KANSAS SCHOOL BUS SAFETY

School Transportation:
- Regulations
- Standards
- Statutes
- Information

Photo Courtesy Of
Chase County USD 284

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This document was prepared by the Kansas State Department of Education School Bus Safety Unit. The goal is to provide a comprehensive document to assist Kansas school transportation personnel and to ensure the safest possible transportation for their students.

While we strive to provide accurate information, there may be inadvertent inaccuracies and typographical errors in this document. Unless otherwise noted all information from this document is reproducible.

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Note: Kansas adopted 2015 National School Transportation Specifications for Bus Body & Chassis and Specially Equipped School Bus Specifications effective March 1, 2017. For buses manufactured prior to March 1, 2017, see the appropriate edition of the National School Transportation Specifications & Procedures. Digital copies of these publications are available on our website.

Cover Photo
The KSDE School Bus Safety Unit wishes to thank Chase County USD 284 and Scott Gallmeister for their assistance with our cover photo. The Chase County Courthouse in Cottonwood Falls, Kansas, was built in 1873 and is constructed of walnut and limestone, which was quarried on the town site. It is the oldest Kansas Courthouse still in use.
Kansas Administrative Regulations for Kansas Activity/School Buses

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Regulations

91-38-1. Definitions. (a) “Activity bus” means any bus utilized by a governing body only to transport students to and from school activities as authorized by K.S.A. 72-8301 (c)(3), and amendments thereto. An activity bus may be a color other than school bus yellow.

Note: Kansas Revisor of Statutes transferred KSA 72-8301 to KSA 72-6486

(b) “Bus” means any motor vehicle that is designed for transporting more than 10 passengers in addition to the driver.

(c) “Driver-trainer” means any person who is assigned by a transportation supervisor to provide instruction and training to other school transportation providers, including knowledge of vehicles used to provide student transportation, safe driving practices, emergency procedures, and passenger control. The driver-trainer shall maintain current licensure to operate the largest vehicle about which the driver-trainer is to provide instruction and shall have experience as a school bus driver.

(d) “Governing body” means the local board of education or other entity having authority over a school district.
(e) “Multipurpose passenger vehicle” means a motor vehicle, as defined in K.S.A. 8-126 and amendments thereto, that is designed to transport 10 or fewer persons, in addition to the driver, and that is constructed on a truck chassis.

(f) “School bus” means school bus as defined in K.S.A. 72-8301, and amendments thereto. A school bus may be owned by a school district, a private school, or a private company. The term shall include any van or other vehicle rated by the manufacturer, or having a door label, as a bus. 

Note: Kansas Revisor of Statutes transferred KSA 72-8301 to KSA 72-6486

(g) “School bus driver” means any person employed by a school district or school bus contractor to drive a school bus or activity bus.

(h) “School district” means any unified school district or private school.

(i) “School passenger vehicle” means any passenger car or multipurpose passenger vehicle that is owned or leased by a school district or private individual and is used regularly to provide student transportation on behalf of a school district.

(j) “School passenger vehicle driver” means any person employed by a school district primarily to provide transportation for students in a school passenger vehicle.

(k) “School transportation provider” means either a school bus driver or a school passenger vehicle driver.

(l) “School vehicle” means any activity bus, school bus, or school passenger vehicle.

(m) “Short-term leased vehicle” means any school vehicle that is leased by a school district for a period of 30 or fewer days.

(n) “Substitute driver” means any person who is not assigned to a regular route but is employed to serve as a school transportation provider when necessary due to driver absences or emergencies.

(o) “Transportation supervisor” means a person designated by a governing body to be responsible for transportation activities within a school district. (Authorized by and implementing K.S.A. 8-2009; effective July 1, 2000; amended March 28, 2003; amended July 7, 2017.)

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91-38-2. General limitations and requirements. (a) No governing body shall have a school bus in service after July 1, 1992, unless the school bus was manufactured after April 1, 1977 and either is no more than 25 years old or has been modified to meet current standards. Each school bus shall meet the standards specified by law and this article of the department’s regulations.

(b) The owner’s name shall be displayed on each side of any school bus.

(c) Activity buses shall not be utilized to provide student transportation from any student’s home to school or from school to any student’s home.

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(d) Each school bus, activity bus, and school passenger vehicle shall be equipped with a two-way communication system.

(e)(1) Each bus shall contain the following emergency supplies:
   (A) At least one 2A-10BC fire extinguisher;
   (B) at least one readily identifiable first-aid kit in a removable, waterproof, and dustproof container;
   (C) at least one readily identifiable body fluid clean-up kit in a removable, waterproof, and dustproof container;
   (D) at least three reflectorized triangle warning devices, securely stored but in an accessible location; and
   (E) at least one emergency seat belt cutter.

   (2) The first-aid kit, body fluid clean-up kit, fire extinguisher, and seat belt cutter shall be mounted in full view of, and readily accessible to, the driver.

   (f) Each governing body shall ensure that occupant restraint systems are provided for, and utilized by, all occupants of school passenger vehicles. When providing transportation for infants and preschool children in school passenger vehicles, age- and size-appropriate child safety restraining systems shall be utilized, pursuant to K.S.A. 8-1344, and amendments thereto. (Authorized by K.S.A. 8-2009; implementing K.S.A. 8-2009, KSA 2015 Supp. 8-2009a; effective July 1, 2000; amended March 28, 2003; amended July 7, 2017.)

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91-38-3. School transportation supervisor; duties and responsibilities. (a) Appointment and general responsibilities.

   (1) Each governing body shall designate an employee to be the transportation supervisor.

   (2)(A) The transportation supervisor shall be responsible for supervision and maintenance of the school district’s transportation system.

   (B) The transportation supervisor shall act as liaison between the school district and any contracted bus transportation service.

   (b) School transportation routes and stops.

   (1) The transportation supervisor shall be responsible for establishing all regular transportation routes and stops for the loading and unloading of students along those routes. The supervisor shall keep a current map on file for each regular transportation route, with all stops noted and a current map of the school district showing each attendance center.

   (2) The transportation supervisor shall not establish stops on any interstate highway, state toll road, or other limited-access highway.
The transportation supervisor shall give special consideration to road conditions and safety concerns when planning the regular transportation routes. If a safety hazard is encountered, the appropriate authorities shall be contacted about eliminating or correcting the hazard, if possible.

Each driver shall report to the transportation supervisor any condition encountered by the driver on a transportation route that appears to pose a safety hazard.

If visibility is less than 500 feet when approaching an established school bus stop from any direction, the transportation supervisor shall contact state, county, or township road authorities and request that warning signs be posted for the school bus stop. Whenever practicable, stops shall be established only at points where visibility is at least 500 feet for all motorists.

Driver training meetings.
(1) Each transportation supervisor shall conduct at least 10 safety meetings per year for all school transportation providers employed by the school district.
(2) Attendance at each meeting shall be documented with a sign-in sheet or similar document. The record of attendance and the agenda shall be retained by the supervisor for at least two years.
(3) Safety meeting topics shall include school transportation safety concerns from drivers regarding route safety, changes in laws or regulations, and other safety issues as determined appropriate by the transportation supervisor.
(4) Safety meetings may be electronically recorded so that drivers who are unable to attend a particular meeting can view the program at another time.
(5) Each school transportation provider shall attend at least 10 safety meetings per year. Newly hired drivers shall be required to attend only those meetings held following their employment.

Records retention.
(1) The transportation supervisor shall be responsible for maintenance and repair records for all school buses, activity buses, and school passenger vehicles used for student transportation, except short-term leased vehicles, that are either owned or leased and are operated by the school district. These records shall include information on scheduled maintenance, lubrication records, repair orders, and other maintenance.
(2) The maintenance record for each vehicle shall be kept as long as the school owns or leases the vehicle, and for at least two years following disposition of the vehicle.
(3) Maintenance records shall be available for inspection by the Kansas highway patrol, other law enforcement agencies, and Kansas state department of education officials.

Contracts for bus transportation services. Each school district that contracts for bus transportation services shall ensure that each contract for those services includes a provision requiring the contractor to meet the requirements of subsections (c) and (d).
(f) Students with special needs. Each school district shall, before transportation, notify the transportation supervisor of any student with special health care concerns, special needs for transportation, or an individualized education program requiring transportation. The supervisor shall ensure that all drivers, substitute drivers, and attendants are informed of these needs and receive any training that is necessary to safely transport the student or to accommodate the student’s special needs. (Authorized by and implementing K.S.A. 8-2009; effective July 1, 2000; amended March 28, 2003; amended July 7, 2017.)

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91-38-4. **Compliance with chassis and body construction standards.** (a) Except as otherwise provided in subsection (c), a governing body shall not allow students to be transported on any school bus acquired or leased after the effective date of this regulation until the governing body has on file a verified statement, as prescribed by the state board, from the seller or lessor of the school bus attesting that the school bus meets the following requirements:

1. The school bus chassis and body construction standards promulgated by the United States department of transportation that apply to the particular bus; and
2. The bus chassis and body construction standards, including standards for specially equipped school buses, if applicable, prescribed in the national school transportation specifications adopted by the national congress on school transportation.

(b) A governing body shall not alter, change, or otherwise modify any school bus used to transport students in any manner that results in nullification of the statement required in subsection (a) or that results in the failure of the school bus to comply with standards applicable to it under K.S.A. 8-2009a, and amendments thereto.

(c) If a governing body is acquiring a school bus from another governing body, the governing body acquiring the school bus shall obtain the following statements from the governing body that is disposing of the school bus:

1. The verified statement obtained by the governing body under subsection (a); and
2. A verified statement from the governing body that is disposing of the school bus attesting to the fact that the governing body has not altered, changed, or otherwise modified the school bus in any manner that results in nullification of the statement required in subsection (a) or that results in the failure of the school bus to comply with the standards applicable to it under K.S.A. 8-2009a, and amendments thereto. (Authorized by K.S.A. 8-2009; implementing K.S.A. 8-2009, KSA 2015 Supp. 8-2009a; effective July 1, 2000; amended July 7, 2017.)

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91-38-5. Annual inspection of school vehicles. (a)(1) Each governing body that either owns or leases and that operates any school bus or activity bus shall have each of those buses inspected annually in accordance with this regulation.

(2) Each person or entity that contracts with any governing body to provide bus transportation services to students shall have each school bus or activity bus used to transport students inspected annually in accordance with this regulation.

(3) Except for new buses, which shall be inspected upon delivery and before being used to transport students, the inspection process shall be conducted between June 1 and September 30. No school bus or activity bus shall be used to transport students until the inspection process has been completed and the bus is in proper working order.

(b)(1) Each governing body and each bus transportation contractor shall have each school bus and each activity bus that is operated by the governing body or the contractor inspected by a mechanic who is knowledgeable about the mechanical systems of school buses. In addition, each governing body shall have each school passenger vehicle that is used to transport students inspected annually by a mechanic. The mechanic shall inspect each school vehicle to determine whether the mechanical system is in proper working order.

(2) Each mechanic shall indicate the results of the inspection on the form provided by the state department of education and shall return the form to the governing body or bus transportation contractor.

(c)(1) After the inspection prescribed in subsection (b) is completed, each school vehicle shall be inspected by the Kansas highway patrol to determine whether the school vehicle is equipped with the appropriate safety devices and those devices are in proper working order.

(2) The results of the inspection shall be indicated by the highway patrol officer on the form provided by the state department of education. Following completion of this form, it shall be returned to the governing body or bus transportation contractor and shall become a maintenance record.

(d) Upon successful completion of the inspection process specified in subsections (b) and (c), a school vehicle inspection sticker issued by the Kansas highway patrol shall be placed on the school vehicle’s windshield in a location that will not impair the driver’s vision.

(e)(1) If any school vehicle fails either the mechanical or safety inspection specified in this regulation, that school vehicle shall not be used for student transportation until all defects have been corrected and the school vehicle has been approved.

(2) If repairs or other corrections are required for a school vehicle to pass the inspection and these repairs or corrections are completed within 10 days after the initial inspection, then only the defective items shall be reexamined. If the repairs or corrections are not made within 10 days following the initial inspection, the school vehicle shall be completely reinspected.

(f) At any time, spot inspections of any school vehicle used for student transportation may be conducted by the Kansas highway patrol.
(g) Each school bus, activity bus, and school passenger vehicle that is purchased at any time following the required annual inspection for school vehicles shall pass the inspections required by this regulation before being used to transport students. (Authorized by and implementing K.S.A. 8-2009; effective July 1, 2000; amended March 28, 2003; amended July 7, 2017.)

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91-38-6. School transportation driver qualifications. (a) Driver’s licensing and age requirements. Each person employed by a school district or by a school bus contractor who, at any time, will provide student transportation shall be licensed pursuant to K.S.A. 8-234b and amendments thereto, or the appropriate licensing statutes of the person’s state of residence. Each person also shall meet the following requirements:

(1) Each driver of a school bus or activity bus with a gross weight of over 26,000 pounds shall maintain a commercial class A or B driver’s license, with passenger and school bus endorsements.

(2) Each driver of a school bus or activity bus that has a gross weight of 26,000 pounds or less and is designed for transporting 16 passengers or more shall maintain a commercial class A, B, or C driver’s license, with passenger and school bus endorsements.

(3) Each driver of a school passenger vehicle or a school bus or activity bus that has a gross weight of 26,000 pounds or less and is designed to transport fewer than 16 passengers shall maintain an appropriate noncommercial operator’s license.

(4) Each driver’s license shall be valid within the driver’s state of residence.

(5) Each driver of an activity bus shall be 21 years of age or older.

(b) Criminal and driving records.

(1) Each prospective school transportation provider or other school employee who may transport students shall be required to sign a statement indicating whether that individual has been convicted in any state or federal court of any crime involving a child. A person who has been convicted of such a crime shall not be employed, reemployed or retained as an employee to provide student transportation.

(2) Each prospective driver shall be required to sign a statement indicating whether, within the past 10 years, that individual has been convicted in any state of any felony or any major traffic violations specified in subsection (c).

(3) For purposes of this regulation, a conviction shall mean entering a plea of guilty or nolo contendre, a finding of guilty by a court or jury, or forfeiture of bond.

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(4) Each prospective school transportation provider shall give written authorization to the prospective employer to obtain the applicant’s driving record through a local law enforcement agency or the Kansas department of revenue, division of vehicles, pursuant to K.S.A. 74-2012 and amendments thereto. The authorization also shall allow the prospective employer to obtain the applicant’s driving record in states other than Kansas through a local law enforcement agency or the appropriate agency of the other state.

(c) Disqualification from employment.

(1) Except as otherwise provided in paragraph (c)(2), a governing body shall not employ or retain to transport students any person who discloses or whose driving record indicates that, within the past 10 years, the person has been convicted of any of the following major traffic violations:

(A) Hit-and-run driving;
(B) driving while under the influence of alcohol or drugs;
(C) vehicular homicide;
(D) reckless driving; or
(E) any offense for which the driver’s license was suspended or revoked pursuant to K.S.A. 8-254 and 8-255, and amendments thereto.

(2) A governing body may waive the disqualification for employment by a unanimous vote of the full membership of the governing body.

(d) Driver experience and training requirements.

(1) Each driver who operates a school vehicle to transport students shall have at least one year’s experience in operating a motor vehicle.

(2)(A) Each school bus driver shall be provided with at least 12 hours of bus driver training. The first six hours of training shall be completed without student passengers, but the remaining hours may be completed with student passengers, if the driver-trainer is on the bus. All driver training shall be supervised by the assigned driver-trainer.

(B) Except as otherwise provided in paragraph (d)(2)(C), each school transportation provider shall complete a first aid and cardiopulmonary resuscitation (CPR) course, approved by the state department of education, within 30 days after the first day the driver is allowed to transport students. Each driver completing any training session shall obtain a wallet card or other certificate attesting to that individual’s completion of the training program and shall maintain this certification.

(C) A school transportation provider who is certified as an emergency medical service provider shall not be required to complete first aid and CPR training, if the emergency medical certification is maintained in valid status.

(e)(1) Each school transportation provider shall successfully complete a vehicle accident prevention course approved by the state department of education, within 30 days after the first day the driver transports students. The driver shall obtain a completion certificate or wallet card as evidence that the course requirements have been met.

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(2) After completion of the initial accident prevention course, each driver shall be required to maintain certification by completion of an accident prevention course at least every three years.

(3) The transportation supervisor shall maintain documentation of driver training for school transportation providers for the duration of the driver’s employment, and at least two years thereafter.

(f) Substitute and emergency school transportation providers.

(1) Substitute school transportation providers shall meet the requirements in this regulation, but these individuals may be allowed up to 30 days following employment to complete the first aid, CPR, and accident prevention course training requirements.

(2) Any person who holds a valid commercial driver’s license with passenger and school bus endorsements and a current medical certificate may operate a school bus in an emergency situation. For purposes of this paragraph, an “emergency situation” shall mean a situation in which no qualified driver or substitute driver is available. A specific driver shall not drive as an emergency driver for more than five days during a school year.

(g) Physical examination and health requirements.

(1) The physical qualification requirements for school transportation providers in Kansas shall be those in 49 C.F.R. 391.41, as in effect on January 14, 2014, which is hereby adopted by reference. The medical examiner’s report form and the medical examiner’s certificate that are approved by the state department of education shall be used to document the results of each examination.

(2) The physical examination shall be certified by a doctor of medicine, doctor of osteopathy, doctor of chiropractic, physician assistant, nurse practitioner, or any medical professional on the federal motor carrier safety administration’s national registry of certified medical examiners, according to the following schedule:

(A) Before beginning employment as a school transportation provider;
(B) at least every two years after the date of the initial physical examination; and
(C) at any time requested by the driver’s employer, the school transportation supervisor, or the state department of education.

(3) A certified medical examiner’s certificate required under this subsection shall not constitute the certification of health required by K.S.A. 72-5213, and amendments thereto.

Note: Kansas Revisor of Statutes transferred KSA 72-5213 to KSA 72-6266

(4) Each governing body shall keep on file a current medical examiner’s certificate for each school transportation provider. If a provider leaves employment for any reason, the person’s last medical examiner’s certificate shall be kept for two years after the person leaves.

(h) Waiver of physical requirements.

(1)(A) Any person failing to meet the requirements of subsection (g) may be permitted to be a school transportation provider for a particular school district, if a waiver is granted by the governing board of that school district under this sub-section. Each waiver shall meet the following requirements:
(i) The person seeking the waiver, the transportation supervisor for the school district, and the contract manager, if applicable, shall submit a joint application for a waiver to the local board of education.

(ii) Each application shall be accompanied by reports from two of the following, indicating their opinions regarding the person’s ability to safely operate a school bus: doctor of medicine, doctor of osteopathy, doctor of chiropractic, physician assistant, or nurse practitioner.

(iii) The application shall contain a description of the type and size of the vehicle to be driven and any special equipment required to accommodate the driver to safely operate the vehicle, the general area and type of roads to be traveled, distances and time period contemplated, and the experience of the person in driving vehicles of the type to be driven.

(B) An application for a waiver shall be granted only by unanimous approval of the governing board.

(A) A waiver as described in paragraph (h)(1) shall not be granted for a period longer than two years, but may be renewed by following the procedures in paragraph (h)(1).

(B) While on duty, the driver shall keep in the driver’s possession the original document granting the waiver or a legible copy of this document.

(C) Each governing body shall retain the original document granting the waiver or a legible copy of the waiver in the driver’s personnel file for as long as the driver is employed and for at least two years following termination of the driver’s employment.

(D) A waiver may be revoked, for cause, by the governing body. Before revocation, the governing body shall perform the following:

(i) Suspend the driver from service;

(ii) provide notice of the proposed revocation to the driver, including the reason or reasons for the proposed revocation; and

(iii) allow the driver a reasonable opportunity to show cause, if any, why the revocation should not occur.

(i) Alcohol and drug testing requirements. Any governing body may develop a policy to include all drivers of any school motor vehicles in the alcohol and drug testing program required for drivers not holding commercial driver’s licenses. (Authorized by and implementing K.S.A. 8-2009; effective July 1, 2000; amended March 28, 2003; amended July 7, 2017.)

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91-38-7. Driver’s duties and responsibilities. (a) Each school transportation provider shall inspect a school vehicle before its use to ascertain that the vehicle is in a safe condition and equipped as required by law, and that all required equipment is in working order. The school transportation provider shall document each inspection.

(b) If any defect is discovered, students shall not be transported in the vehicle until the defect is corrected.

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(c) Documentation of the inspections of each school vehicle shall be kept on file for at least one year following the vehicle inspection.

(d) A school transportation provider shall not drive a school vehicle for more than 10 consecutive hours or for more than a total of 10 hours in any 15-hour period.

(e) Each school transportation provider shall ensure that all doors are closed before the vehicle is put into motion and remain closed while the vehicle is moving.

(f) Each school transportation provider shall ensure that openings for the service door, emergency exits, and aisles are kept clear of any obstructions.

(g) Each school transportation provider shall utilize the driver’s safety belt at all times while the vehicle is in motion.

(h) If the school transportation provider leaves the driver’s seat, the parking brake shall be set, the motor turned off, and the keys removed. However, drivers of specially equipped buses may leave the motor running to operate a power lift after setting the parking brake.

(i) If a school vehicle is refueled during any trip when passengers are being transported, the school transportation provider shall unload all passengers from the vehicle and turn off the vehicle’s motor before beginning refueling procedures. Fuel shall not be transported in any manner, except in the vehicle’s fuel tank.

(j) Following the completion of any trip, each school transportation provider shall perform a walk-through inspection of the school bus or activity bus, or a visual check of the school passenger vehicle, that the provider was driving, to ensure that all passengers have disembarked.

(k) A driver of a school bus or activity bus shall not tow any trailer or other vehicle with the bus, while any passenger is on the bus. (Authorized by and implementing K.S.A. 8-2009; effective July 1, 2000; amended March 28, 2003; amended July 7, 2017.)

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**91-38-8. Loading and unloading procedures.** (a) On routes.

(1) Each school bus driver shall activate the alternately flashing warning lights as required by K.S.A. 8-1556 and amendments thereto, at any time that the loading or unloading of students occurs on the traveled portion of any roadway.

(2) Each governing body shall adopt procedures for the loading and unloading of students, consistent with the requirements of this article of the department’s regulations. The procedures shall include the following:

(A) Each school bus driver shall load and unload students off the roadway whenever adequate space is provided, unless parking the bus off the roadway would threaten the safety or stability of the bus or safety of the students.

(B) Each school bus driver shall direct students who cross the roadway when loading or unloading from a school bus to cross only in front of the bus. The driver shall ensure that all traffic has stopped and shall instruct students to wait for a signal from the driver before crossing the roadway.

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(C) Students shall not be required to cross any divided highway, as defined in K.S.A. 8-1414 and amendments thereto, or any roadway consisting of more than one lane of traffic traveling in the same direction excluding turn lanes in order to board the bus or to reach the students’ destination upon unloading from the bus.

(D) When the loading or unloading of students takes place on a roadway, the bus shall stop in the far right-hand lane of the roadway.

(E) Each driver shall ensure that all students who have unloaded from the bus have moved a safe distance away from the bus before the driver moves the bus.

(b) At school.

(1) Whenever possible, each governing body shall provide bus parking so that the loading or unloading of students is conducted in an area away from vehicular traffic and off the roadway.

(2) Before each school’s dismissal time, and where adequate space is available, the bus drivers shall park the buses in single file.

(3) If the loading or unloading of students is conducted on the traveled portion of a roadway, each bus driver shall park the bus on the side of the roadway nearest to the school, with the entry door opening away from the traveled portion of the roadway. Buses shall be parked adjacent to curbing, if present. If there is no curbing, the buses shall be parked as far to the right of the roadway as possible without threatening the stability of the bus.

(4) Each board shall ensure that there is adult supervision during loading and unloading procedures at each school building, except at buildings utilized exclusively for senior high school students.

(c) On activity trips.

(1) Whenever possible, each bus driver shall park the bus so that the loading or unloading of students takes place in an area away from other vehicular traffic.

(2) The transportation supervisor shall designate, in advance, stops for the loading and unloading of buses along each activity trip route.

(d) In school passenger vehicles. Each driver of a school passenger vehicle shall park the vehicle in a location so that students are loaded or unloaded in an area off the roadway.

(Authorized by and implementing K.S.A. 8-2009; effective July 1, 2000; amended July 7, 2017.)

91-38-9. Emergency procedures. (a) Each governing body shall adopt procedures to be followed by school transportation providers if confronted with an emergency situation when on the road.

(b) Each governing body shall ensure that students who are regularly transported to and from school in a school bus receive instruction, at least once each semester, about practices and procedures to follow if an emergency occurs while being transported.

(c) Each governing body shall ensure that emergency evacuation drills are conducted at least once each semester. Each emergency evacuation drill shall be supervised by the transportation supervisor or the supervisor’s designee.

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(d) The transportation supervisor shall prepare documentation of each emergency evacuation drill, including the date of the drill, number of student participants, and the names of the supervising personnel. This documentation shall be kept on file for at least two years from the date of the drill.

(e) Before each activity trip, the driver shall provide an explanation of the location and operation of the emergency exits of the bus. This regulation shall be effective on and after July 1, 2000. (Authorized by and implementing K.S.A. 1998 Supp. 8-2009; effective July 1, 2000.)

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91-38-10. Use of urban mass transportation buses. (a) A governing body may contract with the operator of a mass transportation system to provide school transportation for its students. Any contract for this transportation shall include the information specified below in subsection (b).

(b) The operator shall keep and provide the following information to the governing body, upon request:
   (1) Documentation of vehicle lubrication, maintenance, and repair as set forth in K.A.R. 91-38-(d);
   (2) documentation that any vehicle used to transport students contains the emergency equipment required in K.A.R. 91-38-2(e); and
   (3) documentation that each driver used to provide student transportation meets the qualification set forth in K.A.R. 91-38-6. This regulation shall be effective on and after July 1, 2000. (Authorized by and implementing K.S.A. 1998 Supp. 8-2009; effective July 1, 2000.)

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36-26-1. Railroad Grade Crossings Stopping required (a) K.S.A. 8-1553 requires that the drivers of certain types of motor vehicles, before crossing at grade any track or tracks of a railroad, shall stop such vehicle within 50 feet but not less than 15 feet from the nearest rail of such railroad and while so stopped shall listen and look in both directions along such track for any approaching train, and for signals including active flashing light signals with or without gates or bells indicating the approach of a train, and shall not proceed until the driver can do so safely. After stopping as required and upon proceeding when it is safe to do so, the driver of any vehicle shall cross only in such gear of the vehicle that there will be no necessity for manually changing gears while traversing such crossing and the driver shall not manually shift gears while crossing the track or tracks. Following are the types of vehicles for which this regulation applies:
   (1) Every school or commercial bus;
   (2) every motor vehicle transporting any quantity of chlorine;
   (3) every motor vehicle which, in accordance with the regulations of the department of transportation, is required to be marked or placarded with one of the following markings:
       (A) Explosives A;
       (B) Explosives B;

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(C) Poison Gas;
(D) Flammable solid W;
(E) Radioactive;
(F) Flammable;
(G) Blasting agent;
(H) Nonflammable gas;
(I) Chlorine;
(J) Poison;
(K) Oxygen;
(L) Flammable gas;
(M) Combustible;
(N) Flammable solid;
(O) Oxidizer;
(P) Organic peroxide;
(Q) Corrosive; or
(R) Dangerous;
(4) every cargo tank motor vehicle, whether loaded or empty, used for the transportation of any hazardous material as defined in 49 C.F.R. 170-189;
(5) every cargo tank motor vehicle transporting a commodity which at the time of loading has a temperature above its flashpoint as determined by 49 C.F.R. 173.115;
(6) every cargo tank motor vehicle, whether loaded or empty, transporting any commodity under an exemption issued in accordance with 49 C.F.R. 107.101-107.123.
(b) Exceptions to the requirement for vehicles to stop at every railroad grade crossing shall be:
(1) Any railroad grade crossing at which traffic is controlled by a police officer or human flagman;
(2) any railroad grade crossing controlled by a functioning highway traffic signal transmitting a green indication which, under local law, permits the vehicle to proceed across the railroad tracks without slowing or stopping;
(3) any railroad grade crossing which has been abandoned or its use discontinued with track or tracks still in place with a sign reading “TRACKS OUT OF SERVICE”;
(4) any industrial or spur line railroad grade crossing marked with a sign reading “EXEMPT.” Such exempt signs shall be erected only by or with the consent of the appropriate state or local authority;
(5) a railroad grade crossing used exclusively for industrial switching purposes, within a business district defined in K.S.A. 8-1407, and amendments, thereto. This type of crossing shall also, as in the previous section (d), be marked with a sign reading “EXEMPT.” (Authorized by and implementing K.S.A. 1989Supp. 8-1553; effective May 1, 1976; amended May 1, 1983; amended May 1, 1984; amended May 1, 1989; amended Aug. 13, 1990)
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Note: Current copies of these statutes and others not listed can be found on the Kansas Office of Revisor of Statutes website at www.ksrevisor.org
8-2,135. Same; commercial driver’s license, contents; endorsements or restrictions; expiration; renewal.

(a) The commercial driver’s license shall be marked "commercial driver's license" or "CDL," and must be, to the maximum extent practicable, tamper proof. It shall include, but not be limited to, the following information:

(1) The requirements set out in K.S.A. 8-243, and amendments thereto;
(2) a number or identifier deemed appropriate by the state licensing authority;
(3) the class or type of commercial motor vehicle or vehicles which the person is authorized to drive together with any endorsements or restriction;
(4) the name of this state; and
(5) the dates between which the license is valid.

(b) Commercial drivers’ licenses issued pursuant to K.S.A. 8-234b, and amendments thereto, may be issued with the following endorsements or restrictions; and the holder of a valid commercial driver’s license may drive all vehicles in the class for which that license is issued, and all lesser classes of vehicles, except motorcycles and vehicles which require an endorsement, unless the proper endorsement appears on the license;

(1) "H"—authorizes the driver to drive a vehicle transporting hazardous materials;
(2) "L"—restricts the driver to vehicles not equipped with airbrakes;
(3) "T"—authorizes driving double and triple trailers;
(4) "P"—authorizes driving vehicles carrying passengers;
(5) "N"—authorizes driving tank vehicles;
(6) "X"—represents a combination of hazardous materials and tank vehicle endorsements;
(7) "S"—authorizes driving school buses;
(8) "E"—no manual transmission in CMV;
(9) "O"—no tractor-trailer;
(10) "M"—no class A passenger vehicle;
(11) "N"—no class A or B passenger vehicle;
(12) "Z"—no full air brake in CMV;
(13) "K"—for intrastate only;
(14) "V"—for medical variance.

(c) Before issuing a commercial driver’s license, the division must obtain driving record information through the commercial driver license information system, the national driver register and from each state in which the person has been licensed.

(d) Within 10 days after issuing a commercial driver’s license, the division shall notify the commercial driver license information system of that fact, providing all information required to ensure identification of the person.

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(e) All original licenses issued after April 1, 1992, shall expire on the fourth anniversary of the date of birth of the licensee which is nearest the date of application. All renewals thereof shall expire on every fourth anniversary of the date of birth of the licensee. No driver's license shall expire in the same calendar year in which the original license or renewal license is issued, except that if the foregoing provisions of this section shall require the issuance of a renewal license or an original license for a period of less than six calendar months, the license issued to the applicant shall expire at midnight on every fourth anniversary of the date of birth of the applicant. At least 30 days prior to the expiration of a person's license, the division shall mail a notice of expiration or renewal application to such person at the address shown on the license.

(f) When applying for renewal of a commercial driver's license, the applicant must complete the test required in K.S.A. 8-247(e), and amendments thereto, and the application form required by K.S.A. 8-2,134(b), and amendments thereto, providing updated information and required certifications and if the applicant wishes to retain a hazardous materials endorsement, the applicant must take and pass the test for such endorsement.


8-2,150. Commercial driver's licenses; diversion agreements not allowed.

(a) A driver or a holder of a commercial driver's license may not enter into a diversion agreement in lieu of further criminal proceedings that would prevent such person's conviction for any violation, in any type of motor vehicle, of a state or local traffic control law, except a parking violation, from appearing on the person's record, whether the person was convicted for an offense committed in the state where the person is licensed or another state.

(b) For purposes of subsection (a), a person shall be considered a holder of a commercial driver's license if the person was a holder of a commercial driver's license at the time the person was arrested or was issued a citation and shall remain a holder of a commercial driver's license even if the person surrenders the commercial driver's license after the arrest or citation.

(c) The provisions of this section shall be a part of and supplemental to the Kansas uniform commercial drivers' license act.

History: L. 2003, ch. 42, § 2; L. 2010, ch. 146, § 7; May 27.

8-301. Private use forbidden.

No person or employee of the state or county or any governmental subdivision shall operate or drive or cause to be operated or driven any state, county or other publicly owned automobile, automobile bus, motor bus, or other motor vehicle for private use or for private business or for pleasure.

History: L. 1933, ch. 174, § 1; March 7.

8-305. Marking of vehicles of political subdivisions; how marked; exceptions.

All motor vehicles owned or leased by any political subdivision of the state of Kansas shall bear the name of the political subdivision owning or leasing such vehicle plainly printed on both sides thereof. This act shall not apply to the following:

(a) Municipal fire apparatus, police patrols and ambulances;

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(b) passenger vehicles used by plain clothes police officers, county or district attorney investigators or community corrections personnel working in the employ of any political subdivision; and

(c) motor vehicles owned or leased by any municipal university.

History: L. 1951, ch. 119, § 2; L. 1970, ch. 53, § 1; L. 1972, ch. 29, § 16; L. 1982, ch. 43, § 1; L. 1990, ch. 46, § 1; L. 1996, ch. 64, § 1; L. 2011, ch. 77, § 2; July 1.

8-1334. Child passenger safety; restraining systems for children under the age of four; use of booster seats, when; use of seat belts by children, when; exceptions.

(a) Every driver as defined in K.S.A. 8-1416, and amendments thereto, who transports a child under the age of 14 years in a passenger car as defined in K.S.A. 8-1343a, and amendments thereto, or an autocycle as defined in K.S.A. 2016 Supp. 8-1497, and amendments thereto, on a highway as defined in K.S.A. 8-1424, and amendments thereto, shall provide for the protection of such child by properly using:

(1) For a child under the age of four years an appropriate child passenger safety restraining system that meets or exceeds the standards and specifications contained in federal motor vehicle safety standard no. 213;

(2) for a child four years of age, but under the age of eight years and who weighs less than 80 pounds or is less than 4 feet 9 inches in height, an appropriate child passenger safety restraining system that meets or exceeds the standards and specifications contained in federal motor vehicle safety standard no. 213; or

(3) for a child eight years of age but under the age of 14 years or who weighs more than 80 pounds or is more than 4 feet 9 inches in height, a safety belt manufactured in compliance with federal motor vehicle safety standard no. 208.

(b) If the number of children subject to the requirements of subsection (a) exceeds the number of passenger securing locations available for use by children affected by such requirements, and all of these securing locations are in use by children, then there is not a violation of this section.

(c) If a securing location only has a lap safety belt available, the provisions of subsection (a)(2) shall not apply and the child shall be secured in accordance with the provisions of subsection (a)(3).


8-1553. Certain vehicles required to stop at railroad grade crossings; exceptions.

(a) Except as provided in subsection (b), the driver of any vehicle described in rules and regulations issued pursuant to subsection (c), before crossing at grade any track or tracks of a railroad, shall stop such vehicle within 50 feet but not less than 15 feet from the nearest rail of such railroad and while so stopped shall listen and look in both directions along such track for any approaching train, and for signals indicating the approach of a train, and shall not proceed until such driver can do so safely. After stopping as required and upon proceeding when it is safe to do so, the driver of any vehicle shall cross only in such gear of the vehicle that there will be no necessity for manually changing gears while traversing such crossings and the driver shall not manually shift gears while crossing the track or tracks.

(b) This section shall not apply at:

(1) Any railroad grade crossing at which traffic is controlled by a police officer or human flagman;
(2) any railroad grade crossing at which traffic is controlled by a functioning highway traffic signal transmitting a green indication which, under local law, permits a vehicle to proceed across the railroad tracks without slowing or stopping;

(3) any abandoned railroad grade crossing which is marked with a sign indicating that the rail line is abandoned;

(4) any industrial or spur line railroad grade crossing marked with a sign reading "Exempt." Such exempt signs shall be erected only by or with the consent of the appropriate state or local authority;

(5) a railroad grade crossing used exclusively for industrial switching purposes, within a business district defined in K.S.A. 8-1407, and amendments thereto.

(c) The secretary of transportation, in conjunction with the state corporation commission, shall adopt such rules and regulations as may be necessary describing the vehicles which must comply with the stopping requirements of this section. Such rules and regulations shall correlate with and so far as possible conform to the federal motor carrier safety regulations of the United States department of transportation.


8-1556. Overtaking and passing school bus; actuation of visual signals by driver of bus, when; required school bus markings.

(a) The driver of a vehicle meeting or overtaking from either direction any school bus stopped on the highway shall stop before reaching such school bus when there is in operation on the school bus the flashing red lights specified in subsection (a) of K.S.A. 8-1730, and amendments thereto, and the driver shall not proceed until such school bus resumes motion or the flashing red lights and the stop signal arm are no longer actuated.

(b) Every school bus shall be equipped with red visual signals meeting the requirements of subsection (a) of K.S.A. 8-1730, and amendments thereto, which may be actuated by the driver of the school bus whenever but only whenever such vehicle is stopped on the highway for the purpose of receiving or discharging school children. A school bus driver shall not actuate the special visual signals:

(1) At intersections or other places where traffic is controlled by traffic-control signals or police officers; or

(2) in designated school bus loading areas where the bus is entirely off the roadway.

(c) Every school bus shall bear upon the front and rear thereof plainly visible signs containing the words "school bus" in letters not less than eight inches in height.

When a school bus is being operated upon a highway for purposes other than the actual transportation of children either to or from school or to or from interschool or intraschool functions or activities, or for maintenance, repair or storage purposes all markings thereon indicating "school bus" shall be covered or concealed.

(d) The driver of a vehicle upon a highway with separate roadways need not stop upon meeting or passing a school bus which is on a different roadway or when upon a controlled-access highway and the school bus is stopped in a loading zone which is a part of or adjacent to such highway and where pedestrians are not permitted to cross the roadway.

(e) The provisions of this section shall be subject to the provisions contained in K.S.A. 8-2009a, and amendments thereto.
8-1556a. Passing church and day care program buses; use of signals.

(a) The driver of a vehicle meeting or overtaking from either direction any church bus or day care program bus stopped on the highway shall stop before reaching such church bus or day care program bus when there is in operation on said church bus or day care program bus the flashing red lights specified in subsection (a) of K.S.A. 8-1730, and said driver shall not proceed until such church bus or day care program bus resumes motion or said driver is signaled by the church bus or day care program bus driver to proceed or the flashing red lights and stop signal arm, if any, are no longer actuated.

(b) If a church bus or day care program bus is equipped with visual signals permitted by subsection (b) of K.S.A. 8-1730a, such signals may be actuated by the driver of said church bus or day care program bus only when such vehicle is stopped on the highway for the purpose of receiving or discharging passengers. A church bus or day care program bus driver shall not actuate said special visual signals:

(1) At intersections or other places where traffic is controlled by traffic-control signals or police officers; or

(2) in designated loading areas where the bus is entirely off the roadway.

(c) The driver of a vehicle upon a highway with separate roadways need not stop upon meeting or passing a church bus or day care program bus which is on a separate roadway or when upon a controlled-access highway and the church bus or day care program bus is stopped in a loading zone which is part of or adjacent to such highway and where pedestrians are not permitted to cross the roadway.


8-2009. Regulations governing design and operation of school buses; effect of noncompliance.

(a) All seats on school buses shall be forward-facing and shall be securely fastened to that part or parts of the school bus which support them, and any rule and regulation of the state board of education providing for any other seating arrangement shall be null and void. The state board of education shall adopt and enforce rules and regulations not inconsistent with this act to govern the design and operation of all school buses. The state board of education shall confer and consult, at such time or times as deemed necessary or advisable, with school officers and administrators and other persons responsible for school transportation services as to the effect of such rules and regulations. When any privately owned school bus is operated under contract with any school district or nonpublic school in this state, such rules and regulations shall by reference be made a part of any such contract with a school district or with a nonpublic school. Every school district, its officers and employees, and every nonpublic school, its officers and employees, and every person employed under contract by a school district or a nonpublic school shall be subject to such rules and regulations.
(b) Any officer or employee of any school district who violates any of the rules and regulations or fails to include obligation to comply with such rules and regulations in any contract executed on behalf of a school district shall be guilty of misconduct and subject to removal from office or employment. Any person operating a school bus under contract with a school district who fails to comply with any of the rules and regulations shall be guilty of breach of contract and such contract shall be canceled after notice and hearing by the responsible officers of such school district.

(c) The provisions of this section shall be subject to the provisions contained in K.S.A. 8-2009a, and amendments thereto.


8-2009a. School buses; exemptions from requirements of law and regulations; approval by state board of education.

(a) Every school bus, as defined in K.S.A. 8-1461, and amendments thereto, shall be governed by the requirements of law and rules and regulations of the state board of education applicable to design, lighting equipment, distinctive markings, special warning devices, and any other equipment which are in effect on the date any such school bus is purchased or otherwise acquired, and shall be exempt from the requirements of law and rules and regulations which become effective at any time during a period of 25 years from the date of manufacture of such school bus. The state board of education is hereby required to approve any such school bus as to design, and as to lighting equipment, special warning devices, distinctive markings, and any other equipment required by law and rules and regulations, for operation as a school bus during such exemption period upon submission of a request for such approval.

(b) The state board of education is authorized to establish the procedure to be followed when request for approval of any such school bus is submitted under this section. The approval shall be in writing and a copy of the written approval shall be carried in the school bus at all times, but failure to carry such copy of the written approval shall not affect the status of the school bus as an approved school bus. The state board of education shall maintain a list of all such school buses which have been approved by the board.


72-13,101. Interdistrict agreements for provision of educational programs authorized; conditions.

(a) In accordance with the provisions of this section, the boards of education of any two or more unified school districts may make and enter into agreements providing for the attendance of pupils residing in one school district at school in kindergarten or any of the grades one through 12 maintained by any other school district. The boards of education may also provide by agreement for the combination of enrollments for kindergarten or one or more grades, courses or units of instruction.

(b) Prior to entering into any agreement under authority of this section, the board of education shall adopt a resolution declaring that it has made a determination that such an agreement should be made and that the making and entering into of such an agreement would be in the best interests of the educational system of the school district. Any such agreement is subject to the following conditions:

(1) The agreement may be for any term not exceeding a term of five years.

(2) The agreement shall be subject to change or termination by the legislature.

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(3) Within the limitations provided by law, the agreement may be changed or terminated by mutual agreement of the participating boards of education.

(4) The agreement shall make provision for transportation of pupils to and from the school attended on every school day, for payment or sharing of the costs and expenses of pupil attendance at school, and for the authority and responsibility of the participating boards of education.

(c) Provision by agreements entered into under authority of this section for the attendance of pupils at school in a school district of nonresidence of such pupils shall be deemed to be in compliance with the kindergarten, grade, course and units of instruction requirements of law.

(d) The board of education of any school district which enters into an agreement under authority of this section for the attendance of pupils at school in another school district may discontinue kindergarten or any or all of the grades, courses and units of instruction specified in the agreement for attendance of pupils enrolled in kindergarten or any such grades, courses and units of instruction at school in such other school district. Upon discontinuing kindergarten or any grade, course or unit of instruction under authority of this subsection, the board of education may close any school building or buildings operated or used for attendance by pupils enrolled in such discontinued kindergarten, grades, courses or units of instruction. The closing of any school building under authority of this subsection shall require a majority vote of the members of the board of education and shall require no other procedure or approval.

(e) Pupils attending school in a school district of nonresidence of such pupils in accordance with an agreement made and entered into under authority of this section shall be counted as regularly enrolled in and attending school in the school district of residence of such pupils for the purpose of computations under the Kansas school equity and enhancement act, K.S.A. 2017 Supp. 72-5131 et seq., and amendments thereto.

(f) Pupils who satisfactorily complete grade 12 while in attendance at school in a school district of nonresidence of such pupils in accordance with the provisions of an agreement entered into under authority of this section shall be certified as having graduated from the school district of residence of such pupils unless otherwise provided for by the agreement.


Source or Prior Law: 72-8233.

72-1881. Motor vehicle liability insurance and medical payments insurance.

The board of education of every school district or its contract carrier may purchase motor vehicle liability insurance and medical payments insurance for the protection and benefit of the school district and the officers, agents and employees of the school district and the students, officers, agents and employees thereof who are transported in or operate school buses owned, operated, maintained or controlled by the school district and of persons while riding in or upon, entering or alighting from such vehicles.


Source or Prior Law: 72-8404.
72-3123. Nonresident pupils; attendance in school.

(a) The board of education of any school district is hereby authorized to permit pupils who are not residents of the school district to enroll in and attend the schools of the district. The board of education may permit such pupils to attend school without charge or, subject to the provisions of subsection (b), may charge such pupils for attendance at school to offset, totally or in part, the costs of providing for such attendance. Amounts received under this subsection by the board of education of a school district for enrollment and attendance of pupils at school in regular educational programs shall be deposited in the general fund of the school district.

(b) Pupils who are not residents of a school district and are attending the schools of the school district in accordance with the provisions of an agreement entered into under authority of K.S.A. 2017 Supp. 72-13,101, and amendments thereto, shall not be charged for attendance at school. The costs of providing for the attendance of such pupils at school shall be paid by the school district of residence of the pupils in accordance with the provisions of the agreement.


Source or Prior Law: 72-1046a.

72-3124. Same; provision of transportation authorized; applicability; conditions.

(a) As used in this section:

1. "School district" means a school district organized and operating under the laws of this state and no part of which is located in Johnson county, Sedgwick county, Shawnee county or Wyandotte county.

2. "Non-resident pupil" or "pupil" means a pupil who is enrolled and in attendance at a school located in a district in which such pupil is not a resident and who: (A) Lives 2 1/2 or more miles from the attendance center the pupil would attend in the district in which the pupil resides and is not a resident of Johnson county, Sedgwick county, Shawnee county or Wyandotte county; or (B) is a member of the family of a pupil meeting the condition prescribed in subparagraph (A).

3. "Member of the family" means a brother or sister of the whole or half blood or by adoption, a stepbrother or stepsister, and a foster brother or foster sister.

(b) The board of education of any school district may allow any pupil who is not a resident of the district to enroll in and attend school in such district. The board of education of such district may furnish or provide transportation to any non-resident pupil who is enrolled in and attending school in the district pursuant to this section. If the district agrees to furnish or provide transportation to a non-resident pupil, such transportation shall be furnished or provided until the end of the school year. Prior to providing or furnishing transportation to a non-resident pupil, the district shall notify the board of education of the district in which the pupil resides that transportation will be furnished or provided.

(c) Pupils attending school in a school district in which the pupil does not reside pursuant to this section shall be counted as regularly enrolled in and attending school in the district where the pupil is enrolled for the purpose of computations under the Kansas school equity and enhancement act, K.S.A. 2017 Supp. 72-5131 et seq., and amendments thereto, except computation of transportation weighting under such act, and for the purposes of the statutory provisions contained in article 64 of chapter 72 of the Kansas Statutes Annotated, and amendments thereto. Such non-resident pupil shall not be charged for the costs of attendance at school.

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72-3353. Fees; supplemental charges authorized to be prescribed and collected; disposition of moneys.

(a) The board of education of any school district may prescribe, assess and collect fees and supplemental charges for:

(1) The use, rental or purchase by pupils of any of the items designated in K.S.A. 72-3352, and amendments thereto, to offset, in part or in total, the expense of purchasing such items; and

(2) participation in activities, or the use of facilities, materials and equipment, which participation or use is not mandatory, but optional to pupils, whether incidental to curricular, extracurricular or other school-related activities.

(b) Moneys received by a board of education under this section shall be deposited in the textbook and student materials revolving fund of the school district.


Source or Prior Law: 72-5390.

72-6131. Definitions. As used in this act:

(a) “Board of education” means the board of education of a unified school district or the governing authority of an accredited nonpublic school.

(b) “School” means a public school or an accredited nonpublic school.

(c) “Public school” means a school operated by a unified school district organized under the laws of this state.

(d) “Accredited nonpublic school” means a nonpublic school participating in the quality performance accreditation system.

(e) “Chief administrative officer of a school” means, in the case of a public school, the superintendent of schools and, in the case of an accredited nonpublic school, the person designated as chief administrative officer by the governing authority of the school.

(f) “Federal law” means the individuals with disabilities education act, section 504 of the rehabilitation act, the gun-free schools act of 1994, and regulations adopted pursuant to such acts.

(g) “Secretary of education” means the secretary of the United States department of education.

(h) (1) "Weapon" means: (A) Any weapon which will or is designed to or may readily be converted to expel a projectile by the action of an explosive; (B) the frame or receiver of any weapon described in the preceding example; (C) any firearm muffler or firearm silencer; (D) any explosive, incendiary, or poison gas: (i) Bomb; (ii) grenade; (iii) rocket having a propellant charge of more than four ounces; (iv) missile having an explosive or incendiary charge of more than 1/4 ounce; (v) mine; or (vi) similar
device; (E) any weapon which will, or which may be readily converted to, expel a projectile by the action of an explosive or other propellant, and which has any barrel with a bore of more than 1/2 inch in diameter; (F) any combination of parts either designed or intended for use in converting any device into any destructive device described in the two immediately preceding examples, and from which a destructive device may be readily assembled; (G) any bludgeon, sandclub, metal knuckles or throwing star; (H) any knife, commonly referred to as a switch-blade, which has a blade that opens automatically by hand pressure applied to a button, spring or other device in the handle of the knife, or any knife having a blade that opens or falls or is ejected into position by the force of gravity or by an outward, downward or centrifugal thrust or movement; or (I) any electronic device designed to discharge immobilizing levels of electricity, commonly known as a stun gun.

(2) The term "weapon" does not include within its meaning: (A) An antique firearm; (B) an air gun; (C) any device which is neither designed nor redesigned for use as a weapon; (D) any device, although originally designed for use as a weapon, which is redesigned for use as a signaling, pyrotechnic, line throwing, safety or similar device; (E) surplus ordinance sold, loaned or given by the secretary of the army pursuant to the provisions of section 4684(2), 4685 or 4686 of title 10 of the United States Code; or (F) class C common fireworks.

(i) "Air gun" means any device which will or is designed to or may be readily converted to, expel a projectile by the release of compressed air or gas, and which is of 0.18 caliber or less and has a muzzle velocity that does not exceed 700 feet per second.

(j) "Organization" means any profit or nonprofit association, whether school-sponsored or community-based, whose primary purpose is to provide youth development by engaging individuals under the age of 18 in activities designed to promote and encourage self-confidence, teamwork and a sense of community.


Source or Prior Law: 72-89a01.

72-6132. Policies requiring expulsion of pupils for possession of weapons, adoption, filing; hearings; modification of requirement authorized; referral procedure; annual report; circumstances when policy not applicable.

(a) Notwithstanding the provisions of subsection (a) of K.S.A. 2017 Supp. 72-6115, and amendments thereto, and subject to the other provisions of this section, each board of education in this state shall adopt a written policy requiring the expulsion from school for a period of not less than one year any pupil determined to be in possession of a weapon at school, on school property, or at a school supervised activity. The policy shall be filed with the state board of education in such manner as the state board shall require and at a time to be determined and specified by the state board.

(b) To the extent that the provisions contained in article 61 of chapter 72 of Kansas Statutes Annotated, and amendments thereto, do not conflict with the requirements of this act, such provisions shall apply to and be incorporated in the policy required to be adopted under subsection (a).

(c) If a pupil required to be expelled pursuant to a policy adopted under subsection (a) is confined in the custody of the secretary for children and families, the commissioner of juvenile justice or the secretary of corrections as a result of the violation upon which the expulsion is to be based, the hearing required under the provisions of article 61 of chapter 72 of Kansas Statutes Annotated, and amendments thereto, shall be delayed until the pupil is released from custody.
(d) A hearing afforded a pupil required to be expelled pursuant to a policy adopted under subsection (a) shall be conducted by the chief administrative officer or other certificated employee of the school in which the pupil is enrolled, by any committee of certificated employees of the school in which the pupil is enrolled, or by a hearing officer appointed by the board of education of the school in which the pupil is enrolled.

(e) The chief administrative officer of the school in which a pupil required to be expelled pursuant to a policy adopted under subsection (a) is enrolled may modify the expulsion requirement in a manner which is consistent with the requirements of federal law. Nothing in this subsection shall be applied or construed in any manner so as to require the chief administrative officer of a school to modify the expulsion requirement of a policy adopted by a board of education pursuant to the provisions of subsection (a).

(f) The policy adopted by a board of education under subsection (a) shall contain a procedure for the referral of any pupil determined to be in possession of a weapon at school, on school property, or at a school supervised activity to the appropriate state and local law enforcement agencies and, if the pupil is a juvenile, to the secretary for children and families or the commissioner of juvenile justice.

(g) Each board of education shall prepare an annual report on a form prescribed and furnished by the state board of education that contains a description of the circumstances surrounding any expulsions imposed on pupils pursuant to a policy adopted under subsection (a), including the name of the school or schools concerned, the number of pupils expelled, and the type of weapons concerned. The report shall be submitted to the state board of education in such manner as the state board shall require and at a time to be determined and specified by the state board.

(h) The provisions of this section do not apply to the possession by pupils of weapons at school, on school property, or at a school supervised activity if the possession of weapons by pupils is connected with a weapons safety course of instruction or a weapons education course approved and authorized by the school or if the possession of weapons by pupils is specifically authorized in writing by the chief administrative officer of the school.


Source or Prior Law: 72-89a02.

72-6133. Duties of state board of education; failure of boards to adopt and file policies, penalties.

(a) The state board of education shall compile the reports required of boards of education under subsection (f) of K.S.A. 2017 Supp. 72-6132, and amendments thereto, and shall submit the compilation to the secretary of education on an annual basis as specified by the secretary.

(b) The state board of education shall provide boards of education with assistance in the preparation of policies required to be adopted under subsection (a) of K.S.A. 2017 Supp. 72-6132, and amendments thereto. If any board of education fails to adopt and file a policy required to be adopted under subsection (a) of K.S.A. 2017 Supp. 72-6132, and amendments thereto, the state board of education shall withhold funds made available under the elementary and secondary education act of 1965, as amended, and shall exclude pupils enrolled in any accredited nonpublic school under the jurisdiction of any such board of education from participation in any federal program provided for under such act.

History:  L. 1995, ch. 27, § 3; July 1.

Source or Prior Law: 72-89a03.
72-6147. Bullying, school district policies.

(a) As used in this section:

(1) "Bullying" means: (A) Any intentional gesture or any intentional written, verbal, electronic or physical act or threat either by any student, staff member or parent towards a student or by any student, staff member or parent towards a staff member that is sufficiently severe, persistent or pervasive that such gesture, act or threat creates an intimidating, threatening or abusive educational environment that a reasonable person, under the circumstances, knows or should know will have the effect of:

(i) Harming a student or staff member, whether physically or mentally;

(ii) damaging a student's or staff member's property;

(iii) placing a student or staff member in reasonable fear of harm to the student or staff member; or

(iv) placing a student or staff member in reasonable fear of damage to the student's or staff member's property;

(B) cyberbullying; or

(C) any other form of intimidation or harassment prohibited by the board of education of the school district in policies concerning bullying adopted pursuant to this section or subsection (e) of K.S.A. 2017 Supp. 72-1138, and amendments thereto.

(2) "Cyberbullying" means bullying by use of any electronic communication device through means including, but not limited to, e-mail, instant messaging, text messages, blogs, mobile phones, pagers, online games and websites.

(3) "Parent" includes a guardian, custodian or other person with authority to act on behalf of the child.

(4) "School district" or "district" means any unified school district organized and operating under the laws of this state.

(5) "School vehicle" means any school bus, school van, other school vehicle and private vehicle used to transport students or staff members to and from school or any school-sponsored activity or event.

(6) "Staff member" means any person employed by a school district.

(b) The board of education of each school district shall adopt a policy to prohibit bullying either by any student, staff member or parent towards a student or by a student, staff member or parent towards a staff member on or while utilizing school property, in a school vehicle or at a school-sponsored activity or event.

(c) The board of education of each school district shall adopt and implement a plan to address bullying either by any student, staff member or parent towards a student or by a student, staff member or parent towards a staff member on school property, in a school vehicle or at a school-sponsored activity or event. Such plan shall include provisions for the training and education for staff members and students.

(d) The board of education of each school district may adopt additional policies relating to bullying pursuant to subsection (e) of K.S.A. 2017 Supp. 72-1138, and amendments thereto.

(e) Nothing in this section shall be construed to limit or supersede or in any manner affect or diminish the requirements of compliance by a staff member with the provisions of K.S.A. 2017 Supp. 38-2223 or 38-2226, and amendments thereto.
72-6266. Certification of health; form and contents; expense of obtaining; alternative certification.

(a) Every board of education shall require all employees of the school district, who come in regular contact with the pupils of the school district, to submit a certification of health on a form prescribed by the secretary of health and environment and signed by a person licensed to practice medicine and surgery under the laws of any state, or by a person who is licensed as a physician assistant under the laws of this state when such person is working at the direction of or in collaboration with a person licensed to practice medicine and surgery, or by a person holding a license to practice as an advanced practice registered nurse under the laws of this state when such person is working at the direction of or in collaboration with a person licensed to practice medicine and surgery. The certification shall include a statement that there is no evidence of a physical condition that would conflict with the health, safety, or welfare of the pupils; and that freedom from tuberculosis has been established by chest x-ray or negative tuberculin skin test. If at any time there is reasonable cause to believe that any such employee of the school district is suffering from an illness detrimental to the health of the pupils, the school board may require a new certification of health.

(b) Upon presentation of a signed statement by the employee of a school district, to whom the provisions of subsection (a) apply, that the employee is an adherent of a religious denomination whose religious teachings are opposed to physical examinations, the employee shall be permitted to submit, as an alternative to the certification of health required under subsection (a), certification signed by a person licensed to practice medicine and surgery under the laws of any state, or by a person who is licensed as a physician assistant under the laws of this state when such person is working at the direction of or in collaboration with a person licensed to practice medicine and surgery, or by a person holding a license to practice as an advanced practice registered nurse under the laws of this state when such person is working at the direction of or in collaboration with a person licensed to practice medicine and surgery that freedom of the employee from tuberculosis has been established.

(c) Every board of education may require persons, other than employees of the school district, to submit to the same certification of health requirements as are imposed upon employees of the school district under the provisions of subsection (a) if such persons perform or provide services to or for a school district which require such persons to come in regular contact with the pupils of the school district. No such person shall be required to submit a certification of health if the person presents a signed statement that the person is an adherent of a religious denomination whose religious teachings are opposed to physical examinations. Such persons shall be permitted to submit, as an alternative to a certification of health, certification signed by a person licensed to practice medicine and surgery under the laws of any state, or by a person who is licensed as a physician assistant under the laws of this state when such person is working at the direction of or in collaboration with a person licensed to practice medicine and surgery, or by a person holding a license to practice as an advanced practice registered nurse under the laws of this state when such person is working at the direction of or in collaboration with a person licensed to practice medicine and surgery that freedom of such persons from tuberculosis has been established.

(d) The expense of obtaining certifications of health and certifications of freedom from tuberculosis may be borne by the board of education.


Source or Prior Law: 72-5213.

(a) This section shall be known and may be cited as the Jason Flatt act.

(b) The board of education of each school district shall provide suicide awareness and prevention programming to all school staff and shall notify the parents or legal guardians of students enrolled in such school district that the training materials provided under such programming are available to such parents or legal guardians. Such programming shall include, at a minimum:

(1) At least one hour of training each calendar year based on programs approved by the state board of education. Such training may be satisfied through independent self-review of suicide prevention training materials; and

(2) a building crisis plan developed for each school building. Such plan shall include:

(A) Steps for recognizing suicide ideation;

(B) appropriate methods of interventions; and

(C) a crisis recovery plan.

(c) No cause of action may be brought for any loss or damage caused by any act or omission resulting from the implementation of the provisions of this section, or resulting from any training, or lack of training, required by this section. Nothing in this section shall be construed to impose any specific duty of care.

(d) On or before January 1, 2017, the state board of education shall adopt rules and regulations necessary to implement the provisions of this section.

History: L. 2016, ch. 83, § 1; May 19.
Source or Prior Law: 72-8260.

72-6486. Definitions. As used in this act:

(a) "Board" or "board of education" means the board of education of any school district.

(b) "School district" means any unified school district organized and operating under the laws of this state.

(c) The words "provide or furnish transportation" in addition to their ordinary meaning shall mean and include the right of a school district to: (1) Purchase, operate and maintain school buses and other motor vehicles; (2) contract, lease or hire school buses and other motor vehicles for the transportation of pupils, students and school personnel; (3) purchase, operate and maintain buses other than school buses for the transportation of pupils, students or school personnel to or from school-related functions or activities; (4) contract, lease or hire buses other than school buses for the transportation of pupils, students and school personnel if the buses are owned and operated by a public common carrier of passengers under a certificate of convenience and necessity granted by the state corporation commission or the interstate commerce commission and are operating within the authority granted to the public common carrier; and (5) reimburse persons who furnish transportation to pupils, students or school personnel in privately owned motor vehicles.

(d) "Student" or "pupil" means any person regularly enrolled in a school district and attending school in such school district or regularly enrolled in a school district and attending school in another school district in accordance with the provisions of an agreement entered into under authority of K.S.A. 2017 Supp. 72-13,101, and amendments thereto.

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(e) "Motor vehicle" means every motor vehicle, as defined in K.S.A. 8-126, and amendments thereto, which is designed for transporting 10 passengers or less.

(f) "Bus" means every motor vehicle, as defined in K.S.A. 8-126, and amendments thereto, which is designed for transporting more than 10 passengers in addition to the driver.

(g) "School bus" means: (1) Every bus designed primarily for the transportation of pupils, students or school personnel to or from school or to or from school-related functions or activities. This definition includes every such bus which is owned by a school district, or privately owned and contracted for, leased or hired by a school district, and operated for such transportation, and every such bus which is privately owned and operated for such transportation, but does not include within its meaning any bus designated in clauses (3) and (4) of subsection (c); and (2) every bus designed for operation as a common carrier in urban transportation. This definition includes every such bus which is owned and operated for mass public transportation by a metropolitan transit authority established under the provisions of article 28 of chapter 12 or article 31 of chapter 13 of Kansas Statutes Annotated, and is contracted for, leased or hired by a school district for the transportation of pupils, students or school personnel to or from school or to or from school-related functions or activities.

(h) "State board" means the state board of education.


Source or Prior Law: 72-8301.

72-6487. Transportation of students; authorization to provide or furnish; required, when; suspension or revocation of privilege or entitlement; fees, authorization to prescribe and collect, limitations, disposition.

(a) The board of education of a school district may provide or furnish transportation for students who are enrolled in the school district to or from any school of the school district or to or from any school of another school district attended by such students in accordance with the provisions of an agreement entered into under authority of K.S.A. 2017 Supp. 72-13,101, and amendments thereto.

(b) (1) When any or all of the conditions specified in this provision exist, the board of education of a school district shall provide or furnish transportation for students who reside in the school district and who attend any school of the school district or who attend any school of another school district in accordance with the provisions of an agreement entered into under authority of K.S.A. 2017 Supp. 72-13,101, and amendments thereto. The conditions which apply to the requirements of this provision are as follows:

(A) The residence of the student is inside or outside the corporate limits of a city, the school building attended is outside the corporate limits of a city and the school building attended is more than 21/2 miles by the usually traveled road from the residence of the student; or

(B) the residence of the student is outside the corporate limits of a city, the school building attended is inside the corporate limits of a city and the school building attended is more than 21/2 miles by the usually traveled road from the residence of the student; or

(C) the residence of the student is inside the corporate limits of one city, the school building attended is inside the corporate limits of a different city and the school building attended is more than 21/2 miles by the usually traveled road from the residence of the student.

(2) The provisions of this subsection are subject to the provisions of subsections (c) and (d).
(c) The board of education of every school district is authorized to adopt rules and regulations to govern the conduct, control and discipline of all students while being transported in school buses. The board may suspend or revoke the transportation privilege or entitlement of any student who violates any rules and regulations adopted by the board under authority of this subsection.

(d) The board of education of every school district may suspend or revoke the transportation privilege or entitlement of any student who is detained at school at the conclusion of the school day for violation of any rules and regulations governing student conduct or for disobedience of an order of a teacher or other school authority. Suspension or revocation of the transportation privilege or entitlement of any student specified in this subsection shall be limited to the school day or days on which the student is detained at school. The provisions of this subsection do not apply to any student who has been determined to be an exceptional child, except gifted children, under the provisions of the special education for exceptional children act.

(e) (1) Subject to the limitations specified in this subsection, the board of education of any school district may prescribe and collect fees to offset, totally or in part, the costs incurred for the provision or furnishing of transportation for students. The limitations which apply to the authorization granted by this subsection are as follows:

(A) Fees for the provision or furnishing of transportation for students shall be prescribed and collected only to recover the costs incurred as a result of and directly attributable to the provision or furnishing of transportation for students and only to the extent that such costs are not reimbursed from any other source provided by law;

(B) fees for the provision or furnishing of transportation may not be assessed against or collected from any student who is counted in determining the transportation weighting of the school district under the Kansas school equity and enhancement act, K.S.A. 2017 Supp. 72-5131 et seq., and amendments thereto, or any student who is determined to be a child with disabilities under the provisions of the special education for exceptional children act or any student who is eligible for free or reduced price meals under the national school lunch act or any student who is entitled to transportation under the provisions of K.S.A. 2017 Supp. 72-6491(a), and amendments thereto, and who resides 2 1/2 miles or more by the regular route of a school bus from the school attended;

(C) fees for the provision or furnishing of transportation for students in accordance with the provisions of an agreement entered into under authority of K.S.A. 2017 Supp. 72-13,101 or 72-6492, and amendments thereto, shall be controlled by the provisions of the agreement.

(2) All moneys received by a school district from fees collected under this subsection shall be deposited in the general fund of the district.


Source or Prior Law: 72-8302.

72-6488. Transportation routes; regular school route.

(a) The board of education of a school district may prescribe the regular school routes on which transportation of its pupils is to be provided, and shall schedule the school bus and motor vehicle routes so that each pupil entitled to transportation will be transported to and from school on every school day.
(b) For the purposes of this section, the term regular school route includes any route arranged by the board of education for (1) transportation of its pupils to and from the residence of such pupils in another school district in accordance with an order issued by a board of education under the provisions of K.S.A. 2017 Supp. 72-3124, and amendments thereto; and (2) transportation of its pupils to and from any school attended in another school district in accordance with the provisions of an agreement entered into under authority of K.S.A. 2017 Supp. 72-13,101, and amendments thereto.


Source or Prior Law: 72-8303.

### 72-6489. Contracts for transportation of certain students; mileage rates.

In those cases where it is impracticable to reach a student's residence by the prescribed transportation route, and where such residence is more than one mile by road from the prescribed route; and in those cases where it is impracticable to schedule a school bus for the transportation of a student; the board of education may contract for the transportation of such student to the regularly prescribed school route or to the school building. Such contracts shall provide for the payment of mileage at a rate not to exceed the rate specified in K.S.A. 75-3203 and any amendments thereto for each mile actually traveled; shall be limited to two round trips per day on a route prescribed by the board of education; and shall be subject to any rules or regulations adopted by the board of education. In those cases, where more than one student is transported in the same vehicle, mileage shall be paid for only one student.

**History:** L. 1968, ch. 401, § 4; L. 1973, ch. 300, §1; July 1.

Source or Prior Law: 72-8304.

### 72-6490. Transportation for activities; rules and regulations for school bus operation.

The board of education of any school district or the board of trustees of any community junior college, which school district or community junior college is: (a) Participating in or cooperating in any vocational education course or program; (b) engaged in field trips in connection with any course or training; or (c) engaged in any extracurricular school activity, may provide and furnish transportation for students and school personnel of the school district or community junior college. The school district or community junior college may pay mileage for those school buses contracted, leased or hired for such purposes, and may adopt rules and regulations governing the use and operation of such school buses. All students so transported shall be under school control and discipline and in every case shall be accompanied by a suitable adult person.

**History:** L. 1968, ch. 401, § 5; L. 1971, ch. 245, § 1; L. 1973, ch. 302, § 1; July 1.

Source or Prior Law: 72-8305.

### 72-6491. Transportation of nonpublic school pupils.

(a) Whenever any school district shall provide or furnish transportation under authority of this act for pupils attending the public schools, pupils residing in such school district attending private or parochial schools of elementary or high school grades which are accredited by the state board of education, who shall reside on or along the highway or street constituting the regular route of a school bus, or who shall gather at some place on the regular route nearest or most easily accessible to their homes...
or such schools, where such transportation is provided for pupils attending the public schools, shall be entitled to the privilege of such school bus transportation upon such regular route as arranged for the benefit of pupils attending public schools. For the purposes of this section, regular route shall not include any route arranged by the school district for the transportation of exceptional children to special education services.

(b) Whenever any school district shall provide or furnish transportation under authority of article 64 of chapter 72 of the Kansas Statutes Annotated for pupils attending the public schools, it may provide or furnish transportation for pupils residing in the district and attending private or parochial schools of elementary or high school grades which are accredited by the state board of education to such extent and upon such conditions as the school district shall deem appropriate. The authorization contained in this subsection (b) shall be in addition to the requirement provided in subsection (a) of this section.

(c) Whenever any school district shall provide or furnish transportation under authority of this section for pupils attending private or parochial schools, such transportation shall be provided or furnished to such pupils under the same terms and conditions as are imposed upon pupils attending the public schools.


Source or Prior Law: 72-8306.

72-6492. Interschool district contracts for transportation.

Every board of education may contract with any other board of education for transportation of students, if such contracts are consistent with K.S.A. 2017 Supp. 72-6487. Any board of education of a school district contracting to transport students of any other school district may transport such students and shall have all of the rights and powers granted under K.S.A. 2017 Supp. 72-6488, 72-6489, 72-6490 and 72-6491.

History: L. 1968, ch. 401, § 7; July 1.

Source or Prior Law: 72-8307.

72-6493. Compliance with uniform act regulating traffic on highways; additional regulation.

All school buses, as defined in subsection (g)(1) of K.S.A. 2017 Supp. 72-6486, and amendments thereto, shall conform to the requirements of, and be operated in accordance with, the uniform act regulating traffic on highways. All school buses as defined in subsection (g) of K.S.A. 2017 Supp. 72-6486, and amendments thereto, and all buses designated in subsection (c)(3) of K.S.A. 2017 Supp. 72-6486, and amendments thereto, shall also conform to the requirements of, and be operated in accordance with, rules and regulations adopted by state board of education. In addition, the board of education may adopt such rules and regulations as are necessary to carry out the intent and purpose of this act.


Source or Prior Law: 72-8308.
72-6494. Transportation of nonresident students; when authorized; conditions; limitations.

(a) The board of education of a school district shall not furnish or provide transportation for students who reside in another school district except in accordance with the written consent of the board of education of the school district in which such student resides, or in accordance with an order issued by a board of education under the provisions of K.S.A. 2017 Supp. 72-3124, and amendments thereto, or in accordance with the provisions of an agreement entered into under authority of K.S.A. 2017 Supp. 72-13,101, and amendments thereto.

(b) A school district may transport a nonresident student if such student boards the school bus within the boundaries or on the boundary of the transporting school district. To the extent that the provisions of this subsection conflict with the provisions of subsection (a), the provisions of subsection (a) shall control.

(c) No student who is furnished or provided transportation by a school district that is not the school district in which the student resides shall be counted in the computation of the school district's transportation weighting under the Kansas school equity and enhancement act, K.S.A. 2017 Supp. 72-5131 et seq., and amendments thereto.


Source or Prior Law: 72-8309.

72-6495. Severability.

If any clause, paragraph, subsection or section of this act shall be held invalid or unconstitutional, it shall be conclusively presumed that the legislature would have enacted the remainder of this act without such invalid or unconstitutional clause, paragraph, subsection or section.


Source or Prior Law: 72-8312.

72-6496. Used school buses; purchaser's duty to modify; exceptions.

(a) Except as provided in subsections (b) and (c), any individual, firm, partnership, association or corporation who purchases a motor vehicle, which was operated by the seller thereof as a school bus, as defined in K.S.A. 8-1461, and any amendments thereto, is hereby required to repaint such vehicle a color other than yellow and disassemble and remove the "stop arm" therefrom and disconnect all flashing or rotating warning lights on such vehicle before it is operated on the public highways of this state for any purpose other than those set forth in the definitions of a school bus referred to in K.S.A. 8-1461, and amendments thereto.

(b) The provisions of subsection (a), shall not apply to a bus being used as a church bus or day care program bus, as defined in K.S.A. 8-1730a, and amendments thereto.

(c) Any not-for-profit organization, purchasing a used school bus under subsection (a), shall not be required to repaint such bus.

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72-6497. Same; penalty for violations.

Any individual, firm, partnership, association or corporation who operates such motor vehicle in violation of the requirements of this act shall be guilty of a misdemeanor, and upon conviction thereof, shall be fined not to exceed one hundred dollars ($100), or confined in the county jail for not more than thirty (30) days, or be both so fined and imprisoned.

History: L. 1968, ch. 88, § 2; July 1.
Source or Prior Law: 72-8314.

72-6498. School bus use for purposes other than student transportation; policy for provision authorized.

(a) Any board of education, pursuant to a policy developed and adopted by it, may provide for the use of district-owned or leased school buses when such buses are not being used for regularly required school purposes. The policy may provide for:

(1) (A) Transporting parents and other adults to or from school-related functions or activities; (B) transporting students to or from functions or activities sponsored by organizations, the membership of which is principally composed of children of school age; and (C) transporting persons engaged in field trips in connection with their participation in an adult education program maintained by the transporting school district or by any other school district, within or outside the boundaries of the transporting school district; and

(2) contracting with: (A) The governing body of any township, city or county for transportation of individuals, groups or organizations; (B) the governing authority of any nonpublic school for transportation of students attending such nonpublic school to or from interschool or intraschool functions or activities; (C) the board of trustees of any community college for transportation of students enrolled in such community college to or from attendance at class at the community college or to and from functions or activities of the community college; (D) a public recreation commission established and operated under the laws of this state, for any purposes related to the operation of the recreation commission and all programs and services thereof; (E) the board of education of any other school district for transportation, on a cooperative and shared-cost basis, of students, school personnel, parents and other adults to or from school-related functions or activities; or (F) a four-year college or university, area vocational school or area vocational-technical school for transportation of students to or from attendance at class at the four-year college or university, area vocational school or area vocational-technical school or for transportation of students, alumni and other members of the public to or from functions or activities of the four-year college or university, area vocational school or area vocational-technical school.

(b) The costs related to the use of school buses under the authority of this section shall not be considered in determining the transportation weighting of a school district under the Kansas school equity and enhancement act, K.S.A. 2017 Supp. 72-5131 et seq., and amendments thereto.

(c) Transportation fees may be charged by the board to offset, totally or in part, the costs incurred for the use of school buses under authority of this section.
Any revenues received by a board of education as transportation fees or under any contract entered into pursuant to this section shall be deposited in the general fund of the school district and shall be considered reimbursements to the school district for the purpose of the Kansas school equity and enhancement act, K.S.A. 2017 Supp. 72-5131 et seq., and amendments thereto. Such revenues may be expended whether the same have been budgeted or not.

The provisions of K.S.A. 8-1556(c), and amendments thereto, apply to the use of school buses under authority of this section.


Source or Prior Law: 72-8316.

72-6499. School bus transportation for adult students; policy for provision authorized.

(a) The board of education of any school district, pursuant to a policy developed and adopted by the board, may provide that whenever the school district furnishes school bus transportation for pupils of the school district to or from attendance at class in an area vocational school, area vocational-technical school, technical college, community college, or four-year college or university, adults who are students enrolled at any such educational institution may be furnished such school bus transportation to or from attendance at class, on a space available basis, along with the pupils of the school district. Whenever any school district shall furnish transportation for adult students pursuant to a policy adopted under authority of this section, such transportation shall be furnished subject to such terms and conditions as the board of education of the school district shall impose.

(b) Fees for the furnishing of transportation for adult students pursuant to a policy adopted under authority of this section may be charged such adult students to offset, totally or in part, any costs incurred by a school district in the furnishing of such transportation, or such transportation may be furnished free of charge. Any revenues received by a board of education as fees charged adult students for transportation furnished under authority of this section shall be deposited in the general fund of the district and may be expended whether the same have been budgeted or not.


Source or Prior Law: 72-8317.

72-64,100. Transportation of pupils; use of school bus required; when.

(a) Except as provided by subsection (b), any school district or nonpublic school transporting students in a vehicle designed for transporting more than 10 passengers in addition to the driver, shall transport such students in a school bus, as defined in subsection (g) of K.S.A. 2017 Supp. 72-6486, and amendments thereto, or in a bus other than a school bus designated in clauses (3) and (4) of subsection (c) of K.S.A. 2017 Supp. 72-6486, and amendments thereto.

(b) Notwithstanding the provisions of subsection (a), any school district or nonpublic school which has purchased and has placed into operation prior to July 1, 2001, any motor vehicles designed for transporting more than 10 passengers, but less than 15 passengers, and is not a school bus, may continue to operate such motor vehicles for the purpose of transporting students until July 1, 2005.

History: L. 2001, ch. 142, § 1; July 1.

Source or Prior Law: 72-8318.

(a) The board of education of Fort Leavenworth, U.S.D. No. 207 may provide transportation for any pupil in grades 10 through 12 who resides on Fort Leavenworth military reservation, but who is enrolled in and attends high school in Leavenworth, U.S.D. No. 453.

(b) Solely for the purpose of computation of transportation weighting, as provided by this section, any pupil provided transportation pursuant to this section shall be counted as regularly enrolled in and attending school in U.S.D. No. 207 on September 20 of the current school year.


Source or Prior Law: 72-8319.

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Listed below are a number of pupil transportation mandates to be followed by Kansas public school districts, contract transportation providers, head start agencies, and non-public schools. Further information can be found on the School Bus Safety Unit’s web pages located at www.ksde.org. If you have any questions about these regulations, please call the School Bus Safety Unit at the Kansas State Department of Education, (785) 296-3551.

1. **SAFETY MEETINGS:** The transportation supervisor is required to conduct at least 10 safety meetings per year for all school transportation providers. Every school and activity bus driver (including substitutes) or any person primarily hired to provide student transportation in a school passenger vehicle shall attend. If a new driver is hired during the school year, he/she is required to attend meetings proportional to the amount of time employed during the school year. (example: employed for 6 month, attendance at 5 meetings would be required) The supervisor must keep roster and agenda for these meetings on file for a period of two years.

   K.A.R. 91-38-3

2. **LUBRICATION, MAINTENANCE, AND REPAIR RECORDS:** The transportation supervisor shall be responsible for all maintenance and repair records for vehicles used for student transportation. These records must be kept for as long as the school owns the vehicle, and for at least two years after the vehicle is sold or traded.

   K.A.R. 91-38-3

3. **DRIVER QUALIFICATIONS:** A Commercial class A or B driver's license is required for all vehicles with a gross weight over 26,001 pounds and/or rated to transport 16 or more passengers. A Commercial class A, B, or C driver’s license is required for vehicles with a gross weight rating of less than 26,000 pounds and/or rated for passenger capacity of 16 or more. All commercial licenses must have a passenger and school bus endorsement. Drivers of passenger vehicles and buses rated less than 26,000 pounds, for fewer than 16 passengers must maintain an appropriate non-commercial operator’s license.

   K.A.R. 91-38-6

4. **APPLICANT’S WRITTEN STATEMENT:** All school transportation provider applicants are required to sign a statement as to whether or not they have been convicted of any felony involving another person or any crime involving a child or any major traffic violations. The prospective driver shall also sign a statement authorizing the prospective employer to obtain his/her driving record for review.

   K.A.R. 91-38-6

5. **DRIVER TRAINING REQUIREMENTS:** Every school and activity bus driver or any person primarily hired to provide student transportation in a school passenger vehicle shall comply with the following requirements:

   a. School and activity bus drivers shall be provided a minimum of 12 hours training in a school bus. Six hours of the training must be completed before the driver is allowed to transport students; however, the second six-hour block may be completed while transporting students, so long as the appointed driver-trainer accompanies the trainee on the bus route or activity trip. *Note: A CLP (Commercial Learners Permit) holder with an S endorsement is prohibited from operating a school bus with students under Federal Law 49 CFR 383.25*

   b. Each driver shall complete an approved first aid and CPR course, and certification shall be kept current. Drivers who are currently certified emergency medical service providers are not required provided their EMS certification remains current.

   c. Each school transportation provider shall successfully complete a vehicle accident prevention course approved by the state department of education, within 30 days after the first day the driver transports students and maintain certification by completion of an accident prevention course at least every three years.

   K.A.R. 91-38-6
6. **SUBSTITUTE DRIVERS:** Substitute school bus drivers shall complete the same training requirements as regular route drivers, substitute drivers are allowed up to 30 days following employment to complete all of the first aid/CPR and defensive driving course requirements.
   K.A.R. 91-38-6

7. **PHYSICAL EXAMINATIONS:** Every school and activity bus driver or any person primarily hired to provide student transportation in a school passenger vehicle are required to comply with physical qualification requirements of 49 C.F.R., Part 391.41 (most commonly known as a “DOT physical”).
   K.A.R. 91-38-6

8. **WAIVER OF PHYSICAL REQUIREMENTS:** A driver who does not meet the physical qualification requirements for any reason may apply for a waiver of those particular requirements by following the provisions found in K.A.R. 91-38-6. Once the waiver is approved (must have a unanimous approval of the local governing board), the driver will only be allowed to drive within the state of Kansas.
   K.A.R. 91-38-6

9. **PHYSICAL EXAMINATION CERTIFICATES:** A copy of the current physical examination certificate shall be kept on file. When the driver terminates employment, the most recent physical examination certificate shall be kept for a minimum of two years following termination.
   K.A.R. 91-38-6

10. **PRE-TRIP INSPECTION:** All school and activity bus drivers as well as all drivers of school passenger vehicles must inspect the vehicles before transporting students to make sure it is in safe operating condition and all equipment is in place and in working order. Inspections shall be documented and kept on file for a minimum of one year. Drivers must also walk through a school bus or activity bus and visually check to make sure all passengers are off the bus. School Passenger vehicle drivers must perform a visual check to make sure no one is still in the vehicle.
    K.A.R. 91-38-7

11. **OBSTRUCTIONS:** Drivers are responsible to see that the service door, emergency exits, and aisles are kept free from obstructions (i.e., no coolers book bags, band instruments, school projects, sports equipment, etc.) at all times.
    K.A.R. 91-38-7

12. **EMERGENCY PROCEDURES:** The governing body of each school is tasked with development and adoption of a policy for procedures to be followed when an emergency situation arises while transporting students. All students who regularly ride the bus must receive instruction in these procedures at least once each semester.
    K.A.R. 91-38-9

13. **EVACUATION DRILLS:** Students are also required to practice emergency evacuation of the school bus at least once each semester. These practice drills must be supervised by the transportation supervisor or his/her designee. Documentation of the drills shall include the date, number of student participants, and names of supervisory personnel. The documentation must be kept on file for at least two years from the date of the drill.
    K.A.R. 91-38-9

14. **ACTIVITY TRIP PROCEDURES:** Prior to each activity trip in a school bus or activity bus, a brief explanation concerning emergency evacuation procedures and location of emergency exits for the bus being used shall be given.
    K.A.R. 91-38-9
15. **USE OF SEAT BELTS IN SCHOOL PASSENGER VEHICLES:** Each governing body shall ensure that occupant restraint systems are provided for, and utilized by, all occupants of school passenger vehicles. When providing transportation for infants and preschool children in school passenger vehicles, age- and size-appropriate child safety restraining systems shall be utilized, pursuant to K.S.A. 8-1344, and amendments thereto.

K.A.R. 91-38-2

16. **STUDENTS WITH SPECIAL NEEDS:** Each school district shall, before transportation, notify the transportation supervisor of any student with special health care concerns, special needs for transportation, or an individualized education program requiring transportation. The supervisor shall ensure that all drivers, substitute drivers, and attendants are informed of these needs and receive any training that is necessary to safely transport the student or to accommodate the student's special needs.

KAR 91-38-3

17. **SCHOOL BUS SPEED LIMITS:** The board of education of any school district may establish by board policy lower maximum speed limits for the operation of such district's school buses.

KSA 8-1558

For more information on these and or other areas of student transportation in Kansas, please feel free to call the School Bus Safety Education Unit staff or visit our website at [www.ksde.org](http://www.ksde.org)

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BUS BODY AND CHASSIS SPECIFICATIONS

AIR CLEANER

A. A dry element air cleaner shall be provided.

B. 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.

AISLE

All emergency exit doors shall be accessible by a 12-inch minimum aisle. The aisle shall be unobstructed at all times by any type of barrier, seat, wheelchair or tie-down, unless a flip seat is installed and occupied. The track of a track seating system is exempt from this requirement. A flip seat in the unoccupied (up) position shall not obstruct the 12-inch minimum aisle to any side emergency exit door.

AXLES

The front and rear axle and suspension systems shall have a gross axle weight rating (GAWR) at ground commensurate with the respective front and rear weight loads of the bus loaded to the rated passenger capacity.

BACK-UP WARNING ALARM

An automatic audible alarm shall be installed behind the rear axle and shall comply with the published Backup Alarm Standards (SAE J994b), providing a minimum of 112 dBA, or shall have a variable volume feature that allows the alarm to vary from 87 dBA to 112 dBA sound level, staying at least 5 dBA above the ambient noise level.

BRAKES: GENERAL

A. The chassis brake system shall conform to the provisions of FMVSS Nos. 105, Hydraulic and Electric Brake Systems, 106, Brake Hoses, and 121, Air Brake Systems, as applicable. 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.

B. The anti-lock brake system (ABS), provided in accordance with FMVSS No. 105, Hydraulic and Electric Brake Systems or No. 121, Air Brake Systems, shall provide wheel speed sensors for each front wheel and for each wheel on at least one rear axle. The system shall provide anti-lock braking performance for each wheel equipped with sensors (Four Channel System).
C. All brake systems shall be designed to permit visual inspection of brake lining wear without removal of any chassis component(s).

D. The brake lines, booster-assist lines, and control cables shall be protected from excessive heat, vibration and corrosion and installed in a manner that prevents chafing.

E. The parking brake system for either air or hydraulic service brake systems may be of a power-assisted design. The power parking brake actuator should be a device located on the instrument panel within reach of a seated 5th percentile female driver. As an option, the parking brake may be set by placing the automatic transmission shift control mechanism in the “park” position.

F. The power-operated parking brake system may be interlocked to the engine key switch. Once the parking brake has been set and the ignition switch turned to the “off” position, the parking brake cannot be released until the key switch is turned back to the “on” position.

BRAKES: HYDRAULIC

Buses using hydraulic-assist brakes shall meet requirements of FMVSS 105.

BRAKES: AIR

A. The air pressure supply system shall include a desiccant-type air dryer installed according to the manufacturer’s recommendations. The air pressure storage tank system may incorporate an automatic drain valve.

B. The chassis manufacturer shall provide an accessory outlet for air-operated systems installed by the body manufacturer. This outlet shall include a pressure protection valve to prevent loss of air pressure in the service brake reservoir.

C. For air brake systems, an air pressure gauge shall be provided in the instrument panel capable of complying with Commercial Driver’s License (CDL) pre-trip inspection requirements.

D. Air brake systems shall include a system for anti-compounding of the service brakes and parking brakes.

E. Air brakes shall have both a visible and audible warning device whenever the air pressure falls below the level where warnings are required under FMVSS No. 121, Air Brake Systems.
Bumper: Front

A. School buses shall be equipped with a front bumper.

B. The front bumper on buses of Type A-2 (with GVWR greater than 14,500 pounds), Type B, Type C, and Type D shall be equivalent in strength and durability to pressed steel channel at least 3/16 inches thick and not less than 8 inches wide (high). It shall extend beyond the forward-most part of the body, grille, hood and fenders and shall extend to the outer edges of the fenders at the bumper’s top line. Type A buses having a GVWR of 14,500 pounds or less may be equipped with an OEM-supplied front bumper. The front bumper shall be of sufficient strength to permit being pushed by another vehicle on a smooth surface with a 5 degree, (8.7 percent) grade, without permanent distortion. The contact point on the front bumper is intended to be between the frame rails, with as wide a contact area as possible. If the front bumper is used for lifting, the contact points shall be under the bumper attachments to the frame rail brackets unless the manufacturer specifies different lifting points in the owner’s manual. Contact and lifting pressures should be applied simultaneously at both lifting points.

C. The front bumper, except breakaway bumper ends, shall be of sufficient strength to permit pushing a vehicle of equal gross vehicle weight, per Section B, without permanent distortion to the bumper, chassis or body.

D. The bumper shall be designed or reinforced so that it will not deform when the bus is lifted by a chain that is passed under the bumper (or through the bumper if holes are provided for this purpose) and attached to both tow hooks/eyes. For the purpose of meeting this specification, the bus shall be empty and positioned on a level, hard surface, and both tow hooks/eyes shall share the load equally.

Bumper: Rear

A. The bumper on Type A-1 buses shall be a minimum of 8 inches wide (high). Bumpers on Types A-2, B, C and D buses shall be a minimum of 9 ½ inches wide (high). The bumper shall be of sufficient strength to permit being pushed by another vehicle of similar size and being lifted by the bumper without permanent distortion.

B. The bumper shall wrap around the back corners of the bus. It shall extend forward at least 12 inches, measured from the rear-most point of the body at the floor line, and shall be mounted flush with the sides of the body or protected with an end panel.

C. The bumper shall be attached to the chassis frame in such a manner that it may be removed. It shall be braced to resist deformation of the bumper resulting from impact from the rear or the side. It shall be designed to discourage hitching of rides by an individual.
D. The bumper shall extend at least one inch beyond the rear-most part of the body surface, measured at the floor line.

E. The bottom of the rear bumper shall not be more than 30 inches above ground level.

CERTIFICATION

Upon request of the state agency having student transportation jurisdiction, the chassis and body manufacturer(s) shall certify that its(their) product(s) meets the state’s minimum standards on items which are not covered by FMVSS certification requirements of 49 CFR, Part 567: Certification.

COLOR

A. The school bus body shall be painted National School Bus Yellow (NSBY). (See APPENDIX B.)

B. The body exterior trim, as defined by individual states, shall be black or NSBY.

C. Except for the vertical portion of the front and rear roof caps, the roof of the bus may be painted white. (See illustration in APPENDIX B, Placement of Retroreflective Markings.)

D. The chassis and front bumper shall be black. Body, cowl, hood and fenders shall be in National School Bus Yellow (NSBY). The flat top surface of the hood may be non-reflective black or NSBY. (See APPENDIX B.)

E. Wheels may be silver, gray, white, yellow or black.

F. Multifunction school activity buses (MFSABs) shall be exempt from these requirements.

COMMUNICATIONS SYSTEMS

(See OPERATIONS section.)

CONSTRUCTION

A. Side Intrusion Test: The bus body shall be constructed to withstand an intrusion force equal to the curb weight of the vehicle or 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 a representative seven-body section mock up with seats installed, shall be load-tested at a location 24 ± 2 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. When the minimum load has been applied, the penetration of the loading cylinder into the passenger compartment shall not exceed 10 inches from its original point of contact. There can be no separation of lapped panels or construction joints. Punctures, tears or breaks in the external panels are acceptable but are not permitted on any adjacent interior panel. Body companies shall certify compliance with this intrusion requirement, and include test results, as requested.

B. Construction shall be reasonably dust-proof and watertight.

CROSSING CONTROL ARM

A. School buses may be equipped with a crossing control arm mounted on the right side of the front bumper. When opened, this arm shall extend in a line parallel to the body side and aligned with the right front wheel.

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

C. 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.

D. The crossing control arm shall be constructed of non-corrodible or nonferrous material or shall be treated in accordance with the body sheet metal specification. (See BUS BODY AND CHASSIS SPECIFICATIONS, Metal Treatment.)

E. There shall be no sharp edges or projections that could cause injury or be a hazard to students. The end of the arm shall be rounded.

F. The crossing control arm shall extend a minimum of 70 inches (measured from the bumper at the arm assembly attachment point) when in the extended position. The crossing control arm shall not extend past the end of the bumper when in the stowed position.

G. The crossing control arm shall extend simultaneously with the stop signal arm(s), activated by stop signal arm controls.

H. An automatic recycling interrupt switch may be installed for temporarily disabling the crossing control arm.
I. The assembly shall include a device attached to the bumper near the end of the arm to automatically retain the arm while in the stowed position. That device shall not interfere with normal operations of the crossing control arm.

DEFROSTERS

A. 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.

Note: The requirements of this standard do not apply to the exterior surfaces of double pane storm windows.

B. The defrosting system shall conform to SAE J381, Windshield Defrosting Systems Test Procedure and Performance Requirements—Trucks, Buses, and Multipurpose Vehicles.

C. The defroster and defogging system shall be capable of furnishing heated, outside ambient air, except that the part of the system furnishing additional air to the windshield, entrance door and stepwell may be the re-circulating air type.

D. Auxiliary fans are not considered defrosting or defogging systems.

E. Portable heaters shall not be used.

DOORS

A. The entrance door shall be under the driver’s control, designed to afford easy release and to provide a positive latching device on manual operating doors to prevent accidental opening. When a hand lever is used, no part shall come together that will shear or crush fingers. 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% grade, both uphill and downhill.

B. The primary entrance door shall be located on the right side of the bus, opposite and within direct view of the driver.

1. In addition, buses may be equipped with a left side entrance door located immediately behind the driver to be used exclusively for curb side loading/unloading on one-way streets.

2. Buses equipped with a left side entrance door shall have a mirror mounted in the upper right corner of the interior of the bus so as to provide a clear view of the left side entrance door and stepwell.
C. The entrance door shall have a minimum horizontal opening of 24 inches and a minimum vertical opening of 68 inches.

D. The entrance door shall be a split-type door and shall open outward.

E. All entrance door glass shall be approved safety glass. The bottom of each lower glass panel shall be not more than 10 inches from the top surface of the bottom step. The top of each upper glass panel when viewed from the interior shall be not more than 3 inches below the interior door control cover or header pad.

F. Vertical closing edges on entrance doors shall be equipped with flexible material.

G. All door openings shall be equipped with padding at the top edge of the opening. Padding shall be at least three inches wide and one inch thick and extend the full width of the door opening.

H. On power-operated entrance doors, the emergency release valve, switch or device to release the entrance door must be placed above or to the immediate left or immediate right of the entrance door and must be clearly labeled. The emergency release valve, switch or device shall work in the absence of power.

**DRIVE SHAFT**

The drive shaft shall be protected by a metal guard or guards around the circumference of the drive shaft to reduce the possibility of its whipping through the floor or dropping to the ground, if broken.

**ELECTRICAL SYSTEM**

A. Battery

1. The storage batteries shall have minimum cold cranking capacity rating (cold cranking amps) equal to the cranking current required for 30 seconds at 0 degrees Fahrenheit and a minimum reserve capacity rating of 120 minutes at 25 amps. Higher capacities may be required, depending upon optional equipment and local environmental conditions.

2. The manufacturer shall securely attach the battery on a slide-out or swing-out 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 battery(ies)] in position when subjected to a 5g load from any direction. The battery compartment door or cover, if separate from the tray, shall be hinged at the front or top. 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. Battery 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.

3. All batteries are to be secured in a sliding tray except that on van conversion or cutaway front-section chassis, batteries may be secured in accordance with the manufacturer’s standard configuration. In these cases, the final location of the battery and the appropriate cable lengths shall be agreed upon mutually by the chassis and body manufacturers. However, in all cases the battery cable provided with the chassis shall have sufficient length to allow some slack, and shall be of sufficient gauge to carry the required amperage.

4. Buses may be equipped with a battery shut-off switch. The switch is to be placed in a location not readily accessible to the driver or passengers.

B. Alternator

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.

2. 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.

3. All other buses than those described in B1 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 advances the engine idle speed when the voltage drops to, or below, a preset level.

4. A belt-driven alternator shall be capable of handling the rated capacity of the alternator with no detrimental effect on any other driven components. (For estimating required alternator capacity, see School Bus Manufacturers Technical Council’s publication, “School Bus Technical Reference,” available at http://www.nasdpts.org.)

5. A direct/gear-drive alternator is permissible in lieu of a belt-driven alternator.
C. Electrical Components

Materials in all electrical components shall contain no mercury.

D. Wiring, Chassis

1. All wiring shall conform to current applicable recommended practices of the Society of Automotive Engineers (SAE). All wiring shall use color and at least one other method for identification. The other method shall be either a number code or name code, and each chassis shall be delivered with a wiring diagram that illustrates the wiring of the chassis.

2. The chassis manufacturer of an incomplete vehicle shall install a readily accessible terminal strip or connector on the body side of the cowl or in an accessible location in the engine compartment of vehicles designed without a cowl. The strip or connector shall contain the following terminals for the body connections:
   a. Main 100-amp body circuit;
   b. Tail lamps;
   c. Right turn signal;
   d. Left turn signal;
   e. Stop lamps;
   f. Back-up lamps; and
   g. Instrument panel lamps (controlled by dimmer switch).

3. An appropriate identifying diagram (color plus a name or number code) for all chassis electrical circuits shall be provided to the body manufacturer for distribution to the end user.

4. Wiring for the headlamp system must be separate from the electronic controlled body solenoid/module.

E. Wiring, Body

1. All wiring shall conform to current applicable SAE recommended practices.

2. All wiring shall have an amperage capacity exceeding the design load by at least 25%. All wiring splices are to be accessible and noted as splices on the wiring diagram.
3. A body wiring diagram, sized to be easily read, shall be furnished with each bus body or affixed to an area convenient to the electrical accessory control panel.

4. The body power wire shall be attached to a special terminal on the chassis.

5. Each wire passing through metal openings shall be protected by a grommet.

6. Wires not enclosed within the body shall be fastened securely at intervals of not more than 18 inches. All joints shall be soldered or joined by equally effective connectors, which shall be water-resistant and corrosion-resistant.

7. Wiring shall be arranged in circuits, as required, with each circuit protected by a fuse breaker or electronic protection device. 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. The wiring diagrams shall be specific to the bus model supplied and shall include any changes to wiring made by the body manufacturer. Chassis wiring diagrams shall be supplied to the end user. The following body interconnecting circuits shall be color-coded, as noted:

<table>
<thead>
<tr>
<th>FUNCTION</th>
<th>COLOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Rear Directional Lamp</td>
<td>Yellow</td>
</tr>
<tr>
<td>Right Rear Directional Lamp</td>
<td>Dark Green</td>
</tr>
<tr>
<td>Stop Lamps</td>
<td>Red</td>
</tr>
<tr>
<td>Back-up Lamps</td>
<td>Blue</td>
</tr>
<tr>
<td>Tail Lamps</td>
<td>Brown</td>
</tr>
<tr>
<td>Ground</td>
<td>White</td>
</tr>
<tr>
<td>Ignition Feed, Primary Feed</td>
<td>Black</td>
</tr>
</tbody>
</table>

The color of the cables shall correspond to SAE J1128, *Low-Tension Primary Cable*.

8. Wiring shall be arranged in at least six regular circuits, as follows:

a. Head, tail, stop (brake), clearance and instrument panel lamps;

b. Step well lamps shall be actuated when the entrance door is open;

c. Dome lamps;

d. Ignition and emergency door signal;

e. Turn signal lamps; and

f. Alternately flashing signal lamps.
9. Any of the above combination circuits may be subdivided into additional independent circuits.

10. Heaters and defrosters shall be wired on an independent circuit.

11. Whenever possible, all other electrical functions (such as sanders and electric-type windshield wipers) shall be provided with independent and properly protected circuits.

12. Each body circuit shall be coded by number or letter on a diagram of circuits and shall be attached to the body in a readily accessible location.

F. Buses may be equipped with a 12-volt power port in the driver’s area.

G. 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 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.

H. The entire electrical system of the body shall be designed for the same voltage as the chassis on which the body is mounted.

EMERGENCY EQUIPMENT

A. Fire Extinguisher

1. The bus shall be equipped with at least one UL-approved pressurized, dry chemical fire extinguisher. The extinguisher shall be secured in a mounted bracket, located in the driver’s compartment and readily accessible to the driver and passengers. A pressure gauge shall be mounted on the extinguisher and shall be easily read without moving the extinguisher from its mounted position.

2. The fire extinguisher shall have a rating of 2-A:10-BC, or greater. The operating mechanism shall be secured with a type of seal that will not interfere with the use of the fire extinguisher.

B. First Aid Kit

1. The bus shall have a removable, moisture-proof and dust-proof first aid kit in an accessible place in the driver’s compartment. It shall be mounted and identified as a first aid kit. The location for the first aid kit shall be marked. Contents of the first aid kit shall be in compliance with state standards.
2. Suggested contents include:

- 2 – 1-inch x 2 ½ yards of adhesive tape rolls
- 24 – Sterile gauze pads 3x3 inches
- 100 – ¾ x 3 inches adhesive bandages
- 8 – 2-inch bandage compress
- 10 – 3-inch bandage compress
- 2 – 2-inch x 6 foot sterile gauze roller bandages
- 2 – Non-sterile triangular bandages, minimum 39x35x54 inches with two safety pins
- 3 – Sterile gauze pads 36x36 inches
- 3 – Sterile eye pads
- 1 – Rounded-end scissors
- 1 – Pair medical examination gloves
- 1 – Mouth-to-mouth airway

C. Body Fluid Clean-Up Kit

Each bus shall have a removable and moisture-proof body fluid clean-up kit accessible to the driver. It shall be mounted and identified as a body fluid cleanup kit. Contents of the body fluid clean-up kit shall be in compliance with state standards.

D. Warning Devices

Each school bus shall contain at least three retroreflective triangle road warning devices that meet the requirements of FMVSS No. 125, Warning Devices. They shall be mounted in an accessible place.

E. Any piece of emergency equipment may be mounted in an enclosed compartment, provided the compartment is labeled in not less than one inch letters, identifying each piece of equipment contained therein.

**EMERGENCY EXITS**

A. Any installed emergency exit shall comply with the design and performance requirements of FMVSS No. 217, Bus Emergency Exits and Window Retention and
Release, applicable to that type of exit, regardless of whether or not that exit is required by FMVSS No. 217.

B. Emergency Window Requirements

1. The rear emergency window shall have a lifting assistance device that will aid in lifting and holding the rear emergency window open.

2. 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.

C. Emergency Door Requirements

1. The exposed area of the upper panel of emergency doors shall be a minimum of 400 square inches of approved safety glazing.

2. If installed, all other glass panels on emergency doors shall be approved safety glazing.

3. There shall be no steps leading to an emergency door.

4. There shall be no obstruction higher than ¼ inch across the bottom of any emergency door opening. Fasteners used within the emergency exit opening shall be free of sharp edges or burrs.

D. Emergency Exit Requirements: The use of the following tables is to determine the required number and types of emergency exits to comply with this specification, based on the bus manufacturer’s equipped seating capacity.

1. Use Table 1 if the bus contains a rear emergency door, or

2. Use Table 2 if the bus contains a rear pushout emergency window AND a left side emergency door, as required by FMVSS No. 217 for school buses without a rear emergency door.

3. When using either Table 1 or Table 2:

   a. Enter the Table at the appropriate “CAPACITY” and select the desired row from the options for that capacity.

   b. A school bus will meet the requirements of this specification and the requirements of FMVSS 217 if it contains the types and quantities of emergency exits listed on the row selected.
EXHAUST SYSTEM

A. 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.

B. 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.

C. 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.

D. 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.

E. The exhaust system shall be insulated in a manner to prevent any damage to any fuel system component.

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

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.

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

FENDERS: FRONT

A. When measured at the fender line, the total spread of the outer edges of front fenders shall exceed the total spread of front tires when front wheels are in a straight-ahead position.

B. Front fenders shall be properly braced and shall not require attachment to any part of the body.

FIRE SUPPRESSION SYSTEMS (OPTIONAL)

A. The chassis manufacturer may provide an automatic fire extinguisher system in the engine compartment.

B. Fire suppression system nozzles shall be located in the engine compartment, under the bus, in the electrical panel or under the dash, but they shall not be located in the passenger compartment. The system must include a lamp or buzzer to alert the driver that the system has been activated.

FLOORS

A. The floor in the under-seat area, including tops of wheel housings, driver’s compartment and toeboard, shall be covered with an elastomer floor covering, having a minimum overall thickness of .125 inch and a calculated burn rate of 0.1 mm per minute or less, using the test methods, procedures and formulas listed in FMVSS No. 302, *Flammability of Interior Materials*. The driver’s area and toeboard area in all Type-A buses may be manufacturer’s standard flooring and floor covering.

B. The floor covering in the aisles shall be ribbed or other raised pattern elastomer and have a calculated burn rate of 0.1 mm per minute or less using the test methods, procedures and formulas listed in FMVSS No. 302. Minimum overall thickness shall be .187 inch measured from tops of ribs.
C. The floor covering must be permanently bonded to the floor and must not crack when subjected to sudden changes in temperature. Bonding or adhesive material shall be waterproof and shall be a type recommended by the manufacturer of floor-covering material. All seams shall be sealed with waterproof sealer.

D. 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.

FRAME

A. Frame lengths shall be established in accordance with the design criteria for the complete vehicle.

B. Making holes in top or bottom flanges or side units of the frame and welding to the frame shall not be permitted except as provided or accepted by the chassis manufacturer.

C. Frames shall not be modified for the purpose of extending the wheelbase.

D. Any secondary manufacturer that modifies the original chassis frame shall provide a warranty at least equal to the warranty offered by the original equipment manufacturer (OEM), and shall certify that the modification and other parts or equipment affected by the modification shall be free from defects in material and workmanship under normal use and service intended by the OEM.

FUEL SYSTEM

A. Fuel tank(s) having a minimum 25-gallon capacity shall be provided by the chassis manufacturer. Each tank shall be filled from and vented to the outside of the passenger compartment, and each fuel filler should be placed in a location where accidental fuel spillage will not drip or drain on any part of the exhaust system.

B. The fuel system shall comply with FMVSS No. 301, Fuel System Integrity.

C. Fuel tank(s) may be mounted between the chassis frame rails or outboard of the frame rails on either the left or right side of the vehicle.

D. The actual draw capacity of each fuel tank shall be a minimum of 83 percent of the tank capacity.

E. Installation of alternative fuel systems, including fuel tanks and piping from the tank to the engine, shall comply with all applicable fire codes in effect on the date of manufacture of the bus.

G. Installation of Compressed Natural Gas (CNG) containers shall comply with FMVSS No. 304, *Compressed Natural Gas Fuel Container Integrity*.  

H. The CNG Fuel System shall comply with FMVSS No. 303, *Fuel System Integrity of Compressed Natural Gas Vehicles*.  

**GOVERNOR**  
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.  

**HANDRAILS**  
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.  

**HEATING SYSTEM, PROVISION FOR**  
The engine shall be capable of supplying coolant at a temperature of at least 170 degrees Fahrenheit at the engine coolant thermostat opening. The coolant flow rate shall be 50 pounds per minute at the return end of 30 feet of one inch inside diameter automotive hot water heater hose. (See SBMTC-001, *Standard Code for Testing and Rating Automotive Bus Hot Water Heating and Ventilating Equipment*.)  

**HEATING AND AIR CONDITIONING SYSTEMS**  
A. Heating System  
   1. The heater shall be hot water combustion type, electric heating element or heat pump.  
   2. If only one heater is used, it shall be fresh-air or combination fresh-air and recirculation type.  
   3. If more than one heater is used, additional heaters may be re-circulating air type.  
   4. The heating system shall be capable of maintaining bus interior temperatures, as specified in test procedure SAE J2233.
5. Auxiliary fuel-fired heating systems are permitted, provided they comply with the following:
   
a. The auxiliary heating system shall utilize the same type fuel as specified for the vehicle engine;
   
b. The heater(s) may be direct, hot air-type or may be connected to the engine coolant system;
   
c. 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;
   
d. 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;
   
e. All combustion heaters shall be in compliance with current Federal Motor Carrier Safety Regulations;
   
f. The auxiliary heating system shall require low voltage.
   
g. Auxiliary heating systems shall comply with FMVSS No. 301, *Fuel System Integrity*, and all other applicable FMVSS, as well as with SAE test procedures.

6. 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.

7. 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.

8. 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.
9. 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.

10. 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.

11. 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.

B. 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.

1. Performance Specifications
   a. 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.
      
   b. 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. 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.

2. **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.

The manufacturer shall provide test results that show compliance with standard systems. If the bid specifies, the manufacturer shall provide facilities for the user or user’s representative to confirm that a pilot model of each bus design meets the above performance requirements.

3. **Other Requirements**

   a. 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;

   b. 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;

   c. 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;

d. 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;

e. 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;

f. Electrical generating capacity shall be provided to accommodate the additional electrical demands imposed by the air conditioning system;

g. Roofs may be painted white to aid in heat dissipation (See APPENDIX B); and

h. 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.

i. 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.

j. 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.

HINGES

All exterior metal door hinges shall be designed to allow lubrication to be channeled to the center 75% of each hinge loop without disassembly, unless they are constructed of stainless steel, brass or non-metallic hinge pins or other designs that prevent corrosion.

HORN

The bus shall be equipped with a horn(s) of standard make with the horn(s) 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 J377, Horn—Forward Warning—Electric—Performance, Test, and Application.
IDENTIFICATION

A. The body shall bear the words “SCHOOL BUS” in black letters at least eight inches high on both front and rear of the body or on signs attached thereto. Lettering shall be placed as high as possible without impairment of its visibility. Letters shall conform to “Series B” of Standard Alphabets for Highway Signs. “SCHOOL BUS” lettering shall have a reflective background, or as an option, may be illuminated by backlighting. MFSABs are exempt from these requirements.

B. Required lettering and numbering shall include:

1. District, company name or owner of the bus displayed at the beltline.

2. The bus identification number displayed on the sides, on the rear and on the front.

C. Other lettering, numbering or symbols which may be displayed on the exterior of the bus shall be limited to:

1. Bus identification number, minimum 12-inch high characters, on top of the bus, in addition to required numbering on the sides, rear and front;

2. The location of the battery(ies) identified by the word “BATTERY” or “Batteries” on the battery compartment door in two inch lettering;

3. Symbols or letters not to exceed 64 square inches of total display near the entrance door, displaying information for identification by the students of the bus or route served;

4. Manufacturer, dealer or school identification or logos;

5. Symbols identifying the bus as equipped for or transporting students with special needs as noted in SPECIALLY EQUIPPED SCHOOL BUS SPECIFICATIONS;

6. Lettering on the rear of the bus relating to school bus flashing signal lamps or electronic warning sign; and

7. Lettering relating to railroad stop procedures; and

8. Identification of fuel type in 1-inch lettering adjacent to the fuel filler opening.

INSIDE HEIGHT

Inside body height shall be 72 inches or more, measured metal to metal, at any point on the longitudinal centerline from the front vertical bow to the rear vertical bow. Inside body height
of Type A-1 buses shall be 62 inches or more. Inside height measurement does not apply to air conditioning equipment.

**INSTRUMENTS AND INSTRUMENT PANEL**

A. The chassis shall be equipped with the instruments and gauges listed below:

   **Note:** Telltale warning lamps in lieu of gauges are not acceptable, except as noted.

1. Speedometer;
2. Odometer that can be read without using a key and that will give accrued mileage (to seven digits), including tenths of miles, unless tenths of miles are registered on a trip odometer;
3. Tachometer;
   **Note:** For types B, C and D buses, a tachometer shall be installed so as to be visible to the driver while seated in a normal driving position.
4. Voltmeter;
   **Note:** An ammeter with graduated charge and discharge indications is permitted in lieu of a voltmeter; however, when used, the ammeter wiring must be compatible with the current flow of the system.
5. Oil pressure gauge;
6. Water temperature gauge;
7. Fuel gauge;
8. High beam headlamp indicator;
9. Brake air pressure gauge (air brakes), brake indicator lamp (vacuum/hydraulic brakes), or brake indicator lamp (hydraulic/hydraulic);
10. Turn signal indicator; and
11. Glow-plug indicator lamp, where appropriate.

B. All instruments shall be easily accessible for maintenance and repair.

C. The instruments and gauges shall be mounted on the instrument panel so that each is clearly visible to the driver while seated in a normal driving position.
D. Instruments and controls must be illuminated as required by FMVSS No. 101, Controls and Displays.

E. Multi-Function Gauge (MFG)

1. The driver must be able to manually select any displayable function of the gauge on a MFG, whenever desired.

2. Whenever an out-of-limits condition that would be displayed on one or more functions of a MFG occurs, the MFG controller should automatically display this condition on the instrument cluster. This should be in the form of an illuminated telltale warning lamp, as well as having the MFG automatically display the out-of-limits indications. If two or more functions displayed on the MFG go out of limits simultaneously, then the MFG should sequence automatically between those functions continuously until the condition(s) are corrected.

3. The use of a MFG does not relieve the need for audible warning devices, where required.

**INSULATION (OPTIONAL)**

A. If thermal insulation is specified, it shall be fire-resistant, UL approved, with minimum R-value of 5.5. Insulation shall be installed so as to prevent sagging.

B. If floor insulation is required, it shall be five-ply softwood plywood, nominal ⅝-inch thickness and shall be equal to or exceed properties of the exterior-type, C-D Grade, as specified in the standard issued by U.S. Department of Commerce. When plywood is used, all exposed edges shall be sealed. Type A-1 buses may be equipped with nominal ½-inch-thick plywood or equivalent material meeting the above requirements.

Equivalent material may be used to replace plywood, provided it has equal or greater insulation R-value, sound abatement, deterioration-resistant and moisture-resistant properties.

**INTERIOR**

A. The interior of the bus shall be free of all unnecessary projections, which include luggage racks and attendant handrails, to minimize the potential for injury. This specification requires inner lining on ceilings and walls. If the ceiling is constructed with lap joints, the forward panel shall be lapped by rear panel and exposed edges shall be beaded, hemmed, flanged or otherwise treated to minimize sharp edges. Buses may be equipped with a storage compartment for tools, tire chains and/or tow chains. (See BUS BODY AND BODY SPECIFICATIONS, Storage Compartment.)
B. Interior overhead storage compartments may be provided if they meet the following criteria:

1. Head protection requirements of FMVSS No. 222, *School Bus Passenger Seating and Crash Protection*, where applicable;

2. Be completely enclosed and equipped with latching door (both door and latch sufficient to withstand a pushing force of 50 pounds applied at the inside center of the door);

3. Have all corners and edges rounded with a minimum radius of one inch or be padded equivalent to door header padding;

4. Be attached to the bus sufficiently to withstand a force equal to 20 times the maximum rated capacity of the compartment; and

5. Have no protrusions greater than ¼ inch.

C. The driver’s area forward of the foremost padded barriers will permit the mounting of required safety equipment and vehicle operation equipment.

D. Every school bus shall be constructed so that the noise level at the ear of the occupant nearest to the primary vehicle noise source shall not exceed 85 dBA when tested according to the procedure described in APPENDIX B.

**LAMPS AND SIGNALS**

A. Interior lamps which illuminate the aisle and the stepwell shall be provided. The stepwell lamp shall be illuminated by an entrance door-operated switch, to illuminate only when headlamps and clearance lamps are on and the entrance door is open.

B. Body instrument panel lamps may be controlled by an independent dimmer switch or may be controlled by the dimmer that operates the gauge lighting.

C. School bus alternately flashing signal lamps shall be provided, as described by law. MFSABs are exempt from this requirement.

1. The bus shall be equipped with two red lamps at the rear of the vehicle and two red lamps at the front of the vehicle.

2. In addition to the four red lamps described above, four amber lamps shall be installed so that one amber lamp is located near each red signal lamp, at the same level, but closer to the vertical centerline of the bus. The system of red and amber signal lamps shall be wired so that amber lamps are energized manually. The red lamps are automatically energized and amber lamps are
automatically de-energized when stop signal arms are extended or when the bus entrance door is opened.

The above mentioned activation sequence can be accomplished with either a “sequential operation” or a “non-sequential operation” warning lamp system. While each of the systems can be configured to include components such as a master switch, amber activation switch, interrupt switch, etc., the presence (or absence) of these components does not affect the classification of the system as either sequential or non-sequential. Both sequential and non-sequential systems can be configured with a multitude of switch combinations to provide a unique system meeting specific user requirements. An amber pilot lamp and a red pilot lamp shall be installed adjacent to the driver controls for the flashing signal lamp to indicate to the driver which lamp system is activated.

3. For background color requirements, refer to appropriate state specification requirements.

4. Red lamps shall flash at any time the stop signal arm is extended.

5. All flashers for alternately flashing red and amber signal lamps shall be enclosed in the body in a readily accessible location.

D. Turn signal and stop/tail lamps

1. The bus body shall be equipped with amber rear turn signal lamps that are at least seven inches in diameter or, if a shape other than round, a minimum 38 square inches of illuminated area and shall meet FMVSS No. 108, Lamps, Reflective Devices, and Associated Equipment. These signal lamps must be connected to the chassis hazard warning switch to cause simultaneous flashing of turn signal lamps when needed as a vehicular traffic hazard warning. Turn signal lamps are to be placed as wide apart as practical and their horizontal centerline shall be a maximum of 12 inches below the rear window.

2. Buses shall be equipped with amber side-mounted turn signal lamps. The turn signal lamp on the left side shall be mounted rearward of the stop signal arm and the turn signal lamp on the right side shall be mounted rearward of the entrance door.

3. Buses shall be equipped with four combination red stop/tail lamps.
   a. Two combination lamps with a minimum diameter of seven 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 signal lamps

b. Two combination lamps with a minimum diameter of four inches, or if a shape other than round, a minimum of 12 square inches of illuminated area, shall be placed on the rear of the body between the beltline and the floor line. The 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.

E. On buses equipped with a 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 against any short circuit or intermittent shorts by a fuse circuit breaker, or electronic protection device.

F. 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 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.

Note: Strobe light is required by Kansas Law on any bus manufactured after July 1, 2007. (KSA 8-1730)

G. The bus body shall be equipped with two white rear backup lamps that are at least four inches in diameter or, if a shape other than round, a minimum of 12 square inches of illuminated area, and shall meet FMVSS No. 108. If backup lamps are placed on the same horizontal line as the brake lamps and turn signal lamps, they shall be to the inside.

H. A daytime running lamps (DRL) system shall be provided.

METAL TREATMENT

A. All metal except high-grade stainless steel or aluminum used in construction of the bus body shall be zinc-coated or aluminum-coated or treated to prevent corrosion. This includes but is not limited to 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.
B. All metal parts that will be painted, in addition to the above requirements, shall be chemically cleaned, etched, zinc phosphate-coated and zinc chromate- or epoxy-primed to improve paint adhesion. This includes, but is not limited to, such items as crossing control arm and stop arm.

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

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

MIRRORS

A. The interior glass mirror shall be either laminated or tempered and shall have rounded corners and protected edges. Mirrors shall be 6x16 inches minimum for Type A buses and be 6x30 inches minimum for Types C and D buses.

B. Each school bus shall be equipped with exterior mirrors meeting the requirements of FMVSS No. 111, Rearview Mirrors. The right side rear view mirror shall not be obscured by the unwiped portion of the windshield. Mirrors shall be easily adjustable, but shall be rigidly braced, so as to reduce vibration.

C. Heated external mirrors may be used.

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

MOUNTING

A. The rear body cross member shall be supported by the chassis frame. Except where chassis components interfere, the bus body shall be attached to the chassis frame at each main floor sill in such a manner as to prevent shifting or separation of the body from the chassis under severe operating conditions.

B. Isolators shall be installed at all contact points between the body and the chassis frame on Types A-2, B, C and D buses, and shall be secured by a positive means to the chassis frame or body to prevent shifting, separation, or displacement of the isolators under severe operating conditions.
OIL FILTER

An oil filter with a replaceable element shall be provided and connected by flexible oil lines if it is not a built-in or an engine-mounted design. The oil filter shall have a capacity in accordance with the engine manufacturer’s recommendation.

OPENINGS

All openings in the floorboard or firewall between the chassis and the passenger compartment (e.g., for gearshift selector and parking brakes lever) shall be sealed.

OVERALL LENGTH

Overall length of the bus shall not exceed 45 feet, excluding accessories.

OVERALL WIDTH

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

PASSENGER LOAD

A. Actual gross vehicle weight (GVW) is the sum of the chassis weight plus the body weight, plus the driver’s weight, plus total seated student weight. For purposes of calculation, the driver’s weight is 150 pounds and the student weight is 120 pounds per student.

B. Actual GVW shall not exceed the chassis manufacturer’s GVWR for the chassis, nor shall the actual weight carried on any axle exceed the chassis manufacturer’s Gross Axle Weight Rating (GAWR).

PUBLIC ADDRESS SYSTEM

A. Buses may be equipped with an AM/FM/audio and/or public address system having interior and exterior speakers.

B. 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.

RETARDER SYSTEM (OPTIONAL EQUIPMENT)

A retarder system, if used, shall limit the speed of a fully loaded school bus to 19.0 mph on a 7% grade for 3.6 miles.

RETROREFLECTIVE MATERIAL

(See also APPENDICES A and B, Retroreflective Sheeting.)

A. The front and/or rear bumper may be marked diagonally 45 degrees down toward
the centerline of the pavement with two ± ¼ inch-wide strips of non-contrasting retroreflective material.

B. The rear of the bus body shall be marked with strips of retroreflective NSBY material to outline the perimeter of the back of the bus using material which conforms with the requirements of FMVSS No. 131, *School Bus Pedestrian Safety Devices*, Table 1. The perimeter marking of rear emergency exits per FMVSS No. 217, *Bus Emergency Exits and Window Retention and Release*, and/or the use of retroreflective “SCHOOL BUS” signs partially accomplishes the objective of this requirement. To complete the perimeter marking of the back of the bus, strips of retroreflective NSBY material, a minimum of 1 inch and a maximum of 2 inches in width 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. Multifunction school activity buses (MFSABs) shall be exempt from these color requirements.

C. “SCHOOL BUS” signs, if not a lighted design, shall be marked with retroreflective NSBY material comprising background for lettering of the front and/or rear “SCHOOL BUS” signs.

D. Sides of the bus body shall be marked with at least 1 ¾ inch retroreflective NSBY material, extending the length of the bus body and located (vertically) between the floor line and the beltline.

E. If used, signs placed on the rear of the bus relating to school bus flashing signal lamps or railroad stop procedures may be retroreflective material, as specified by each state.

**ROAD SPEED CONTROL**

When it is desired to accurately control vehicle maximum speed, a vehicle speed limiter may be utilized.

**RUB RAILS**

A. There shall be one rub rail on each side of the bus located at, or no more than eight inches above, the seat cushion level. They shall extend from the rear side of the entrance door completely around the bus body (except at the emergency door or any maintenance access door) to the point of curvature near the outside cowl on the left side.

B. There shall be one additional rub rail on each side located 10 inches or less above the floor line. The rub rail shall cover the same longitudinal span as the upper rub rail,
except at the wheel housing, and it shall extend only to the longitudinal tangent of the right and left rear corners.

C. Rub rails above the floor line shall be attached at each body post and at all other upright structural members.

D. Each rub rail shall be four inches or more in width in its finished form and shall be constructed of 16-gauge metal or other material of equivalent strength suitable to help protect body side panels from damage. Rub rails shall be constructed in corrugated or ribbed fashion.

E. Rub rails shall be applied outside the body or outside the body posts. (Pressed-in or snap-on rub rails do not satisfy this requirement.) For Type A-1 vehicles using the body provided by the chassis manufacturer or for Types A-2, B, C and D buses containing the rear luggage or the rear engine compartment, rub rails need not extend around the rear corners.

F. The bottom edge of the body side skirts shall be stiffened by application of a rub rail, or the edge may be stiffened by providing a flange or other stiffeners.

SEATS AND RESTRAINING BARRIERS

A. Passenger Seating

1. School bus design capacities shall be in accordance with 49 CFR, Part 571.3, Definitions, and FMVSS No. 222, School Bus Passenger Seating and Crash Protection.

2. 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 other requirements of FMVSS No. 222.

3. 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.

4. 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 two or more bolts, washers and nuts, or with flange-head nuts. Seats may be track-mounted in conformance with FMVSS No. 222.

5. If track seating is installed, the manufacturer shall supply minimum and maximum seat spacing dimensions (applicable to the bus) which comply with
FMVSS No. 222. This information shall be on a label permanently affixed to
the bus.

6. All school buses (including Type A) shall be equipped with restraining barriers
which conform to FMVSS No. 222.

7. A flip-up seat may be installed at any side emergency door. If provided, the
flip-up seat shall conform to FMVSS No. 222 and aisle clearance requirements
of FMVSS No. 217, Bus Emergency Exits and Window Retention and Release.
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. Flip-up seats
shall be constructed to prevent passenger limbs from becoming entrapped
between the seat back and the seat cushion when the seat is in the upright
position. The seat cushion shall be designed to rise to a vertical position
automatically when it is not occupied.

8. Lap belts shall not be installed on passenger seats in large school buses (over
10,000 pounds GVWR) except in conjunction with child safety restraint
systems that comply with the requirements of FMVSS No. 213, Child Restraint
Systems.

B. Pre-School Age Seating

Passenger seats designed to accommodate a child or infant carrier seat shall comply
with FMVSS No. 225, Child Restraint Anchorage Systems. These seats shall be in
compliance with NHTSA’s “Guideline for the Safe Transportation of Pre-school Age
Children in School Buses.”

Note: See A.8, above.

C. Driver Seat

1. The driver’s seat supplied by the body manufacturer shall be a high back seat.
The seat back shall be adjustable to 15 degrees minimum, without requiring
the use of tools. The seat shall be equipped with a head restraint to
accommodate a 5th percentile female to a 95th percentile adult male, as
defined in FMVSS No. 208, Occupant Crash Protection.

2. Type A buses may utilize the standard driver’s seat provided by the chassis
manufacturer.

D. Driver Restraint System
A Type 2 lap/shoulder belt shall be provided for the driver. On buses where the driver’s seat and upper anchorage for the shoulder belt are both attached to the body structure, a driver’s seat with an integrated Type 2 lap/shoulder belt may be substituted. On buses where the driver’s seat and upper anchorage for the shoulder belt are separately attached to both body and chassis structures (i.e., one attached to the chassis and the other attached to the body), a driver’s seat with an integrated Type 2 lap/shoulder belt should be used.

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’s 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 5th percentile adult female to 95th percentile adult male. The belt may be of a high visibility contrasting color.

E. 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 webbing cutter shall be mounted in a location accessible to the seated driver in an easily detachable manner.

**SHOCK ABSORBERS**

The bus shall be equipped with double-action shock absorbers compatible with the manufacturer’s rated axle capacity at each wheel location.

**SIDE SKIRTS**

School bus body side skirts between the front and rear axles shall extend down to within two inches plus or minus, of the horizontal line from the center of the front spindle to the center of the rear axle. The manufacturer may offer optional side skirt lengths that extend lower than this requirement. This measurement shall apply to a new unloaded school bus located on a flat, level surface.

**STEERING GEAR**

A. The steering gear shall be approved by the chassis manufacturer and designed to ensure safe and accurate performance when the vehicle is operated with maximum load and at maximum speed.

B. If external adjustments are required, the steering mechanism shall be accessible to make adjustments.
C. Changes shall not be made to the steering apparatus which are not approved by the chassis manufacturer.

D. There shall be a clearance of at least two inches between the steering wheel and cowl, instrument panel, windshield or any other surface.

E. Power steering is required and shall be of the integral type with integral valves.

F. The steering system shall be designed to provide a means for lubrication of all wear-points that are not permanently lubricated.

**STEPS**

A. The first step at the entrance door shall be not less than 10 inches and not more than 14 inches from the ground when measured from the top surface of the step to the ground, based on standard chassis specifications, except that on Type D vehicles, the first step at the entrance door shall be 12 inches to 16 inches from the ground. An auxiliary step may be provided to compensate for the increase in ground-to-first-step clearance. The auxiliary step is not required to be enclosed.

B. Step risers shall not exceed a height of 10 inches.

**Note:** When plywood is used on a steel floor or step, the riser height may be increased by the thickness of the plywood.

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

D. Steps shall not protrude beyond the side body line.

**STEP TREADS**

A. All steps, including the floor line platform area, shall be covered with an elastomer floor covering having a minimum overall thickness of 0.187 inch.

B. The step covering shall be permanently bonded to a durable backing material that is resistant to corrosion.

C. Steps, including the floor line platform area, shall have a 1 ½-inch nosing that contrasts in color by at least 70 percent measured in accordance with the contrasting color specification in 36 CFR, Part 1192, ADA, *Accessibility Guidelines for Transportation Vehicles*.

D. Step treads shall have the following characteristics:

1. Abrasion resistance: Step 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, 1000 gram, 1000 cycle).

2. Weathering resistance: Step treads shall not break, crack, or check after ozone exposure (seven days at 50 pphm at 40 degrees C) and Weatherometer exposure (ASTM D-750, Standard Test Method for Rubber Deterioration in Carbon-Arc Weathering Apparatus, seven days).

3. Flame resistance: Step treads shall have a calculated burn rate of .01 mm per minute or less using the test methods, procedures and formulas listed in FMVSS No. 302, Flammability of Interior Materials.

Note: A spray on application type material may be used in lieu of item A. that meets the requirements of items B. through D. 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.

STIRRUP STEPS

If the windshield and lamps are not easily accessible from the ground, there may be at least one folding stirrup step or recessed foothold installed on each side of the front of the body for easy accessibility for cleaning. There also may be a grab handle installed in conjunction with the step. 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.

STOP SIGNAL ARM

The stop signal arm(s) shall comply with the requirements of FMVSS No. 131, School Bus Pedestrian Safety Devices. MFSABs are exempt from these requirements.

STORAGE COMPARTMENT (OPTIONAL)

A storage container for tools, tire chains and/or other equipment may be located either inside or outside the passenger compartment. If inside, it shall be fastened to the floor and have a cover with a positive fastening device.

SUN SHIELD

A. On Types B, C and D vehicles, an interior adjustable transparent sun shield, with a finished edge and dimensions not less than 6x30 inches, shall be installed in a position convenient for use by the driver.

B. On Type A buses, the sun shield (visor) shall be installed by the chassis manufacturer.
SUSPENSION SYSTEMS

A. The capacity of springs or suspension assemblies shall be commensurate with the chassis manufacturer’s GVWR.

B. Rear leaf springs shall be of a progressive rate or multi-stage design. Front leaf springs shall have a stationary eye at one end and shall be protected by a wrapped leaf, in addition to the main leaf.

THROTTLE

The force required to operate the throttle shall not exceed 16 pounds throughout the full range of accelerator pedal travel.

TIRES AND RIMS

A. Rims and tires of the proper size and load rating commensurate with the chassis manufacturer’s GVWR shall be provided. The use of multi-piece rims and/or tube-type tires shall not be permitted on any school bus ordered after December 31, 1995.

B. Dual rear tires shall be provided on Type A-2, Type B, Type C and Type D school buses.

C. All tires on a vehicle shall be of the same size, and the load range of the tires shall meet or exceed the GVWR, as required by FMVSS No. 120, Tire Selection and Rims for Vehicles other than Passenger Car.

D. If the vehicle is equipped with a spare tire and rim assembly, it shall be the same size as those mounted on the vehicle.

E. If a tire carrier is required, it shall be suitably mounted in an accessible location outside of the passenger compartment.

TOWING ATTACHMENT POINTS

Front and/or rear towing devices (i.e., tow hooks, tow eyes, or other designated towing attachment points) shall be furnished to assist in the retrieval of buses that are stuck and/or for towing buses when a wrecker with a “wheel lift” or an “axle lift” is not available or cannot be applied to the towed vehicle.

A. Towing devices shall be attached to the chassis frame either by the chassis manufacturer or in accordance with the chassis manufacturer’s specifications.

B. Each towing device shall have a strength rating of 13,500 pounds each, for a combined rating of 27,000 pounds with the force applied in the rearward direction, parallel to the ground, and parallel to the longitudinal axis of the chassis frame rail. For pulling and lifting purposes, tow hooks are meant to be used simultaneously. For
pulling, angularity applied to the tow hooks will decrease the capacities of the tow hooks.

C. The towing devices shall be mounted such that they do not project forward of the front bumper or rearward of the rear bumper.

**Note:** Type A buses are exempt from the requirement for front tow hooks or eyes due to built-in crush zones.

**TRACTION ASSISTING DEVICES (OPTIONAL)**

A. Where required or used, sanders shall:

1. Be hopper cartridge-valve type;
2. Have a metal hopper with all interior surfaces treated to prevent condensation of moisture;
3. Have at least 100 pounds (grit) capacity;
4. Have a cover that screws in place on the filler opening of the hopper, thereby sealing the unit airtight;
5. Have discharge tubes extending under the fender wheelhousing to the front of each rear wheel;
6. Have non-clogging discharge tubes with slush-proof, non-freezing rubber nozzles;
7. Be operated by an electric switch with a pilot lamp mounted on the instrument panel located so as to be exclusively controlled by the driver;
8. Be equipped with a gauge to indicate that the hopper has reached the one-quarter level (and needs to be refilled); and
9. Be designed to prevent freezing of all activation components and moving parts.

B. Automatic traction chains may be installed.

**TRANSMISSION**

A. Automatic transmissions shall have no fewer than three forward speeds and one reverse speed. Mechanical shift selectors shall provide a detent between each gear position when the gear selector quadrant and shift selector are not steering-column mounted.
B. Automatic transmissions shall have a transmission shifter interlock controlled by the application of the service brake to prohibit accidental engagement of the transmission.

TRASH CONTAINER AND HOLDING DEVICE (OPTIONAL)

When 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. It shall be installed in an accessible location in the driver’s compartment, not obstructing passenger access to the entrance door.

TURNING RADIUS

A. A chassis with a wheelbase of 264 inches or less shall have a right and left turning radius of not more than 42 ½ feet, curb-to-curb measurement.

B. A chassis with a wheelbase of 265 inches or more shall have a right and left turning radius of not more than 44 ½ feet, curb-to-curb measurement.

UNDERCOATING

A. 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 to the bus body manufacturer that materials meet or exceed all performance requirements of SAE J1959, Sept. 2003 Edition of the Standard.

B. 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.

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

VENTILATION

A. Auxiliary Fan(s) shall meet the following requirements:

B. Fan(s) shall be placed in a location where they can be adjusted for maximum effectiveness and where they do not obstruct the driver’s vision to the mirrors or interfere with the safe operation of the vehicle.

1. Fans shall have six-inch (nominal) diameter.

2. Fan blades shall be enclosed in a protective cage. Each fan shall be controlled by a separate switch.
C. The bus body shall be equipped with a suitably controlled ventilating system with capacity sufficient to maintain the proper quantity of air flow under operating conditions without having to open a window except in extremely warm weather.

D. Static-type, non-closeable exhaust ventilation shall be installed in a low-pressure area of the roof.

E. Roof hatches designed to provide ventilation in all types of exterior weather conditions may be provided.

WHEELHOUSING

A. The wheelhousing opening shall allow for easy tire removal and service.

B. Wheelhousings shall be attached to the floor panels in a manner to prevent any dust, water or fumes from entering the body. Wheelhousings shall be constructed of 16-gauge (or thicker) steel.

C. The inside height of the wheelhousings above the floor line shall not exceed 12 inches.

D. The wheelhousings shall provide clearance for installation and use of tire chains on single or dual (if so equipped) power-driving wheels.

E. No part of a raised wheelhousing shall extend into the emergency door opening.

WINDOWS

A. Other than emergency exits designated to comply with FMVSS No. 217, Bus Emergency Exits and Window Retention and Release, each side window shall provide an unobstructed opening of at least nine inches high (but not more than 13 inches high) and at least 22 inches wide, obtained by lowering the window. One window on each side of the bus may be less than 22 inches wide.

B. Optional tinted and/or frost-free glazing may be installed in all doors or windows.

C. Windshields shall comply with federal, state and local regulations.

WINDSHIELD WASHERS

A windshield washer system shall be provided.
WINDSHIELD WIPERS

A. A two-speed or variable speed windshield wiping system, with an intermittent feature, shall be provided and shall be operated by a single switch.

B. The wipers shall meet the requirements of FMVSS No. 104, *Windshield Wiping and Washing Systems*.
SPECIALLY EQUIPPED SCHOOL BUS SPECIFICATIONS

INTRODUCTION

The specifications in this section are intended to supplement specifications in the BODY AND CHASSIS section. In general, specially equipped buses shall meet all the requirements of the preceding sections, plus those listed in this section. It is recognized that the field of special transportation is characterized by varied needs for individual cases and by rapidly emerging technologies for meeting individual student needs. A flexible, “common sense” approach to the adoption and enforcement of specifications for these vehicles, therefore, is prudent.

DEFINITION

A specially equipped school bus is any school bus that is designed, equipped and/or modified to accommodate students with special transportation needs.

GENERAL REQUIREMENTS

A. Specially equipped school buses shall comply with the National School Transportation Specifications and Procedures and with the Federal Motor Vehicle Safety Standards (FMVSSs) applicable to their Gross Vehicle Weight Rating (GVWR) category.

B. Any school bus to be used for the transportation of children who utilize a wheelchair or other mobile positioning device, or who require life-support equipment that prohibits use of the regular service entrance, shall be equipped with a power lift.

AISLES

All school buses equipped with a power lift shall provide a minimum 30-inch pathway leading from any wheelchair position to at least one 30 inches wide emergency exit door. A wheelchair securement position shall never be located directly in front of (blocking) a power lift door location.

GLAZING

Tinted glazing may be installed in all doors, windows and windshields consistent with federal, state and local regulations.

IDENTIFICATION

Specially equipped school buses shall display the International Symbol of Accessibility below the window line. Such emblems shall be white on blue or black background, shall not exceed 12 inches square in size and shall be of a high-intensity retroreflective material meeting the requirements of Federal Highway Administration (FHWA) FP-85, Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects.
PASSENGER CAPACITY RATING

In determining the passenger capacity of a school bus for purposes other than actual passenger load (e.g., vehicle classification or various billing/reimbursement models), any location in a school bus intended for securement of a wheelchair during vehicle operation shall be regarded as four designated seating positions, and each lift area shall count as four designated seating positions.

POWER Lifts

A. The power lift shall be located on the right side of the bus body.

Note: The lift may be located on the left side of the bus if, and only if, the bus is used to deliver students only to the left side of one-way streets.

B. Vehicle lift and installation

General: Vehicle lifts and installations shall comply with the requirements set forth in FMVSS 403, Platform Lift Systems for Motor Vehicles, and FMVSS 404, Platform Lift Installations in Motor Vehicles.

Design loads: The design load of the lift shall be at least 800 pounds. Working parts, such as cables, pulleys and shafts, which can be expected to wear, and upon which the lift depends for support of the load, shall have a safety factor of at least six, based on the ultimate strength of the material. Non-working parts, such as platform, frame and attachment hardware that would not be expected to wear, shall have a safety factor of at least three, based on the ultimate strength of the material.

Lift capacity: The lifting mechanism and platform shall be capable of operating effectively with a wheelchair and occupant mass of at least 800 pounds.

Controls: (See 49 CFR 571.403, S6.7, Control systems.)

Emergency operations: (See 49 CFR 571.403, S6.9, Backup operation.)

Power or equipment failures: (See 49 CFR 571.403, S6.2.2, Maximum platform velocity.)

Platform barriers: (See 49 CFR 571.403, S6.4.7, Wheelchair retention.)

Platform surface: (See 49 CFR 571.403, S6.4.2, S6.4.3, Platform requirements.) (See also “Wheelchair or Mobility Aid Envelope” figure at the end of this subsection.)

Platform gaps and entrance ramps: (See 49 CFR 571.403, S6.4.4, Gaps, transitions and openings.)

Platform deflection: (See 49 CFR 571.403, S6.4.5, Platform deflection.)

Platform movement: (See 49 CFR 571.403, S6.2.3, Maximum platform acceleration.)
Boarding direction: The lift shall permit both inboard and outboard facing of wheelchair and mobility aid users.

Handrails: (See 49 CFR 571.403, S6.4.9, Handrails.)

Circuit breaker: A resettable circuit breaker shall be installed between the power source and the lift motor if electrical power is used. It shall be located as close to the power source as possible, but not within the passenger/driver compartment.

Excessive pressure: (See 49 CFR 571.403, S6.8, Jacking prevention.)

Documentation: The following information shall be provided with each vehicle equipped with a lift:

A phone number where information can be obtained about installation, repair and parts. (Detailed written instructions and a parts list shall be available upon request.)

Detailed instructions regarding use of the lift shall be readily visible when the lift door is open, including a diagram showing the proper placement and positioning of wheelchair/mobility aids on the lift.

Training materials: The lift manufacturer shall make training materials available to ensure the proper use and maintenance of the lift. These may include instructional videos, classroom curriculum, system test results or other related materials.

Identification and certification: Each lift shall be permanently and legibly marked or shall incorporate a non-removable label or tag that states it conforms to all applicable requirements of the current National School Transportation Specifications and Procedures. In addition, and upon request of the original titled purchaser, the lift manufacturer or an authorized representative shall provide a notarized Certificate of Conformance, either original or photocopied, which states that the lift system meets all the applicable requirements of the current National School Transportation Specifications and Procedures.
REGULAR SERVICE ENTRANCE

A. On power lift-equipped vehicles, steps shall be the full width of the step well, excluding the thickness of the doors in the open position.

B. In addition to the handrail required in the BUS BODY AND CHASSIS section, an additional handrail may be provided on all specially equipped school 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.

RESTRAINING DEVICES

A. On power lift-equipped school buses with a GVWR of 10,000 pounds or more, seat frames may be equipped with attachment points to which belt assemblies can be attached for use with child safety restraint systems (CSRSs) that comply with FMVSS No. 213, Child Restraint Systems. Any belt assembly anchorage shall comply with FMVSS No. 210, Seat Belt Assembly Anchorages.

B. Alternatively, a child restraint anchorage system that complies with FMVSS No. 225, Child Restraint Anchorage Systems, may be installed.

C. Seat belt assemblies, if installed, shall conform to FMVSS No. 209, Seat Belt Assemblies.
D. Child safety restraint systems, which are used to facilitate the transportation of children who in other modes of transportation would be required to use a child, infant or booster seat, shall conform to FMVSS No. 213.

SEATING ARRANGEMENTS

Flexibility in seat spacing to accommodate special devices shall be permitted to meet passenger requirements. All seating shall meet the requirements of FMVSS No. 222, School Bus Passenger Seating and Crash Protection.

SECUREMENT AND RESTRAINT SYSTEM FOR WHEELCHAIRS AND WHEELCHAIR-SEATED OCCUPANTS

For purposes of understanding the various aspects and components of this section, the terms securement and tie down and the phrases securement system or tie down system are used exclusively in reference to the devices that anchor the wheelchair to the vehicle. The term restraint and the phrase restraint system are used exclusively in reference to the equipment that is intended to limit the movement of the wheelchair occupant in a crash or sudden maneuver. The term wheelchair tie down and occupant restraint system (WTORS) is used to refer to the total system that secures the wheelchair and restrains the wheelchair occupant.

A. WTORS — general requirements:

1. A wheelchair tie down and occupant restraint system installed in specially equipped school buses shall be designed, installed, and operated for use with forward-facing wheelchair-seated passengers and shall comply with all applicable requirements of FMVSS 222, School Bus Passenger Seating and Crash Protection, and SAE J2249, Wheelchair Tie down and Occupant Restraint Systems for Use in Motor Vehicles.

2. The WTORS, including the anchorage track, floor plates, pockets or other anchorages, shall be provided by the same manufacturer or shall be certified to be compatible by manufacturers of all equipment/systems used.

3. Wheelchair securement positions shall be located such that wheelchairs and their occupants do not block access to the lift door.

4. A device for storage of the WTORS shall be provided. When the system is not in use, the storage device shall allow for clean storage of the system, shall keep the system securely contained within the passenger compartment, shall provide reasonable protection from vandalism and shall enable the system to be readily accessed for use.

5. The WTORS, including the storage device, shall meet the flammability standards established in FMVSS No. 302, Flammability of Interior Materials.
6. The following information shall be provided with each vehicle equipped with a securement and restraint system:

   a. A phone number where information can be obtained about installation, repair and parts. (Detailed written instructions and a parts list shall be available upon request.)

   b. Detailed instructions regarding use, including a diagram showing the proper placement of the wheelchair/mobility aids and positioning of securement devices and occupant restraints, including correct belt angles.

7. The WTORS manufacturer shall make training materials available to ensure the proper use and maintenance of the WTORS. These may include instructional videos, classroom curriculum, system test results or other related materials.

B. Wheelchair Securement/Tiedown: (See 49 CFR 571.222, S5.4.1, S5.4.2.) Each wheelchair position in a specially equipped school bus shall have a minimum clear floor area of 30 inches laterally by 48 inches longitudinally. Additional floor area may be required for some wheelchairs. Consultation between the user and the manufacturer is recommended to ensure that adequate area is provided.

C. Occupant restraint system: (See 49 CFR 571.222, S5.4.3, S5.4.4.) If the upper torso belt anchorage is higher than 44 inches measured from the vehicle floor, an adjustment device, as part of the occupant restraint system, shall be supplied.

SPECIAL LIGHT

Doorways in which lifts are installed shall be equipped with a special light that provides a minimum of two foot-candles of illumination measured on the floor of the bus immediately adjacent to the lift during lift operation.

SPECIAL SERVICE ENTRANCE

A. Power lift-equipped bodies shall have a special service entrance to accommodate the power lift.

   Note: A special service entrance shall not be required if the lift is designed to operate within the regular service entrance, is capable of stowing such that the regular service entrance is not blocked in any way and a person entering or exiting the bus is not impeded in any way.

B. The special service entrance and door shall be located on the right side of the bus and shall be designed so as not to obstruct the regular service entrance.
SPECIAL SERVICE ENTRANCE DOORS

A. A single door or double doors may be used for the special service entrance.

B. A single door shall be hinged to the forward side of the entrance unless this would obstruct the regular service entrance. If the door is hinged to the rearward side of the doorway, the door shall utilize a safety mechanism that will prevent the door from swinging open should the primary door latch fail. If double doors are used, the system shall be designed to prevent the door(s) from being blown open by the aerodynamic forces created by the forward motion of the bus, and/or shall incorporate a safety mechanism to provide secondary protection should the primary latching mechanism(s) fail.

C. All doors shall have positive fastening devices to hold doors in the “open” position when the special service entrance is in use. All doors shall be weather sealed.

D. Door posts and headers at the special service entrance shall be reinforced sufficiently to provide support and strength equivalent to the areas of the side of the bus not used for the special service entrance.

E. Door posts and headers at the special service entrance shall be reinforced sufficiently to provide support and strength equivalent to the areas of the side of the bus not used for the special service entrance.

F. Door materials, panels and structural components shall have strength equivalent to the conventional service and emergency doors. Color, rub rail extensions, lettering and other exterior features shall match adjacent sections of the body, and other exterior features shall match adjacent sections of the body.

Note: A special service entrance and door may be located on the left side of the bus only if the bus is used only to deliver students to the left side of one-way streets and its use is limited to that function.

The opening may extend below the floor through the bottom of the body skirt. If such an opening is used, reinforcements shall be installed at the front and rear of the floor opening to support the floor and give the same strength as other floor openings.

Drip molding shall be installed above the special service entrance to effectively divert water from the entrance.
G. Each door shall have windows set in a waterproof manner that are visually similar in size and location to adjacent non-door windows. Glazing shall be of the same type and tinting (if applicable) as standard fixed glass in other body locations.

H. Door(s) shall be equipped with a device that will actuate an audible or visible signal located in the driver’s compartment when the door(s) is not securely closed and the ignition is in the “on” position.

I. A switch shall be installed so that the lift mechanism will not operate when the lift platform door(s) is closed.

J. Special service entrance doors shall be equipped with padding at the top edge of the door opening. The padding shall be at least three inches wide and one inch thick and shall extend the full width of the door opening.

SUPPORT EQUIPMENT AND ACCESSORIES

A. 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 webbing attached shall contain an additional webbing cutter properly secured in a location to be determined by the purchaser. The webbing cutter shall meet the requirements listed in the BUS BODY AND CHASSIS section, seats and Restraining Barriers, paragraph E.

B. Special equipment or supplies that are used in the bus for mobility assistance, health support or safety purposes shall meet local, federal and engineering standards that may apply, including requirements for proper identification. Equipment that may be used for these purposes includes, but is not limited to:

1. Wheelchairs and other mobile seating devices. (See subsection on Securement and Restraint System for Wheelchairs and Wheelchair-seated Occupants.)

2. Crutches, walkers, canes and other ambulating devices to assist ambulation.

3. Medical support equipment. This may include respiratory devices, such as oxygen bottles (which should be no larger than 38 cubic feet for compressed gas) or ventilators. Tanks and valves should be located and positioned to protect them from direct sunlight, bus heater vents or other heat sources. Other equipment may include intravenous and fluid drainage apparatus.

C. Each specially equipped school bus that is set up to accommodate wheelchairs or other assistive restraint devices should be equipped with an emergency evacuation device that is certified and tested to withstand at least a 300-pound load when used.
as an emergency stretcher or drag. This evacuation device shall be properly secured to the bus in a location to be determined by the purchaser.

D. If transporting oxygen, refer to AMD Standard 003.

TECHNOLOGY AND EQUIPMENT, NEW

It is the intent of these specifications to accommodate new technologies and equipment that will better facilitate the transportation of students with special needs. New technology and equipment are acceptable for use in specially equipped vehicles if:

A. Items do not compromise the effectiveness or integrity of any major safety system. (Examples of safety systems include, but are not limited to, compartmentalization, the eight-lamp warning system, emergency exits and the approved color scheme.)

B. Items do not diminish the safety of the bus interior.

C. Items do not create additional risk to students who are boarding or exiting the bus or are in or near the school bus loading zone.

D. Items do not require undue additional activity and/or responsibility for the driver.

E. Items generally increase efficiency and/or safety of the bus, generally provide for a safer or more pleasant experience for the occupants and pedestrians in the vicinity of the bus and/or generally assist the driver and makes his/her many tasks easier to perform.
Basic Alcohol and Drug Testing Information  
for CDL Holders/Supervisors

Federal Law requires:

- School Districts/Contractors must designate an employer representative to be responsible for the testing program
- All supervisors must complete reasonable suspicion training
- School Districts/Contractors must have a written policy on drug and alcohol use and shall provide educational materials that explain the requirements of the FMCSRs relating to drug and alcohol testing
- School Districts/Contractors must maintain a statement signed by each employee certifying receipt of the policy and educational materials
- Record retention varies from 1 year to indefinite
- All records shall be maintained in a secure location with controlled access
- All school bus drivers requiring a CDL must be enrolled in a company random controlled substance and alcohol testing program
- Six types of drug and alcohol testing required by federal law:
  - Pre-employment testing
  - Random testing
  - Post-accident testing (see table)
  - Reasonable suspicion testing
  - Return to duty
  - Follow-up testing

Additional Information:

- These alcohol and drug testing requirements apply to teachers, coaches, custodians, administrators or other district employees if they have a CDL and drive a school bus or activity bus.
- Non-CDL holders who drive school vehicles are not required by law to be in a random drug testing pool. It is permissible for the school/contractor to have a district policy requiring the same testing. However, under federal law, you cannot place non-CDL holders in the same pool as your CDL holders.

Consent for Alcohol and Drug testing from previous CDL employers

- When accepting job applications for prospective school bus drivers your job application should include a 10 year prior history and you must check the person’s CDL drug and alcohol testing history with any previous employer (required to do testing) who employed the person during the previous three years.
- The school/contractor must get the prospective employee’s written consent to seek the information from these employers.
Consent for Alcohol and Drug testing from previous CDL employers continued

- The person must list all previous and current employers within the last three years.
- If the person does not list previous employers or refuses to sign the consent form, you cannot allow the person drive for you.
- The consent must be a specific release authorizing the new employer to receive testing information from a specific former or current employer about a specific employee.
- A separate release form for each past employer in the previous three years is required.
- A sample consent form can be found on our website
- If the prospective employee has failed an alcohol and/or drug test AT ANY TIME in the past, the prospective employee is not eligible to drive a school bus until this individual completes SAP (Substance Abuse Program) return-to-duty requirements in 49 CFR Part 40.

Post-Accident Testing

Below is a table, which indicates the federal requirements as to when a school bus driver shall be tested for alcohol and drugs. It is permissible for the school/contractor to have a district policy requiring testing for accidents not covered by this table.

<table>
<thead>
<tr>
<th>Type of Accident Involved</th>
<th>Citation Issued to the CMV Driver</th>
<th>Test Must Be Performed by Employer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Human Fatality</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Human Fatality</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Bodily Injury With Immediate Medical Treatment Away From the Scene</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Bodily Injury With Immediate Medical Treatment Away From the Scene</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Disabling Damage to Any Motor Vehicle Requiring Tow Away</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Disabling Damage to Any Motor Vehicle Requiring Tow Away</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>
### Accident Prevention Course
Document showing driver has current approved accident prevention course in past 3 years. Documentation shall be kept for the duration of the driver's employment plus 2 years. (Approved Courses: AAA Driver Improvement Program, National Safety Council, Hartford 3-D, Smith System & AARP).

**No On-Line Courses Accepted**

KAR 91-38-6

### Alcohol & Drug Tests
Record retention varies from 1 year to indefinite. Refer to 49 CFR 382.401

### Annual Inspections
Shall be considered a Maintenance Records and be kept as long as the school owns or leases the vehicle, and for at least 2 years after.

KAR 91-38-5

### Driver Training
Minimum of 12 hours of supervised bus driver training. The first six hours of training shall be completed without student passengers, but the remaining hours may be completed with student passengers, if the driver-trainer is on the bus. Documentation shall be kept for the duration of the driver's employment plus 2 years.

*Note: A CLP (Commercial Learners Permit) holder with an S endorsement is prohibited from operating a school bus with students under Federal Law 49 CFR 383.25*

KAR 91-38-6

### Driver's License
Photocopy of current license. A Commercial class A or B, driver’s license is required for vehicles with a gross weight rating of 26,001 pounds or more and/or rated for passenger capacity of 16 or more, including the driver. A Commercial class A, B, or C driver’s license is required for vehicles with a gross weight rating of 26,000 pounds or less and/or rated for passenger capacity of 16 or more, including the driver. All commercial licenses must have a "P" and "S" endorsement. Drivers of passenger vehicles and buses rated 26,000 pounds or less, and rated for less than 16 passengers, including the driver, must maintain an appropriate non-commercial operator’s license.

### Evacuation Drills
Emergency evacuation drills one per semester and documentation shall be kept on file for 2 years from date of drill.

KAR 91-38-9

### First Aid/CPR
Documentation showing driver has a current certification from an approved course. Expiration dates vary. (Approved Courses: Medic First Aid, American Heart Association, American Red Cross & National Safety Council.)

**No On-Line Courses Accepted**

KAR 91-38-6

### Maintenance Records
Maintenance records for each vehicle shall be kept as long as the school owns or leases the vehicle, and for at least two years following disposition of the vehicle.

KAR 91-38-3

### Physicals
Documentation showing driver has a current physical meeting the requirements of 49 CFR 391.41. Documentation shall be kept for the duration of the driver's employment plus 2 years. KAR 91-38-6

### Pre-trip Inspections
Every School Bus, Activity Bus, & School Passenger Vehicle shall have a pre-trip inspection conducted before its use. The inspection form shall be kept a minimum of one year following the inspection.

KAR 91-38-7
### File Retention Guide

<table>
<thead>
<tr>
<th>Safety Interventions</th>
<th>Determined by School policy. Each district shall develop a system to collect and maintain documentation for each use of an emergency safety intervention. KAR 91-42-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety Intervention Training</td>
<td>Not specifically addressed. Should be considered training records and documentation be kept for the duration of the driver's employment plus 2 years. KAR 91-42-2</td>
</tr>
<tr>
<td>Safety Meetings</td>
<td>10 safety meetings per school year. All Bus drivers shall attend. School Passenger Vehicle Drivers hired primarily to provide transportation shall attend. Makeup meetings required. Documentation of attendance and meeting topic shall be kept on file for 2 years. KAR 91-38-3</td>
</tr>
<tr>
<td>Waiver (Medical)</td>
<td>Original shall be kept for the duration of the driver's employment plus 2 years. Driver must renew every 2 years. Driver shall carry copy on person. KAR 91-38-6</td>
</tr>
</tbody>
</table>

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INFORMATIONAL GUIDE FOR HIRING NEW SCHOOL BUS DRIVERS

This document is designed only as an informational guide and or check off list for schools when hiring new school bus drivers. Individual School or Contractor Policies and Procedures may apply and be a factor in this process. This list is in no particular order.

1. **Commercial Drivers License (CDL) or regular Drivers License (DL)**
   - A class A or B, CDL is required for vehicles (school buses) with a gross weight rating of 26,001 pounds or more and/or rated for passenger capacity of 16 or more, including the driver.
   - A class A, B, or C, CDL is required for vehicles (school buses) with a gross weight rating of 26,000 pounds or less and/or rated for passenger capacity of 16 or more, including the driver.
   - All CDL holders driving school buses and transporting students must have a "P" and "S" endorsement.
   - Drivers of school passenger vehicles and school buses with a gross vehicle weight rating of 26,000 pounds or less, and rated for less than 16 passengers, (14 passengers + the driver) are not required a CDL. These individuals are not required a CDL but must have a valid regular DL.
   - New CDL applicants after passing the written CDL test will be given a Commercial Learners Permit (CLP).
   - CLP holders must wait a federally mandated 14 days before being eligible to take CDL skills (driving) test.
     - Note: This 14 day waiting period also applies to CDL holders who do not have a P and or S endorsement.
   - School/Contractor is required to have a copy of license on file.

2. **A disclosure statement meeting the requirements of KAR 91-38-6 which includes:**
   - Has individual been convicted in any state or federal court of any crime involving a child?
   - Has individual been convicted in any state within the last ten year of any felony?
   - Has individual been convicted in any state within the last ten years of any of the following major traffic violations: Hit-and-run driving, driving while under the influence of alcohol or drugs, vehicular homicide, reckless driving, or any offense for which the driver’s license was suspended or revoked pursuant to K.S.A. 8-254 and 8-255 and amendments thereto.
   - Disclosure statement can be found on website.
   - May be included and made part of the job application
   - Sample disclosure statement can be found on our website
   - School/Contractor is required to have a copy of statement on file.

3. **Request a driving record check.**
   - CDL status check. Paid record is official. Driving record for question #2.
   - Driving Record can be obtained from the Kansas Department of Revenue for a fee under $10

4. **Background Check- Optional**
   - Even though the background check is not required by law for school bus drivers, it is highly recommended the school/contractor request one.

5. **Physical**
   - Must meet Federal DOT requirements found in 49 C.F.R. 391.41.
   - Driver of a school passenger vehicle must have if primarily hired primarily to provide transportation.
   - Anyone driving an activity or a school bus must have a physical regardless of what they were primarily hired for.
   - School/Contractor must have a copy of the medical certificate on file.
6. **Consent for Alcohol and Drug testing from previous CDL employers**
   - When accepting job applications for prospective school bus drivers your job application should include a 10 year prior history and you must check the person’s CDL drug and alcohol testing history with any previous employer (required to do testing) who employed the person during the previous three years.
   - The school/contractor must get the prospective employee’s written consent to seek the information from these employers.
   - The person must list all previous and current employers within the last three years.
   - If the person doesn’t list previous employers or refuses to sign the consent form, you cannot allow the person drive for you.
   - The consent must be a specific release authorizing the new employer to receive testing information from a specific former or current employer about a specific employee.
   - A separate release form for each past employer in the previous three years is required.
   - Sample consent form can be found on our website
   - If the prospective employee has had a failure of an alcohol and or drug test AT ANY TIME in the past the prospective employee is not eligible to drive a school bus until this individual completes a SAP (Substance Abuse Program) return-to-duty requirements in 49 CFR Part 40.

7. **Drug and Alcohol testing for CDL holders.**
   - Must have a pre-employment drug and alcohol test.
   - Provide employee your policy and educational materials on drug and alcohol use and obtain a signed statement certifying receipt of the policy/educational materials.
   - Add to school/contractor’s random drug testing pool.
   - Not required for Non-CDL holders.
   - Non CDL holder cannot be placed in a random drug testing pool with CDL holders.
   - Schools may establish a separate random drug testing pool for Non-CDL holders

8. **Tuberculosis Testing.**
   - School District is required to have all employees who come in regular contact with the pupils of the school district tested by a Licensed Physician for Tuberculosis per KSA 72-6266.
   - Form is available on our website

9. **12 hours of Training in a school bus.**
   - School bus drivers shall be provided a minimum of 12 hours of bus driver training.
   - The first six hours of training shall be completed without student passengers.
   - The second six hours of training may be done with passengers provided the driver is properly licensed with proper endorsement and restrictions.
   - A CLP (Commercial Learners Permit) holder may not train with students on the bus.
   - Training provided by another employer may be used to meet this requirement with proper documentation.

10. **Driver must be certified in First Aid and CPR and have an Accident Prevention Course.**
    - Documentation in school/contractor file showing driver has a current First Aid and CPR certification from an approved course. Expiration dates vary. (Approved Courses: Medic First Aid, American Heart Association, American Red Cross & National Safety Council. NO ON-LINE COURSES ACCEPTED)
    - Documentation in school/contractor file showing driver has current approved accident prevention course in past 3 years. (Approved Courses: AAA Driver Improvement Program, National Safety Council, Hartford 3-D, Smith System & AARP. NO ON-LINE COURSES ACCEPTED)
    - Driver may be listed as substitute driver which will allow for a 30 day grace period to obtain the First Aid and CPR certification and the Accident Prevention Course
The use of 12 and 15 passenger rated vans for student transportation is illegal.

Kansas law KSA 72-8318 prohibits the use of any passenger vehicle, for student transportation, which is rated for more than 10 passengers plus the driver by the manufacturer. Federal law also prohibits the use of these vans and contains substantial penalties for schools, rental agencies and vehicle dealerships.

The rated capacity can be found on the Tire and Loading Information sticker which is normally located on the inside driver’s door.

The passenger rating is determined by the vehicle manufacturer and cannot be changed by anyone other than the manufacturer.

It is illegal to remove seats from a 12 or 15 passenger rated van to meet the mandated passenger requirement for student transportation. This would apply to both a school and/or a dealership if the intention is to circumvent the mandated passenger rating for school transportation.

Pictured below is 2016, 15 passenger rated Ford Transit Van. It is illegal under both federal and state law to use this vehicle for student transport.
Pictured below is 2017, 12 passenger rated Chevrolet Express Passenger Van. It is illegal under both federal and state law to use this vehicle for student transport.

Pictured below is a 2016, 10 passenger rated van. This van is legal for student transport. It is legal for both route and activity transportation. A valid drivers license is required.

Note: If the driver of this van, or any school passenger vehicle, is primarily hired to provide transportation, the driver would be required to have: DOT physical, First Aid / CPR, accident prevention course and 10 safety meetings.

72-64,100. Transportation of pupils; use of school bus required; when. (a) Except as provided by subsection (b), any school district or nonpublic school transporting students in a vehicle designed for transporting more than 10 passengers in addition to the driver, shall transport such students in a school bus, as defined in subsection (g) of K.S.A. 2017 Supp. 72-6486, and amendments thereto, or in a bus other than a school bus designated in clauses (3) and (4) of subsection (c) of K.S.A. 2017 Supp. 72-6486, and amendments thereto.

(b) Notwithstanding the provisions of subsection (a), any school district or nonpublic school which has purchased and has placed into operation prior to July 1, 2001, any motor vehicles designed for transporting more than 10 passengers, but less than 15 passengers, and is not a school bus, may continue to operate such motor vehicles for the purpose of transporting students until July 1, 2005.

14 Passenger Rated School Buses
CDL Requirements & More

The rated capacity of a school bus is determined by the original manufacturer and can be found on a sticker or plate inside the bus. The bus is certified by the manufacturer for the rated capacity and cannot be changed by anyone other than the manufacturer. The rated capacity directly affects the compartmentalization of the school bus. Cases of the passenger rating being changed are extremely rare.

- NO CDL (Commercial Driver’s License) Required
- Federal mandated Alcohol & Drug Testing Not Required

All drivers are required with NO exceptions:
- Valid Driver’s License
- DOT Physical Required
- First Aid/CPR Required
- Defensive Driving Required
- 10 Safety Meetings Required

Additional Information:
- Can be used on a route.

- NO CDL (Commercial Driver’s License) Required
- Federal mandated Alcohol & Drug Testing Not Required

All drivers are required with NO exceptions:
- Valid Driver’s License
- DOT Physical Required
- First Aid/CPR Required
- Defensive Driving Required
- 10 Safety Meetings Required

Additional Information:
- Cannot be used to transport students from school to home or home to school
- Can be used for activities
KANSAS
SCHOOL BUS
STOP ARM LAW

Kansas law, KSA 8-1556 requires all motorists to stop when approaching or overtaking a stopped school bus displaying its flashing red lights and stop arm. Motorists are to remain stopped until the bus is no longer displaying its flashing red lights and stop arm. Violation of this law not only endangers children but is also punishable by a fine and court costs in excess of $420.

Two – Lane Roadway

When school bus stops and activates its stop arm and flashing red lights, all traffic must stop from both directions.

Four – Lane Roadway with Shared Left Turn Lane

When school bus stops and activates its stop arm and flashing red lights, all traffic must stop from both directions.
Two – Lane Roadway with Shared Left Turn Lane

When school bus stops and activates its stop arm and flashing red lights, all traffic must stop from both directions.

Four Lane Roadway with Double Yellow Line

When school bus stops and activates its stop arm and flashing red lights, all traffic must stop from both directions.
Divided Highway with a Median Separation

When School bus stops and activates its stop arm and flashing red lights, all traffic approaching from behind must stop.
Loading and unloading students on the shoulder of a highway with a school bus is prohibited.

You are safer stopping the two lanes of travel. This is what the bus was designed to do with the 8-way lights and stop arm. This is required under Kansas law.

When school buses stop on the shoulder using only hazard warning lights, it is not only illegal, it creates a situation where motorists may stop, some may not. It increases the chances of the school bus being struck and causing an accident.

Students at the stop should be instructed to stay back and not approach the bus until signaled by the driver that it is safe to do so.

KAR 91-38-8 Loading and unloading procedures. (a) On routes

(1) Each school bus driver shall activate the alternately flashing warning lights as required by K.S.A. 8-1556 and amendments thereto, at any time that the loading or unloading of students occurs on the traveled portion of any roadway.

(2) Each governing body shall adopt procedures for the loading and unloading of students, consistent with the requirements of this article. The procedures shall include the following:

(1) Each governing body shall adopt procedures for the loading and unloading of students, consistent with the requirements of this article. The procedures shall include the following:

(D) When the loading or unloading of students takes place on a roadway, the bus shall stop in the far right-hand lane of the roadway.

KSA 8-1459. "Roadway" defined. "Roadway" means that portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the berm or shoulder. In the event a highway includes two (2) or more separate roadways the term "roadway" as used herein shall refer to any such roadway separately but not to all such roadways collectively.

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Mission
To prepare Kansas students for lifelong success through rigorous, quality academic instruction, career training and character development according to each student's gifts and talents.

Vision
Kansas leads the world in the success of each student.

Motto
Kansans CAN.

Successful Kansas High School Graduate
A successful Kansas high school graduate has the
• Academic preparation,
• Cognitive preparation,
• Technical skills,
• Employability skills and
• Civic engagement
to be successful in postsecondary education, in the attainment of an industry recognized certification or in the workforce, without the need for remediation.

Outcomes for Measuring Progress
• Kindergarten readiness
• Individual Plan of Study focused on career interest
• High school graduation rates
• Postsecondary completion/attendance
• Social/emotional growth measured locally