



# Code and Rule Changes Pertinent to New Bus Inspections and the Year Rule Was Implemented

## **AISLES:**

- 1972: No bus shall have an aisle less than 12" width whether it be between seats or leading to an emergency exit.
- 2002: No emergency egress aisle shall be allowed at any side emergency door that has been legally secured and made inoperable.
- 2010: All school buses equipped with a power lift shall provide a minimum 30-inch pathway leading from any wheelchair mobility aid position to at least a 30-inch wide emergency exit door. A wheelchair securement position shall never be located in front of, blocking a power lift door location.

## **AIR CLEANERS:**

- 1997: The intake air system for diesel engines shall have an air cleaner restriction indicator properly installed by the chassis manufacturer to meet engine specifications.
- 2002: All diesel engine air filters shall include a latch type restriction indicator that retains the maximum restriction developed during operation of the engine. The indicator should include a reset control so the indicator can be returned to zero when desired. Type A buses are not exempt from this requirement.

## **BACK-UP ALARMS:**

- 1997: An automatic audible alarm shall be installed behind the rear axle and shall comply with the published Backup Alarm Standards (SAE 994), providing a minimum of 112 dba.

## **BRAKES:**

- 1972: Audible or visible low air or vacuum systems are required on all buses.
- 1982: Audible and visible low air or vacuum systems are required on all buses. This requirement was adopted at the 1980 standards conference and is still in effect on all buses built today.
- 1997: All anti-lock braking systems shall include control of all axles.
- 1998: Anti-lock brakes are required on all air brake equipped buses manufactured after April 1.
- 1999: Anti-lock brake are required on all buses air or hydraulic manufactured after April 1.
- 2002: All brake systems shall be designed to permit visual inspection of brake lining wear without removal of any chassis component(s).
- 2002: Both hydraulic and air brake systems may be equipped with a brake pressure application gauge.
- 2015: Buses using hydraulic-assist brakes shall meet requirements of FMVSS 105.

## **CLUTCH:**

- 1997: A starter interlock shall be installed to prevent actuation of the starter if the clutch is not depressed.

## **COLOR:**

- 1997: Chassis, including wheels and front bumper, shall be black. Body cowl, hood, and fenders, shall be in national school bus yellow. The flat top surface of the hood may be non-reflective black or national school bus yellow.
- 2002: Rims may be gray or black as received from the manufacturer.
- 2002: The entire rub-rail and body exterior paint trim shall be black.
- 2002: Optionally, the roof of the bus may be painted white except that the front and rear caps shall remain NSBY, according to National School Transportation Specifications & Procedures Placement of Reflective Markings.

## **COMMUNICATIONS:**

2002: All school buses used to transport students shall be equipped with two-way voice communication other than CB radios.

## **DOORS:**

1982: Head bumper pads are required at the top edge of all service door openings.

1992: All doors shall be equipped with padding at the top edge of each door opening. Pad shall be at least 3 inches wide and 1 inch thick and extend the full width of the door opening.

1992: Lower, as well as upper door panels, shall be approved safety glass. Bottom of each 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 the top of the door. Type A vehicles shall have an upper panel (window) of safety glass with an area of at least 350 square inches.

1997: Manual door controls shall not require more than 25 pounds of force to operate at any point throughout the range of operation.

1997: All exposed metal door hinges shall be designed to allow for lubrication.

2002: 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.

2012: Power-operated service doors, the emergency release valve, switch or device to release the service door, shall work in the absence of power.

## **ELECTRICAL SYSTEM:**

2007: Types A-2 and Type B buses over 15,000 lbs. GVWR and all Type C and D buses shall be equipped with a heavy-duty truck or bus-type alternator meeting SAE J 180, having a minimum output rating of 130 amperes or higher.

2012: Type A-2 and Type B buses over 15,000 lbs. GVWR and all Type C and D buses shall be equipped with a heavy-duty truck or bus-type alternator meeting SAE J 180, having a minimum output rating of 160 amperes or higher.

2015: The manufacturer shall securely attach the battery on a slide-out or swing tray in a closed, vented compartment in the body skirt or chassis frame so that the battery is accessible for convenient servicing from the outside. When in the stored position, the tray shall be retained by a securing mechanism capable of holding the tray with batteries in position when subjected to 5g load from any direction. The battery compartment door or cover is separate from the tray shall be hinged at the front or top. It shall be secured by a positive operated latching system or other type fastener. The door may be an integral part of the battery slide tray. The door or cover must fit tightly to the body, and not present sharp edges or snagging points. Batter cables shall meet SAE requirements. Battery cables shall be of sufficient length to allow the battery tray to fully extend. Any chassis frame mounted batteries shall be relocated to a battery compartment on Type A buses. All Type A-2 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 rating capacity available from the chassis OEM.

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 200 amps or higher, and should produce a minimum current output of 50 percent of the rating at engine idle speed.

All other buses than those described in B1 Buses equipped with an electrically powered wheelchair lift and/or air conditioning shall have a minimum alternator output of 240 amps and may be equipped with a device that monitors the electrical system voltage and advances the engine idle speed when the voltage drops to, or below, a pre-set level.

All wiring shall conform to current applicable recommended practices of the Society of Automotive Engineers (SAE).

## **EMERGENCY EXITS:**

1972: All emergency doors shall be equipped with an alarm system with the buzzer mounted in the driver compartment.

1982: The upper portion of all emergency exit doors shall be equipped with approved safety glass measuring a minimum of 400 square inches.

1987: Approved safety glass measuring 350 square inches is required in the bottom section of all emergency doors on Type B, C and D buses.

- 1987: All emergency doors will be equipped with an alarm system with busser mounted in both the driver compartment and emergency door.
- 1992: A device shall be used that holds the door open to prevent the emergency door from closing during emergencies and school bus evacuation drills.
- 1992: There shall be no steps leading to an emergency exit door.
- 1992: Required number of emergency exits per bus (in addition to rear emergency doors).
- 0 to 22 Passenger = 1 emergency exits per side and 2 roof hatches.
  - 23 to 65 Passenger = 1 emergency exits per side and 2 roof hatches.
  - 66 and above Passenger = 2 emergency exits per side and 2 roof hatches.
- 1995: Required number of emergency exits per bus (in addition to rear emergency exits).
- 0 to 42 Passenger = 1 emergency exit per side and 1 roof hatch.
  - 43 to 78 Passenger = 2 emergency exits per side and 2 roof hatches.
  - 79 to 90 Passenger = 2 emergency exits per side and 2 roof hatches.
- 2002: Operation instructions shall be located at or near the emergency exit release handle, both inside and outside the bus. Outside may consist of a black arrow pointing indirection of the handle travel. No other lettering shall obstruct or interfere with the placement of operation instructions mounted on the exterior of the emergency exit door.
- 2002: Side emergency exit window, 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. Emergency exit doors, side emergency exit windows and emergency exit roof hatches shall be strategically located for optimal egress during an emergency evacuation of the bus.
- 2002: Emergency exit side windows shall include an alarm system that includes an audible warning device in the driver's compartment.
- 2002: When manually operated dual doors are provided, the left or rear door shall have at least a one-point fastening device to the header. The forward-mounted door shall have at least a three one-point fastening devices, at the header, floor line, and into the other door.
- 2010: All school buses equipped with a power lift shall provide a minimum 30-inch pathway leading from any wheelchair/mobility aid position to at least a 30' wide emergency exit

door. A wheelchair securement position shall never be located in front of (blocking) a power lift door location.

### **EMERGENCY EQUIPMENT:**

- 1992: Each bus shall be equipped with a removable and moisture proof body fluid clean-up kit. It shall be properly mounted and labeled.
- 1992: Emergency triangles shall be mounted in an accessible place in the driver's compartment. Mounting location in type A vehicles is optional.
- 1997: Any enclosed compartment containing emergency equipment must be labeled in not less than an inch letters, stating the pieces of equipment contained therein.
- 2002: First Aid and Body Fluids kits shall be of a removable, moisture-proof and dust-proof type sealed with a breakable type seal and mounted in the driver's compartment in a location that is physically accessible to all drivers.

### **ENGINES:**

- 1997: Glow plug indicators are required on all buses using low glow plugs.
- 1997: Accelerator pedals shall not require more than 16 pounds of force to operate them through any part of their travel.

### **EXHAUST SYSTEM:**

- 1997: Exhaust systems must exit to the left side of the bus. Type A and B may be manufacturer's standard. (These are Body Standards and do not match the chassis standards which do not require the exhaust to come out on the left side of the engine.) They may exit either side or back.
- 1997: Tail pipes may extend up to 2" beyond the perimeter of the bus or the bumper.
- 2002: The tailpipe may be flush with, but not extend out more than two inches beyond, the perimeter of the body for side-exit pipe or the bumper for rear-exit pipe.
- 2002: The tailpipe shall exit to the left or right of the emergency exit door in the rear of vehicle or to the left side of the bus in front or behind the rear drive axle.

2012: Treatment systems that require Diesel Exhaust Fluid (DEF) to meet federally mandated emissions must comply with International Standards ISO 22241-1. Refer to engine manufacturer for any additional DEF requirements. 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.

2015: The tailpipe may extend through the bumper.

2015: The DEF supply tank shall be sized to meet a minimum ratio of three diesel fills to one DEF fill.

### **FIRE EXTINGUISHER:**

1982: All buses shall be equipped with a 2A-10BC (5lb.) fire extinguisher.

### **FLOORS:**

1992: A screw down plate is required to access the fuel tank sending unit.

2002: Low profile heaters are not allowed within the clear floor area required to accommodate a wheelchair.

2002: On types B, C and D buses, a flush-mounted, screw-down plate that is secured and sealed shall be provided to access the fuel tank sending unit.

2015: On types B, C and D buses, a flush-mounted, screw-down plate that is secured and sealed shall be provided to access the diesel or gasoline fuel tank sending unit and/or fuel pump. This plate shall not be installed under flooring material.

### **GAUGES:**

1972: Ammeter and voltmeter are required.

1997: A tachometer is required on all buses with remotely mounted engines.

2002: A tachometer is required for all engines.

## **HANDRAILS:**

- 2002: The entrance door handrail shall assist passengers during entry or exit, and be designed to prevent entanglement, as evidenced by the passage of the NHTSA string and nut test, as defined in National School Transportation Specifications & Procedures School Bus Inspection.
- 2015: At least one handrail shall be installed. The handrail shall be a minimum of 1" diameter, and be constructed from corrosion resistant material(s). The handrail(s) shall assist passengers during entry or exit, and shall be designed to prevent entanglement, as evidenced by the passing of the NHTSA string and nut test.

## **HEATERS:**

- 1982: A shut-off valve in both the pressure and return lines shall be located in the engine compartment.
- 1982: Bus shall be equipped with a water control valve located for the convenient operation of the driver.
- 1987: Bus shall be equipped with a water flow-regulating valve installed in the pressure line for convenient operation by the driver while seated.
- 2002: Accessible bleeder valves shall be labeled and installed in an appropriate place in the return lines of body company-installed heater to remove air from the heater lines.
- 2005: Buses shall be equipped with a switch that will cut all power to radio and fans for noise suppression purposes and it shall be mounted within easy reach of the driver.
- 2007: There shall be a manual noise suppression switch installed in the control panel. The switch shall be labeled and alternately colored. This switch shall be an on/off (a momentary or spring loaded switch does not meet this requirement) type that deactivates body equipment that produces noise, including, at least, the AM/FM radio, heaters, air conditioners, fans and defrosters. This switch shall not deactivate safety systems, such as windshield wipers or lighting systems.
- 2012: Portable heaters shall not be allowed within a bus.
- 2012: All heaters 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.

2012: There shall be a manual noise suppression switch installed in the control panel. The switch shall be labeled and alternately colored. This shall be an on/off (a momentary or spring loaded switch does not meet this requirement) type that deactivates body equipment that produces noise, including, at least, the AM/FM radio, two-way communications, heaters, air conditioners, fans and defrosters. This switch shall not deactivate safety systems, such as windshield wipers or lighting systems.

### **HORNS:**

2002: Bus shall be equipped with two horns of standard make with each horn capable of producing a complex sound in bands of audio frequencies between 250 and 2,000 cycles per second and tested in accordance with SAE J-377.

### **IDENTIFICATION:**

1982: Bus must be numbered with black numbers 6" high in four separate places.

1997: Bus numbers are required as follows: one on each side and one on front and rear.

2002: Contractor-owned school buses under contract with a school district must also comply with the same identification standards as district-owned buses and shall be identified by either the contractor or district name, as decided by the district.

2002: Each district-owned or contracted school bus will be separately identified with its own number in two (2) places on each side of the bus in the logo panel/belt line using six inch (6") high black numbers. Numbers on the passenger side shall be as close to the first and last passenger windows as possible and on the driver's side as close to the stop arm and last passenger window as possible.

### **INTERIOR:**

1982: The driver's area forward of the foremost padded barriers will permit the mounting of required safety and vehicle operating equipment.

- 1997: Overhead storage compartments are allowed but they have to be like those in an aircraft.
- 1997: Trash cans shall be of fire resistant polyethylene or equivalent material and no greater than 14 quart and secured by a holding device that prevents movement but allows easy removal.
- 2002: All equipment necessary for the operation of the vehicle shall be properly secured in such a way as to prevent the entanglement of clothing, backpack straps, drawstrings, etc.
- 2002: Where requested or used, the trash container shall be secured by a holding device that is designed to prevent movement and to allow easy removal and replacement; and it shall be installed in an accessible location in the driver's compartment, not obstructing passenger use of the service door or the entrance grab handle, and in such a way as to prevent the entanglement of clothing, backpack straps, drawstrings, etc.

## **LIGHTS & LAMPS:**

- 1972: All buses shall be equipped with 7" stoplights and all buses except type A shall be equipped with 7" turn signal lights.
- 1985: All stop arm blades will be equipped with lights.
- 1991: All stepwell lights shall be illuminated by a service door operated switch, to illuminate only when headlights and clearance lights are on and service door opened.
- 1993: All new type B, C and D buses ordered after June 30, 1993, shall be equipped with two amber 7" turn signal lamps located on the front body section of the bus. All new type A, B, C and D buses shall be equipped with two amber 7" inch turn signal lamps located on the rear body section of the bus.
- 1993: All new buses ordered after June 30, 1993 shall be equipped with a maximum of four red combination brake/tail lamps. They shall consist of two 7" lamps mounted to the inside of the turn signal lamps and two 4" lamps mounted at a lower location on the rear body section of the bus.
- 1997: Buses shall be equipped with side mounted amber turn signals. One behind the stop arm and one behind the entrance door.

- 1997: Body mounted front turn signals are no longer required but amber rear mounted turn signal lights are still required and front chassis mounted turn signals are also required.
- 1997: Headlight system must be wired separately from the body-controlled solenoid.
- 2002: An additional exterior mounted light shall be mounted next to the service door to adequately illuminate the outside approach to the door. It shall be actuated simultaneously with the stepwell light.
- 2002: Air and electrically operated doors may be equipped with an over-ride switch that will allow the red lamps to be energized without opening the entrance door, when the alternately flashing signal lamp system is in the operational mode.
- 2002: Visors or hoods over the 8-way lights shall be provided and shall be black in color, with a minimum depth of four inches.
- 2002: Bus body shall be equipped with amber front and rear turn signal lamps that are at least seven inches in diameter.
- 2002: Buses shall be equipped with amber side-mounted turn signal lamps. One turn signal lamp on the left side shall be mounted rearward of the stop signal arm and one turn signal lamp on the right side shall be mounted rearward of the service door. Both front-side mounted turn signal lamps shall be mounted forward of the bus centerline. An additional side mounted turn signal lamp may be mounted on each side of the bus to the rear of the bus centerline.
- 2002: Optionally, the strobe light may be mounted on the roof in the area directly over the restraining barrier on the driver's side, 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 or emergency situations.
- 2006: Visors or hoods over the 8-way lights no longer required.
- 2007: A daytime running lamps system meeting chassis manufacturer's specifications shall be provided.
- 2015: An optional white flashing strobe lamp may be installed on the roof of a school bus, at a location not closer than 12 inches or more than 6 feet forward 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 include to indicate when the lamp in in operation. Optionally, the strobe lamp may be wire 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.

### **MIRRORS:**

1972: One crossover mirror, right or left, is required on each bus.

1982: One crossover mirror is required on each side of the bus.

1987: Four crossover mirrors are required on all A, B and C type buses. Three are required on all type D buses.

1987: All buses shall be equipped with exterior mirrors meeting the requirements of FMVSS 111.

### **OVERALL LENGTH & WIDTH:**

2002: Buses shall not exceed a length of 45 feet or a width of 102 inches, excluding accessories.

### **REFLECTIVE MATERIAL:**

1993: Reflective material may be used on bumpers, sides of bus, rear of bus and on the School Bus signs but it must meet FHWA FP-85 values and be automotive engineering grade or better.

1997: Is required around perimeter of rear and both sides of the bus. Around each emergency exit and the words school bus on the ends of the bus must be reflective and meet FMVSS 217.

2015: Multifunction School Activity Buses (MFSABs) shall be exempt from these color requirements.

## **RUB RAILS:**

- 1972: A minimum of two rub rails is required on all buses. The top rail to be placed approximately at seat level and extending all the way around to the rear door. The second rail shall be located at approximately at the floor line.
- 1997: There shall be a rub rail or equivalent bracing located at the bottom edge of the body side skirts.

## **SEATS & BARRIERS:**

- 1991: All passenger seats on type B, C and D buses shall be a minimum of 24 inches high and a minimum 20 inches from the seating reference point.
- 1991: All passenger seats and barriers shall be covered with fire block material.
- 1991: All driver seats shall be of the high backed style.
- 1997: All driver seats supplied by the body manufacturer shall be a high back suspension type seat.
- 1997: Flip seats are allowed next to emergency doors. But when they are in the up position they cannot obstruct the 12" minimum aisle to any side emergency exit.
- 2002: All restraining barriers and passenger seats may be constructed with non-reimbursable fire block materials.
- 2002: The use of a "flip seat" adjacent to any side emergency door is prohibited.
- 2002: When installed, all passenger seats designed to accommodate a child or infant carrier seat shall comply with FMVSS 225. They shall be in compliance with NHTSA's "Guideline for the Safe Transportation of Pre-school Age Children in School Buses."
- 2002: If installed, a driver's suspension seat must be one of three types: air, hydraulic or spring. A pedestal-type seat with a center spring is not considered a suspension type seat.
- 2012: All seats shall have a minimum cushion depth of 15 inches, a seat back height of 24 inches above the seating reference point, and must comply with all requirements of FMVSS 222.

2015: All restraining barriers and passenger seats shall be constructed with materials that enable them to meet the criteria of the School Bus Seat Upholstery Fire Block Test or ASTM E2574/E2574M-12a Standard Test Method for Fire Testing of School Bus Seat Assemblies. Each seat leg shall be secured to the floor by bolts, washers and nuts in order to meet the performance requirements of FMVSS No. 222. Flange-head nuts may be used in lieu of nuts and washers. All seat frames attached to the seat rail shall be fastened with bolts, washers and nuts, or with flange-head nuts. Seats may be track-mounted in conformance with FMVSS No. 222.

### **SEAT BELTS:**

1991: All driver seat belts will also include a shoulder harness assembly.

2002: All buses shall be equipped with a seat belt cutting device secured in a location that is easily accessible to the driver while properly belted.

2007: Each bus shall be equipped with a durable webbing cutter having a full width handgrip and a protected, replaceable or non-corrodible blade. The required belt cutter shall be mounted in a location visible and accessible to the seated driver in an easily detachable manner.

2015: Driver Restraint System: The assembly shall be equipped with an emergency locking retractor for the continuous belt system. On all buses except Type A that are equipped with a standard chassis manufacturer's driver seat, the lap portion of the belt system shall be guided or anchored to prevent the driver from sliding sideways under the belt system. The lap/shoulder belt shall be designed to allow for easy adjustment in order to fit properly and to effectively protect drivers varying in size from 5<sup>th</sup> percentile adult female to 95<sup>th</sup> percentile adult male. The belt may be a high visibility contrasting color.

### **SHOCK ABSORBERS:**

2002: Shock absorbers shall be of sufficient length to allow for adequate travel in all situations without damage to the shock absorber or mounts.

## **SOUND SYSTEMS:**

2002: No internal speakers, other than the driver's communication systems, may be installed within four feet of the driver's seat back in its rearmost upright position.

## **STEERING:**

1982: Power steering is required on all buses.

## **STEPS:**

2002: On chassis modifications which may result in increased ground clearance such as four wheel drive, an auxiliary step shall be provided to compensate for the increase in ground-to-first step clearance. The auxiliary step is not required to be enclosed.

2002: OEM steps shall be enclosed to prevent accumulation of snow and ice.

2002: OEM, retrofit, or after-market steps shall not protrude beyond the bodyline, except during the loading or unloading of passengers.

## **TIRES AND RIMS:**

1995: The use of multi-piece rims and tube type tires is no longer allowed on buses ordered after December 31, 1995.

## **TRANSMISSION:**

2012: Automatic transmissions incorporating a parking pawl shall have a transmission shifter interlock controlled by the application of the service brake to prohibit accidental engagement of the transmission. All non-park pawl transmissions shall incorporate a park brake interlock that requires the service brake to be applied to allow release of the parking brake.

2015: All buses shall have either a parking pawl in the transmission or a park brake interlock that requires the service brake to be applied to allow release of the parking brake.

## **TOWING DEVICES:**

2002: A towing device (hooks, eyes, bar) shall be furnished on all school bus types and attached so as not to project beyond the front or rear bumpers.

## **VENTILATION:**

1982: All buses shall be equipped with suitable controlled ventilation and a static non-closable exhaust vent located in the roof.

2015: Auxiliary fans if installed shall be placed in a location where they can be adjusted for maximum effectiveness and where they do not obstruct the driver's vision or interfere with the safe operation of necessary equipment.

## **WINDSHIELD WIPER SYSTEMS:**

1997: Intermittent wipers are required on all buses.

## **WHEELCHAIR LIFTS:**

1985: All lift equipped buses shall have a red flashing light located on the instrument panel that will be activated whenever the lift doors are open and the ignition is in the on position.

1985: All lift buses must have a switch installed so that the lifting mechanism will not operate when the lift platform door is closed.

1991: All lift platforms will be equipped with at least one handrail for security.

1991: All wheelchair positions shall be forward facing.

1991: All wheelchair tie downs must incorporate a five point system.

1997: All entrance door steps shall be the full width of the stepwell, excluding the thickness of the door in the open position.

1997: A device shall be installed for the storage of the securement and restraint system (belts).



- 1997: At no time shall a chair securement system be placed next to a lift or emergency exit. (Cannot block either).
- 1997: Special service entrance and door shall not obstruct the regular service entrance.
- 1997: Door shall be equipped with a device that will actuate an audible or flashing signal located in the driver's compartment when door is not securely closed and ignition is in the on position.
- 1997: Manufacturer will provide telephone numbers, seating schematics and equipment identification with each bus.
- 1997: Handrails will be provided on both sides of the lift platform.
- 1997: Lift controls should be interlocked with the vehicle brakes, transmission, or door or shall provide other appropriate mechanisms or systems to ensure the vehicle cannot be moved when the lift is not stowed and so the lift cannot be deployed unless the interlocks or systems are engaged.
- 2002: All school buses that are used to transport individuals with disabilities shall be equipped with a two-way electronic voice communication system other than CB radio.
- 2002: Lift controls may be interlocked with the vehicle brakes, transmission or door, or may provide other appropriate mechanisms or systems to ensure the vehicle cannot be moved when the lift is not stowed and so the lift cannot be deployed unless the interlocks or systems are engaged.
- 2002: Doorways in which lifts are installed shall have for use during lift operation a special light(s) providing a minimum of two foot-candles of illumination measured on the floor of the bus immediately adjacent to the lift and on the lift when deployed at ground level. Additional interior and/or exterior lights shall be provided to meet this requirement. These lights shall be separate from the vehicle dome lights and wired to be actuated whenever the lift door is open. (We interpret this as meaning an additional light shall be mounted on the exterior of the bus for this purpose).
- 2005: The vehicle lift mechanism and platform shall be capable of lifting at least 800 pounds.
- 2012: In addition to the webbing cutter required in the Bus Body and Chassis section, each specially equipped school bus that is set up to accommodate wheelchairs or other assistive or restraint devices with belts attached shall contain an additional webbing

cutter properly secured in a location to be determined by the purchaser. The belt cutter shall meet the requirements listed in the Bus Body and Chassis section.

2015: Exterior doorway light requirement on lift buses may be met by the lights mounted to the handrails or lift arms:

New buses with wheel chair lifts installed should have lighting attached to the handrails or lift arm directing light to the lift platform and ground area outside the special service entrance door. If the lift does not have those lights, the bus would require an outside light to be mounted adjacent to the special service entrance door to address the intent of lighting.

Used buses built from July 1, 2002, to November 7, 2008, would be required to have the outside light regardless. Used buses built prior to July 1, 2002 would not require the outside light. Used buses after July 1, 2008, would fall under the new bus paragraph.