the left and right rear corners of the bus. Vertical strips shall be applied at the corners connecting these horizontal strips.

59.03 "SCHOOL BUS" signs, if not of lighted design, shall be marked with retro-reflective NSBY material comprising background for lettering of the front and/or rear "SCHOOL BUS" signs.

59.04 Sides of bus body shall be marked with at least 1¾-inch retro-reflective NSBY material, extending the length of the bus body and located (vertically) between the floor line and the beltline.

59.05 Signs, if used, placed on the rear of the bus relating to school bus flashing signal lamps or railroad stop procedures may be of retro-reflective material.

60.00 RUB RAILS

60.01 There shall be four rub rails, each black, located on each side of the bus, one at seat level which shall extend from rear side of entrance door completely around bus

body (except for emergency door, engine door, and grill) to point of curvature near outside cowl on left side (except windows and access doors), one rub rail (no more than 10" above) at floor line, one located below side windows and one at the bottom of body skirt. Only the rub rail at (no more than 10" above) the seat level must extend around the bus body.

- 60.02 All rub rails shall be attached at each body post and all other upright structural members.
- 60.03 All rub rails shall be approximately 2.5 inches to 4.5 inches in width, shall be of approximately 20-gauge or larger steel, and shall be constructed in corrugated or ribbed fashion.
- 60.04 All rub rails shall be applied outside body or outside body posts; pressed-in or snap-on rub rails do not satisfy this requirement. For Type 'A' buses using chassis manufacturer's body or for Type 'B', 'C', and 'D' buses using rear luggage or rear engine compartment, rub rails need not extend around rear corners.
- 60.05 Rub rails are to be one piece except for end caps when used. Rear end wrap around pieces are excluded from the one piece rub rail. Rear end wrap around pieces shall not extend more than twelve (12) inches forward beyond where the flat side panel begins.

61.00 SEAT AND SEAT BELT FOR DRIVER

- 61.01 A type 2 lap belt/shoulder harness seat belt shall be provided for the driver and shall be of a high visibility fluorescent color. The assembly shall be equipped with an emergency locking retractor (ELR) for the continuous belt system. The lap portion of the belt shall be guided or anchored where practical to prevent the driver from sliding under it.
- 61.02 The driver's seat supplied by the body company shall be a six-way adjustable high back seat with a minimum seat back adjustable to 15 degrees, without requiring the use of tools, and head restraint to accommodate a 95th percentile adult male, as defined in FMVSS 208. The driver's seat shall be secured with nuts, bolts and washers or flanged-head nuts.

62.00 SEATING FOR PASSENGERS

- 62.01 All seats shall have a minimum cushion depth of 15 inches and must comply with all requirements of FMVSS 222. School bus design capacities shall be in accordance with FMVSS 222.
- 62.02 Upholstery shall conform with FMVSS 302.
- 62.03 Each seat leg shall be secured to the floor by a minimum of two (2) bolts, washers and nuts. Flange-head nuts may be used in lieu of nuts and washers, or seats may be track-mounted in conformance with FMVSS 222. If track seating is installed, the manufacturer shall supply minimum and maximum seat spacing dimensions applicable to the bus, which comply with FMVSS 222. This information shall be on a label permanently affixed to the bus.
- 62.04 All seat frames attached to the seat rail shall be fastened with a minimum of two

(2) bolts, washers and nuts or flange-head nuts.

62.05 All school buses (including Type 'A') shall be equipped with restraining barriers, which conform to FMVSS 222.

62.06 A flip-up seat may be installed at any side emergency door, provided that it conforms with FMVSS 222 and aisle clearance requirements of FMVSS 217. The flip-up seat shall be free of sharp projections on the underside of the seat bottom. The underside of the flip-up seat bottoms shall be padded or contoured to reduce the possibility of clothing being snagged or personal injury during use. Flip-up seats shall be constructed to prevent passenger limbs from becoming entrapped between the seat back and the seat cushion is in the upright position. The seat cushion shall be designed to rise to a vertical position automatically when it is not occupied.

63.00 SEAT BELTS

63.01 Type II lap/shoulder belts meeting FMVSS 209, 210, and 222 may be added to any bus.

64.00 STEPS

64.01 First step at service door shall be not less than 10 inches and not more than 14 inches from ground, based on standard chassis specifications.

64.01.1 Type 'D' vehicles shall have the first step at the service door 12 to 16 inches from the ground.

64.02 Step risers shall not exceed a height of 10 inches. When plywood floor is used on steel floor or step, the riser height may be increased by the thickness of the plywood.

64.03 Steps shall be enclosed to prevent accumulation of ice and snow.

64.04 Steps shall not protrude beyond side bodyline.

64.05 Handrails not less than 20 inches in length shall be provided in unobstructed location inside doorway. At least one handrail shall be installed. The handrail(s) shall assist passengers during entry or exit, and be designed to prevent entanglement, as evidenced by the passage of the NHTSA string and nut.

64.06 All Type 'B', 'C', and 'D' units shall be equipped with a three step riser.

65.00 STEP TREADS

65.01 All steps, including floor line platform area, shall be covered with 3/16 inch ribbed or studded elastomeric floor covering that exhibits good resistance to abrasion and high coefficient of friction.

65.02 Step covering shall be permanently bonded to a durable backing material that is resistant to corrosion.

65.03 The steps, including the floor line platform area shall have a 1-1/2 inch nosing that contrasts in color by at least 70% measured in accordance with the contrasting color specification in 36 CFR, Part 1192, ADA Accessibility Guidelines for Transportation Vehicles. The nosing shall be an integral piece without any joint

extending to the leading edge of the nosing turndown.

65.04 Step tread covering shall have the following characteristics:

65.04.1 Special compounding for good abrasion resistance and high coefficient of friction. Tread material weight loss shall not exceed 0.40 percent, as tested under ASTM D-4060, Standard Test method for Abrasion Resistance of organic Coatings by the Taber Abraser, (CS-17 Wheel, 1,000 gram, 1,000 cycle).

65.04.2 Step treads shall not break, crack, or check after ozone exposure (7 days at 50 phm at 40 degrees C) and Weathometer exposure (ASTM D-750, Standard test Method for Rubber Deterioration in Carbon-Arc Weathering Apparatus, 7 days).

65.04.3 Step treads shall have a calculated burn rate of .01 or less using the test methods, procedures and formulas listed in FMVSS302, Flammability of Interior Materials.

Note: A spray on application type material may be used in lieu of item 65.01, that meets the requirements of items 65.02 through 65.04. The material shall be applied not only to the interior surfaces of the service door step treads but also to the exterior, if not covered by undercoating.

66.00 STIRRUP STEPS

66.01 There shall be at least one folding stirrup step or recessed foothold and suitably located handles on each side of the front of the body for easy accessibility for cleaning the windshield and lamps except when windshield and lamps are easily accessible from the ground. Steps are permitted in or on the front bumper, in lieu of the stirrup steps, if the windshield and lamps are easily accessible for cleaning from that position. Type 'A' buses are exempt.

67.00 STOP SIGNAL ARM

67.01 There shall be a stop signal arm installed on left outside of body. It shall meet applicable requirements of FMVSS 131. Arm shall be of an octagonal shape with white letters and border and a red background and may be of reflective material meeting U.S. Department of Transportation FHWA FP-85 Type 2A or Type 3A. The flashing strobe lights are standard (LED lights are an allowable option) shall be connected to the alternating red flashing signal lamp circuit.

68.00 STORAGE COMPARTMENT

68.01 If tools, tire chains and/or tow chains are carried on the bus, a container of adequate strength and capacity may be provided. Such storage container may be located either inside or outside the passenger compartment but, if inside, it shall have a cover (seat cushion may not serve as this purpose) capable of being securely latched and be fastened to the floor convenient to either the service or emergency door.

68.02 Optional underneath storage space shall have a minimum of 15 cubic feet of usable storage. A locking device shall secure each entrance to storage.

69.00 SUN SHIELD

- 69.01 Interior adjustable transparent sun shield not less than 6" x 30" for Type 'B', 'C', and 'D' vehicles, and not less than 6" x 16" for Type 'A' vehicles with a finished edge shall be installed in a position convenient for use by the driver.

70.00 TAIL PIPE

- 70.01 The tailpipe shall not exit beneath any fuel filler location or beneath any emergency door. The tailpipe may be flush with, but shall not extend out more than two inches beyond, the perimeter of the body for side-exit pipe, or the bumper for rear-exit pipe.
- 70.02 The tailpipe shall exit to the left of the emergency exit door in the rear of the vehicle or to the left side of the bus in front or behind the rear drive axle. The tailpipe exit location on all Type 'A' buses may be according to the manufacturer's standard. The tailpipe shall not exit beneath any fuel filler location or beneath any emergency door. Rear engine buses are exempt from left side tailpipe requirement.

71.00 UNDERCOATING

- 71.01 Entire underside of bus body, including floor sections, cross member and below floor line side panels, shall be coated with rust-proofing material for which material manufacturer has issued notarized certification of compliance to the bus body builder that materials meet or exceed all performance requirements of SAE J1959.
 - 71.01.1 The undercoating material shall be applied with suitable airless or conventional spray equipment to the undercoating material manufacturer recommended film thickness and shall show no evidence of voids in the cured film.
 - 71.01.2 The undercoating material shall not cover any exhaust components of the chassis.

72.00 VENTILATION

- 72.01 Auxiliary fans shall meet the following requirements:
 - 72.01.1 A right hand and left hand mount driver defroster fan shall be installed in all Type 'B', 'C', and 'D' units.
 - 72.01.2 Fan for the left side shall be placed in a location where it can be adjusted to its maximum effectiveness.
 - 72.01.3 Fan for the right side shall be in a location where it can be adjusted to its maximum effectiveness.
 - 72.01.4 The fan shall be a minimum six-inch diameter.
 - 72.01.5 Fan shall be covered with a protective cage. A separate switch shall control the fan motor.
- 72.02 Body shall be equipped with a suitably controlled ventilating system of sufficient capacity to maintain proper quantity of air under operating conditions without opening of windows except in extremely warm weather.

72.03 Static-type non-closable exhaust ventilation shall be installed in low-pressure area of roof.

73.00 WARRANTY

73.01 The body shall have a 5 year (from date unit is put into service) per 100,000 miles warranty. The limited warranty shall include the main body structural components, rust perforation of interior and exterior sheet metal paint adhesion, and passenger/driver seat frames

73.02 A written engine warranty is required. A minimum of 5 year - 100,000 miles (100% parts and labor) on the diesel engine for Type 'B', 'C', and 'D' units is required. Type 'A' is manufacturer's standard.

73.03 Diesel engines shall be standard; other engines shall have the manufacturer's standard warranty.

73.04 The remaining items manufactured by the final stage manufacturer shall have a two year (from date bus is put into service) per unlimited miles warranty.

73.05 All items supplied by an outside vendor shall be warranted by the final stage manufacturer for one year (from date bus is put into service) per unlimited miles.

74.00 WHEELHOUSING

74.01 The wheel housing opening shall allow for easy tire removal and service.

74.02 Wheel housing shall be attached to floor sheets in such a manner to prevent any dust, water or fumes from entering the body. Wheel housing shall be constructed of minimum 16-gauge steel.

74.03 The inside height of the wheel housing above the floor line shall not exceed 12 inches.

74.04 The wheel housing shall provide clearance for installation and use of tire chains on dual power-driving wheels.

74.05 No part of a raised wheel housing shall extend into the emergency door opening.

75.00 WINDOWS

75.01 An adjustable split sash window shall be mounted inside of bus body between each framing post. Safety glass shall be set in an acceptable manner in a sturdy extruded or die formed frame to provide adequate support for glass. Permanent mark showing grade of glass shall be visible and glass shall be a minimum of 1/8 inch thick.

A minimum clear vertical opening of not less than nine (9) inches shall be provided by lowering top sash. Bottom sash shall be stationary. Movable window shall be controlled by an approved latch having finger-touch opener providing for ease of operation, and shall have minimum of injury prone projections. Window latches must be replaceable or re-buildable without disassembling the complete window

frame or removing the window from the body. Also, individual window latches or repair parts must be available and part numbers included in the required body parts catalog. Window seals and visors or drip molding shall be installed and unit shall provide ample protection from leakage in hardest rain.

- 75.02 For ventilation purposes, the driver's window shall be adjustable and shall be equipped with a positive latch that can be secured from the inside of bus.
- 75.03 There shall be installed, in the rear door, two (2) windows (one (1) upper, one (1) lower) installed in a waterproof manner. Glass shall be same type as for side windows.

Rear side windows located at each side of emergency door shall be installed in a waterproof manner. Glass area shall be large enough to provide desirable vision to rear and shall be of same quality and grade as for side windows.

76.00 WINDSHIELD WASHERS

- 76.01 A windshield washer system shall be provided.
- 76.02 Windshield washers shall be electrically operated. The washer reservoir shall be made of hard plastic or other approved material and have a capacity of at least one-half gallon. Flexible plastic bags are not acceptable.

77.00 WINDSHIELD WIPERS

- 77.01 A windshield wiping system, two-speed or more, shall be provided.
- 77.02 The wipers shall be operated by one or more electric motors of sufficient power to operate wipers and shall meet FMVSS 104.

78.00 WIRING

- 78.01 All wiring shall conform to current standards of Society of Automotive Engineers.
- 78.02 Circuits:

78.02.1 Wiring shall be arranged in circuits as required with each circuit protected by fuse or circuit breaker or FET. A system of color and number coding shall be used and an appropriate identifying diagram shall be provided to the end user along with the wiring diagram provided by the chassis manufacturer. A system of color and number coding shall be used on buses manufacturer after January 1, 1993. The following body interconnecting circuits shall be color-coded as noted:

FUNCTION	COLOR
Left Rear Directional Light	Yellow
Right Rear Directional Light	Dark Green
Stoplights	Red
Back-up-Lights	Blue
Taillights	Brown
Ground	White
Ignition Feed, Primary Feed	Black

The color of cables shall correspond to SAE J1128.

- 78.02.2 Wiring shall be arranged in at least six regular circuits as follows:
 - 78.02.2.1 Head, tail, stop (brake) and instrument panel lamps.
 - 78.02.2.2 Clearance and stepwell lamps (stepwell lamp shall be actuated when service door is opened).
 - 78.02.2.3 Dome lamp. (Dual row - 3 per side, minimum on Type 'B', 'C', and 'D' units.)
 - 78.02.2.4 Ignition and emergency door signal.
 - 78.02.2.5 Turn signal lamps.
 - 78.02.2.6 Alternately flashing signal lamps.
- 78.02.3 Any of above combination circuits may be subdivided into additional independent circuits.
- 78.02.4 Whenever heaters and defrosters are used, at least one additional circuit shall be installed.
- 78.02.5 Whenever possible, all other electrical functions (such as sanders and electric-type windshield wipers) shall be provided with independent and properly protected circuits.
- 78.02.6 Each body circuit shall be coded by number or letter on a diagram of circuits and shall be attached to the body in readily accessible location.
- 78.03 All wiring shall have an amperage capacity equal to or exceeding the designed load. All wiring splices are to be done at an accessible location and noted as splices on wiring diagram.
- 78.04 A body wiring diagram of easily readable size shall be furnished with each bus body or affixed in an area convenient to the electrical accessory control panel.
- 78.05 The body power wire shall be attached to special terminal on the chassis.
- 78.06 All wires passing through metal openings shall be protected by a grommet.
- 78.07 Wires not enclosed within body shall be fastened securely at intervals of not more than 18 inches. All joints shall be soldered or joined by equally effective connectors.
- 78.08 See 12.03 - wires and terminals - for additional information.
- 79.00 CHILD SAFETY ALARM SYSTEM
 - 79.01 All school buses shall be equipped with an electronic child safety alarm system. The system shall be armed by the operation of the eight way light system. When the key is placed in the off position the dome lights shall be activated. The driver

will have sixty seconds to walk to the rear of the bus and deactivate the system by either raising the rear emergency door handle or pressing a button on the rear bulkhead. The system will confirm the system deactivation by turning off or flashing the dome lights. If the driver fails to deactivate the system, the headlights will flash and the horn will honk intermittently.

80.00 MISCELLANEOUS

80.01 Type 'A', 'B', and 'C' units shall be furnished with an operator's manual and a body parts manual.

80.02 Each order of Type 'D' units shall be supplied with an owner's manual, body parts manual, and chassis parts book.

81.00 GENERAL REQUIREMENTS FOR SPECIALLY EQUIPPED SCHOOL BUSES

81.01 School buses designed for transporting children with special transportation needs shall comply with specifications set forth by National Congress on School Transportation, in addition to Arkansas minimum standards, in effect on the date of manufacture.

82.00 REQUIRED QUALIFICATIONS FOR BIDDERS

82.01 Dealership shall have a direct franchise agreement with the final stage manufacturer for buses sold in Arkansas.

82.02 Dealership shall have an adequate building and facilities for repair and servicing of buses.

82.03 Dealership shall have an adequate inventory of parts for warranty and repair work.

82.04 Dealership shall have trained personnel located in Arkansas qualified for service and warranty repair on equipment covered by the final stage manufacturer.

82.05 Dealership shall have an adequate lot for storage of buses.

82.06 All shipping shall be F.O.B. dealership's warranty and service location in Arkansas.

83.00 DEFINITIONS OF BUS TYPES

83.01 School Bus: A bus owned, leased, contracted to or operated by a school or school district and regularly used to transport students to and from school or school-related activities, but not including a charter bus or transit bus ~~or transit bus~~. A school bus must meet all applicable FMVSS and is readily identified by alternately flashing lamps, National School Bus Yellow paint, and the legend "School Bus", except as may be provided for the multifunction school activity bus.

83.02 Type A: A Type "A" school bus is a conversion or body constructed upon a van-type compact truck or a front-section vehicle with a gross weight rating of ten thousand pounds (10,000 lbs.) or less and designed for carrying more than ten (10) persons.

- 83.03 Type A-1. A Type "A-1" school bus is a conversion or bus constructed utilizing a cutaway front-section vehicle with a left side driver's door with a Gross Vehicle Weight Rating (GVWR) of 14,500 pounds or less.
- 83.04 Type B: A Type "B" school bus is a conversion or body constructed and installed upon a van or front-section vehicle chassis or stripped chassis with a vehicle weight rating of more than ten thousand pounds (10,000 lbs.) and designed for carrying more than ten (10) persons. Part of the engine is beneath or behind the windshield and beside the driver's seat. The entrance door is behind the front wheels.
- 83.05 Type C: A Type "C" school bus is a body installed upon a flat back cowl chassis with a gross vehicle weight rating of more than ten thousand pounds (10,000 lbs.) and designed for carrying more than ten (10) persons. All of the engine is in front of the windshield. The entrance door is behind the front wheels.
- 83.06 Type D: A Type "D" school bus is a body installed upon a chassis with the engine mounted in the front, midship, or rear with a gross vehicle weight rating of more than ten thousand pounds (10,000 lbs.) and designed for carrying more than ten (10) persons. The engine may be behind the windshield and beside the driver's seat, at the rear of the bus, behind the rear wheels, or midship between the front and rear axles. The entrance door is ahead of the front wheels.
- 83.07 Multifunction School Activity Bus (MFSAB): "A school bus whose purposes do not include transporting students to and from home or school bus stops", as defined in 49 CFR 571.3. This subcategory of school bus meets FMVSS 222 for school buses except the color (NSBY) and traffic control requirements (alternately flashing signal and stop arm).
- 83.08 Specially equipped: A school bus designed, equipped, or modified to accommodate students with special needs.

84.00 Alternative Fuels

- 84.01 Alternative fuel school buses shall meet the following requirements:
- 84.01.1 Chassis shall meet all specifications previously mentioned in Bus CHASSIS SPECIFICATIONS.
 - 84.01.2 Chassis shall meet all applicable Federal Motor Vehicle Safety Standards (FMVSS).
 - 84.01.3 The fuel system integrity shall meet the specified leakage performance standards when impacted by a moving contoured barrier in accordance with test conditions specified in FMVSS No.

301, Fuel System Integrity, or FMVSS No. 303, Fuel System Integrity of Compressed Natural Gas Vehicles, as applicable.

- 84.02 Original equipment manufacturers (OEMs) and conversion systems using compressed natural gas (CNG) shall comply with National Fire Protection Association (NFPA) Specification 52 2013, Compressed Natural Gas Vehicular Fuel Systems. Fuel systems using liquefied petroleum gas (LPG) shall comply with NFPA Specification 58 2014, Liquefied Petroleum Gases Engine Fuel Systems.
- 84.03 Fuel tank(s) for vehicles of less than 54 passenger capacity powered by LPG or CNG shall have a minimum 40-gallon capacity. Fuel tank(s) for vehicles of 54 or more passenger capacity powered by LPG or CNG shall have a minimum 60-gallon capacity.
- 84.04 Natural gas-powered buses may be equipped with an interior/exterior gas detection system. All natural gas-powered buses may be equipped with an automatic or manual fire detection and suppression system.
- 84.05 All materials and assemblies used to transfer or store alternative fuels shall be installed outside the passenger/driver compartment.
- 84.06 All Types C and D buses using alternative fuels shall meet the same base requirements of BUS CHASSIS SPECIFICATIONS for passenger load.
- 84.07 The total weight shall not exceed the vehicle's GVWR when loaded to rated capacity.
- 84.08 The manufacturer supplying the alternative fuel equipment must provide the owner and operator with adequate training and certification in fueling procedures, scheduled maintenance, troubleshooting and repair of alternative fuel equipment.
- 84.09 All fueling equipment shall be designed specifically for fueling motor vehicles and shall be certified by the manufacturer as meeting all applicable federal, state and industry standards.
- 84.10 All on-board fuel supply containers shall meet all appropriate requirements of the American Society for Mechanical Engineering (ASME) code, DOT regulations or applicable FMVSSs and NFPA standards.
- 84.11 All fuel supply containers shall be securely mounted to withstand a static force of eight times their weight in any direction.
- 84.12 All safety devices that discharge to the atmosphere shall be vented to the outside of the vehicle. The discharge line from the safety relief valve on all school buses

shall be located in a manner appropriate to the characteristics of the alternative fuel. Discharge lines shall not pass through the passenger compartment.

- 84.13 CNG buses shall have a positive, quick-acting ($\frac{1}{4}$ turn) shut-off control valve installed in each gaseous fuel supply line, as close as possible to the fuel supply containers. The valve controls shall be placed in a location easily operable from the exterior of the vehicle. The location of the valve controls shall be clearly marked on the exterior surface of the bus.
- 84.14 An electrical grounding system shall be required for grounding of the fuel system during maintenance-related venting.
- 84.15 Fuel systems identified as compatible with biodiesel must be provided with components compatible with biodiesel conforming to the specifications of ASTM 6751, Biodiesel Standard.
- 84.16 High Voltage-Powered Vehicles: Buses utilizing a high voltage propulsion system (more than 48 nominal volts) shall meet the requirements of FMVSS 305, Electric Powered Vehicles: Electrolyte Spillage and Electrical Shock Protection, except for the following:
 - 84.16.1 The propulsion power source (batteries, fuel cells, etc.) shall be located outside the passenger compartment.
 - 84.16.2 The propulsion power source enclosure shall be constructed to conform to the power source manufacturer's requirements and recommendations.
 - 84.16.3 Due to the much larger size and quantities of the propulsion power sources on larger vehicles, buses over 10,000 lbs. are permitted to exceed the 5.0 liter spillage constraint of Section 5.1, Electrolyte damage from propulsion batteries and the requirements to statically rotate the vehicle on its longitudinal axis post test.