2012 Minimum School Bus Specifications for Oklahoma

- Every five years the National Congress on School Transportation meets to review and update the *National School Transportation Specifications and Procedures* which serves as a guide to states in creating school transportation policy. The National School Transportation Specifications and Procedures are not designed to meet every need of every state from Florida to Alaska. Instead they are designed to be a minimum standard to assure safe operation of student transportation services.

- The 2010 version of that guide document has served as the backbone for the 2012 Oklahoma Minimum School Bus Specifications. A few changes were made to that minimum standards document to improve the comfort, safety and efficiency of the school bus for Oklahoma schools.

2012 Minimum School Bus Specifications for Oklahoma

- This document was prepared with assistance from OAPT (Oklahoma Association of Pupil Transportation), Blue Bird Bus, IC Corporation, StarCraft, Thomas Built, Ross Transportation, Midwest Bus Sales, Roberts Truck Center, National Bus Sales, and Mid Bus.
- Dealers and manufacturers have asked that the implementation of these specifications be in effect 6 months after board approval.
- On the following slides are the changes that were made to the National Minimum Standards.

CHILD CHECK ALARM SYSTEM

- Each school bus **shall** be equipped with a “Child-Check” system that is armed when the red lights are turned on at the first passenger stop. The system will require the driver to walk to the rearmost interior of the bus after each trip to deactivate the system via push button and to ensure that no passengers are left on the bus. The system shall sound the vehicle horn and flash the headlights if the driver fails to deactivate the system within 60 seconds of turning the ignition off. Type A1 buses may activate the red pupil warning lights in lieu of the headlights.
- The system must not affect or interfere with any other existing operating or electrical component (e.g., turn signals, brake lights, stop signal arm, etc.)
- The system must permit the driver complete control of the ignition switch and not interfere with engine operation or shutdown.
- The system may emit a reminder tone or signal during delay period.
- The system shall not have a bypass.
- The system shall be deactivated by the use of a heavy-duty push button placed on the left (position as determined from the normal driving position as seated in the driver’s seat looking in the direction of forward travel roadside “driver side”) rear bulkhead or above the left (roadside “driver side”) rear passenger window for Type A, B, C, and D FE buses. The push button shall be placed above the left rear passenger window for Type D RE buses. This button shall be clearly marked**.**

Color

- C. Except for the vertical portion of the front and rear roof caps, the roof of the bus shall be painted white.

Alternator (Under Electrical Section)

- All buses over 15,000 pounds GVWR shall be equipped with a heavy-duty truck- or bus-type alternator having a minimum output rating of 240 amps or higher and should produce a minimum current output of 50 percent of the rating at engine idle speed.

Identification

3. The vehicles seating capacity, GVWR, and height, which shall be placed in a conspicuous exterior location on the driver's entry side of the bus close enough to the entry door for the driver to easily see the information.

a. Lettering will be in 2" block letters.

b. The height of the bus will be measured to the highest part of the bus including all accessories except antennas.

c. The height specified may be greater than the actual height of the bus provided it is not more than 6" higher than the actual height.

Lamps and Signals

3. In buses with power doors, the driver shall be able to activate the red signal lamp prior to opening the door. This is accomplished by having a door switch that has three positions. The first is closed. The second position is red warning lights engaged and amber lights off with the service door closed. The third position is red warning lights on and service door open.

Lamps and Signals

I. All body signaling lights including red and amber flashers shall be LED. Back-up lights may be LED.

Mirrors

C. Heated external mirrors shall be used.

D. Remote controlled external rear view mirrors shall be used.

Steering Gear

G. The steering column shall be telescoping or tilting or both to accommodate a wide range of drivers.

Windows

B. Passenger compartment glass shall be tinted with approximate 28% light transmission.

Regular Service Entrance (Specially Equipped School Buses)

B. In addition to the handrail required in the BUS BODY AND CHASSIS section, an additional handrail shall be provided on all lift buses. This handrail shall be located on the opposite side of the entrance door from the handrail required in the BUS BODY AND CHASSIS section and shall meet the same requirements for handrails.

Suspension (Specially Equipped School Buses)

Type C/D special needs buses that are equipped with a wheelchair lift shall have an air-ride rear suspension system.