



SPECIFICATIONS

STATE OF TEXAS

SCHOOL BUSES

NO. 070 - B - 87

1987

EFFECTIVE

JANUARY 1, 1987

PREPARED JOINTLY
BY

STATE PURCHASING AND GENERAL SERVICES COMMISSION
TEXAS EDUCATION AGENCY
DEPARTMENT OF PUBLIC SAFETY

INDEX TO STATE OF TEXAS SCHOOL BUS SPECIFICATIONS

NO. 070-B-87, 1987

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TEXAS SCHOOL BUSES

A. GENERAL INFORMATION, REQUIREMENTS, AND CONDITIONS

A.1. SCOPE

- 1.1. This school bus specification includes the minimum requirements for eleven sizes of school buses to be used by Texas schools participating in the Foundation School Program. This specification covers the purchase of bus bodies and chassis separately and the purchase of complete school buses. The bus sizes shall be designated in terms of passenger capacity (exclusive of the driver) as listed below for regular seating*:

15 Passenger 19 Passenger 47 Passenger 59 Passenger 71 Passenger (Short WB) 83
16 Passenger 35 Passenger 53 Passenger 65 Passenger 71 Passenger (Long WB) Passenger

*NOTE: Seating capacity may be decreased from the above whenever wheelchair positions and/or maximum seat spacing is specified for a given size bus (see also Paragraph A.1.6., below).

- 1.2. The 15 passenger bus may be of the van conversion type and shall have a seating arrangement for **15 passengers**.
- 1.3. The 16 or 19-passenger bus may be of the conventional school bus body design or a van conversion and/or conventional type which will provide space for **16 or 19 passengers**.
- 1.4. The 35 through 71-passenger bus shall be of the conventional school bus design and shall provide space for passengers in the **35 through 71** range as specified in A.1.1. above.

NOTE: A semi-forward control chassis has been approved as equal for 35 through 71-S passenger capacities.

- 1.5. The 83-passenger bus shall be of the rear engine transit design and shall provide space for **83 passengers**.
- 1.6. Special education buses for impaired passengers may contain less than 15 passenger and wheelchair positions combined, but not less than 10 passenger positions combined or they cannot be certified as school buses. These vehicles, used for transporting special education school children, that contain less than 10 passenger positions, which are certified by the Federal Government as Multipurpose Passenger Vehicles (MPV's), will be designated as "school buses" for the purpose of this specification. It is the intent of this specification that such vehicles shall meet the same standards they would meet if they were built to accommodate ten or more passengers, notwithstanding that they will have to be certified to meet the MPV designation.

A.2. DEFINITIONS

- 2.1. ASHRAE means American Society of Heating, Refrigeration and Air Conditioning Engineers.
- 2.2. ANSI means American National Standards Institute.
- 2.3. ASTM means American Society for Testing and Materials.
- 2.4. BCI means Battery Council International.
- 2.5. Commission and SPGSC mean Texas State Purchasing and General Services Commission.
- 2.6. Department of Public Safety and DPS mean Texas Department of Public Safety.
- 2.7. Education Agency and TEA mean Texas Education Agency.
- 2.8. EPA means United States Environmental Protection Agency.
- 2.9. FMVSS means Federal Motor Vehicle Safety Standards.
- 2.10. Federal Standard No. 17 means Federal Highway Safety Program Standard Number 17.
- 2.11. Manufacturer means a fabricator of school buses, bodies, chassis, or components.
- 2.12. SAE means Society of Automotive Engineers.
- 2.13. SBMI means School Bus Manufacturer's Institute.
- 2.14. Vendor means a manufacturer's representative or dealer authorized to make sales and supply parts and services in Texas.
- 2.15. VESC means Vehicle Equipment Safety Commission.

A.3. APPLICABLE SPECIFICATIONS AND STANDARDS

- 3.1. School bus bodies and chassis shall meet or exceed the minimum requirements of this specification and shall also meet all applicable requirements of **Federal Motor Vehicle Safety Standards (FMVSS) and Highway Safety Program Standard No. 17**. All requirements of this specification must be met unless they are in conflict with the FMVSS, as they apply to school buses.
- 3.2. School bus bodies and chassis shall also meet or exceed the current **National Minimum Standards for School Buses** except when those requirements are in conflict with the requirements of this specification. In such cases, the requirements specified herein shall prevail.

A. GENERAL INFORMATION, REQUIREMENTS, AND CONDITIONS

3.3. References to specifications, standards, and test methods shall be to those in effect on the date of the Invitation for Bids. The following publications form a part of this specification to the extent specified here:

3.3.1. Federal Specifications - Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

- (1) TT-C-490B - **Cleaning Methods and Pretreatment of Ferrous Surfaces For Organic Coatings**
- (2) TT-C-520B - **Coating Compound, Bituminous, Solvent Type, Underbody, (For Motor Vehicles)**
- (3) TT-E-489 - **Enamel, Alkyd, Gloss (For Exterior and Interior Surfaces)**
- (4) V-T-295D - **Thread, Nylon**
- (5) ZZ-M-71D - **Matting, Rubber and Vinyl**

3.3.2. Federal Standards - Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

- (1) No. 595a - **Colors**

3.3.3. FMVSS - Federal Motor Vehicle Safety Standards (Public Law 89-563) - Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

- (1) No. 103 - **Windshield Defrosting and Defogging Systems**
- (2) No. 105 - **Brakes, Hydraulic Service, Emergency and Parking**
- (3) No. 108 - **Lamps, Reflective Devices, and Associated Equipment**
- (4) No. 111 - **Rearview Mirrors - Passenger Cars and Multipurpose Passenger Vehicles**
- (5) No. 121 - **Air Brake Systems - Buses and Trailers**
- (6) No. 125 - **Warning Devices**
- (7) No. 205 - **Glazing Materials**
- (8) No. 208 - **Occupant Crash Protection**
- (9) No. 209 - **Seat Belt Assemblies - Passenger Cars, Multipurpose Passenger Vehicles, Trucks and Buses**
- (10) No. 210 - **Seat Belt Assembly Anchorages**
- (11) No. 217 - **Bus Window Retention and Release**
- (12) No. 220 - **School Bus Rollover Protection**
- (13) No. 221 - **School Bus Body Joint Strength**
- (14) No. 222 - **School Bus Seating and Crash Protection**
- (15) No. 301-75 - **Fuel System Integrity**
- (16) No. 302 - **Flammability of Interior Materials - Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses**

3.3.4. Federal Highway Safety Program Standard No. 17, Pupil Transportation Safety - Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

3.3.5. National Minimum Standards for School Buses, 1985 Revised Edition, National Standards Conference (May, 1985), National Safety Council, 425 North Michigan Avenue, Chicago, Illinois 60611.

3.3.6. ANSI - American National Standards Institute, Inc., 1430 Broadway, New York, New York 10018.

- (1) Z26.1-1966 - **Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways, Safety Code for, including Supplement Z26.1a-1969**

3.3.7. ASHRAE - American Society of Heating, Refrigeration and Air Conditioning Engineers, Inc., Circulation Department, 345 East 47th Street, New York, New York 10017.

- (1) ASHRAE 16-69 - **Methods of Testing for Rating of Room Air Conditioners**

3.3.8. ASTM - American Society for Testing and Materials, 1916 Race Street, Philadelphia, Pennsylvania 19103.

- (1) A 446-76 - **Specification for Sheet Steel, Zinc Coated (Galvanized) by the Hot-Dip Process, Structural (Physical) Quality**
- (2) A 525-81 - **General Requirements for Steel Sheet, Zinc Coated (Galvanized) by the Hot-Dip Process**
- (3) D3574-77e - **Standard Test Method for Testing Cellular Materials - Slab Bonded and Molded Urethane Foam**

3.3.9. EPA - United States Environmental Protection Agency, Waterside Mall, 401 M Street, S.W., Washington, D.C. 20460.

- (1) **Noise Emission Standards**

A. GENERAL INFORMATION, REQUIREMENTS, AND CONDITIONS

- 3.3.10. SAE - Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, Pennsylvania 15096.
- (1) SAE J20e - Coolant System Hoses
 - (2) SAE J377 - Performance of Vehicle Traffic Horns
 - (3) SAE J383 - Motor Vehicle Seat Belt Anchorages
 - (4) SAE J514j - Hydraulic Tube Fittings
 - (5) SAE J516b - Hydraulic Hose Fittings
 - (6) SAE J517d - Hydraulic Hose
 - (7) SAE J561b - Electrical Terminals - Eyelet and Spade Type
 - (8) SAE 588e - Turn Signal Lamps
 - (9) SAE J639 - Safety Practices for Mechanical Vapor Compression Refrigeration Equipment or Systems Used to Cool Passenger Compartments of Motor Vehicles
 - (10) SAE J887a - School Bus Red Signal Lamps
 - (11) SAE 994b - Performance Test and Application Criteria for Electrically Operated Backup Alarm Devices (Except : for 12 volt system)
 - (12) SAE J1133a- School Bus Stop Arms
- 3.3.11. U.S. Product Standard PS 1-83 - American Plywood Association, P.O. Box 11700, Tacoma, Washington 98411.
- 3.3.12. School Bus Manufacturers' Institute, Engineering Committee, 4907 Cordell Avenue, Bethesda, Maryland 20814.
- (1) SBMI Standard Number 001, Standard Code for Testing and Rating Automotive Bus Hot Water Heating and Ventilating Equipment
- 3.3.13. Vehicle Equipment Safety Commission, Suite 908, 1030 15th Street, N.W., Washington, D.C. 20005
- (1) Regulation VESC - 6
 - (2) Regulation VESC - 10

A.4. GENERAL INFORMATION AND REQUIREMENTS

- 4.1. Each bus body and bus chassis furnished under this specification shall be new 1987 or 1988 models or the latest improved model in current production. The bidder represents that all units offered under this specification shall meet or exceed the minimum requirements specified here.
- 4.2. All bus bodies, chassis, or complete school bus units shall be completely assembled, adjusted, and all equipment installed. All parts not specifically mentioned herein which are necessary to provide a complete school bus, bus body, or chassis shall be furnished by the successful bidder and said parts shall conform in strength, quality of materials, and workmanship to recognized industry engineering practices.
- 4.3. The requirements for gross vehicle weight ratings, gross axle weight ratings (front and rear), and tire size, and load range for each size chassis are specified in TABLE NOS. 3 - 5 and 9 - 16, pages 35, and 68, and are minimum requirements.
- 4.4. These requirements are for small type school bus (15 - 19 passenger), conventional type school bus (35-71 passenger), and a transit type school bus (83 passenger) with standard equipment. The added weights of optional equipment such as air conditioning, luggage racks, lifts for the physically impaired and other heavy accessories were not considered in establishing the capacity ratings to be certified for the chassis.
- 4.5. If additional optional equipment is ordered, which necessitates increased capacity ratings of either axles, springs, or tires, it is the responsibility of the vendor to furnish them so that proper certification can be made on the vehicle.
- 4.6. Paragraphs A.4.3., A.4.4., and A.4.5. are not applicable for chassis only which are to be used by the State of Texas for remounting of bus bodies.

A.5. CERTIFICATION AND COMPLIANCE

- 5.1. By signing his bid, the bidder certifies that the equipment being offered meets or exceeds all requirements and conditions of this specification. Failure on the part of the bidder to comply with all the requirements and conditions of this specification will subject his bid to rejection.
- 5.2. Requirements and accessories, either standard or optional, under this specification shall be installed by body, chassis or product manufacturer except air conditioners, tachographs, tachometers and wheelchair lifts may be installed by authorized service representatives. Installation of such items shall conform in strength, quality, and workmanship to the accepted standards of the industry.

A. GENERAL INFORMATION, REQUIREMENTS, AND CONDITIONS

5.3. The vendor must certify on the face of his invoice that the equipment delivered meets or exceeds the requirements and conditions of this specification and that the equipment was manufactured in accordance with this specification. The burden of proof for compliance with this specification shall be the responsibility of the vendor, manufacturer, or both.

5.4. Each bidder shall furnish the following:

- 5.4.1. The bidder shall have on file with both the State Purchasing and General Services Commission and the Education Agency the latest pamphlets, brochures, and printed literature on the equipment he proposes to furnish to this specification.
- 5.4.2. The bidder shall have on file with the Commission detailed isometric drawings of the bus body showing floor panels, side posts, roof bows, bow-frames, strainers, longitudinal frame members, exterior panels, and front and rear end framing. Each component shall be identified in block form showing (first) the item number, (second) the type of steel, and (third) the decimal thickness of steel used in the construction. (Refer to TABLE NO. 7, Page 48 for steel requirements on 35 passenger and larger capacities.)
- 5.4.3. On construction items, one drawing will suffice; however, additional drawings shall be furnished on special items and changes or deviations from common construction whenever such change affects any size bus. All drawings submitted will be treated as confidential information. Drawings must be approved by the Commission.

A.6. AWARDS

The Commission reserves the right to accept or reject any and all bids, in whole or in part, and to waive all technicalities when these actions are determined by the Commission to be in the best interests of Texas. Failure to receive a satisfactory chassis or body bid shall not prohibit the awarding of contracts to others by the Commission, when in the best interest of the State.

A.7. PRODUCTION ORDER - CHASSIS

- 7.1. One copy of the production order (line setting ticket) listing both standard and optional equipment installed on the chassis must accompany the chassis to which it pertains upon delivery of the chassis to the bus body manufacturer and to the final destination (receiving School District).
- 7.2. The copy of this production order should be contained in a waterproof envelope and placed in the glove compartment, or it may be secured by other means which will assure positive attachment to the chassis. The production order shall be a printed form and not machine coded.
- 7.3. In lieu of the production order, the information required above may be stamped on a metal plate, either an additional plate or on the truck identification plate regularly furnished. The identification plate(s) shall be attached to the chassis in a conspicuous place and in an accessible position in order that it may be easily read.
- 7.4. The production order (line setting ticket) or truck identification plate referred to above shall not be removed from the chassis by the body manufacturer since it is for the information of the school which is to receive the bus. The truck identification plate shall not be obliterated when undercoating or paint is applied to the area where the plate is mounted. The plate shall not be mutilated or covered when installing equipment such as the heater, heater hose and electrical cables.

A.8. WORK ORDER - BUS BODY

- 8.1. The work order which accompanies the bus body through the production line during the process of manufacture must show the related Commission Purchase Order Number that was issued to the bus body company or the distributor. The work order must also show the appropriate item number of the purchase order or the name of the school.
- 8.2. One copy of the work order must accompany the bus to its final destination.

A.9. NOTIFICATION

- 9.1. At least 20 days in advance of the final delivery date, the successful, complete unit bidder shall notify the Commission and the receiving School District in writing, when a known delay precludes delivery of a unit on time.

A. GENERAL INFORMATION, REQUIREMENTS, AND CONDITIONS

A.10. INSPECTION

Inspection shall be by and at the discretion of this Commission or its designated agent and may be performed either at the place of manufacture, at the Vendor's facility in Texas or at the final destination, or combination of these. The authorized State Inspector shall have access to the manufacturer's plant during all normal working hours in order to make all necessary inspections during the process of manufacture and assembly. This does not preclude the school districts' personnel from making inspections during manufacture or after acceptance of delivery. The school districts' personnel are urged to make detailed inspections, especially upon delivery, and report any discrepancy or discrepancies to the Commission. Any such discrepancies found during or after manufacturing shall be immediately corrected to the satisfaction of the Commission, at no charge, by the manufacturer or his distributor.

A.11. PRE-DELIVERY SERVICE

- 11.1. The following service on the chassis and body shall be performed before the bus is delivered to the receiving school district:
 - 11.1.1. Pre-delivery inspection and service on chassis
 - 11.1.2. Complete chassis lubrication
 - 11.1.3. Oil levels checked and maintained with the proper grade and weight of oil
 - 11.1.4. Interior and exterior of bus shall be cleaned and washed
- 11.2. The vendor or his representative who is responsible for the final delivery shall attach a signed certificate to the bus stating that the above service was performed and that inspection indicates the bus is in good condition and ready for delivery.

A.12. DELIVERY

- 12.1. The delivery of a bus to any specified destination may be made by any normal delivery procedure which the manufacturer or distributor is utilizing. (See NOTE below.) The bus body distributor must guarantee the equipment to be free from damage as a result of his type of delivery. If any damage is caused by or during delivery that can be established within six months after delivery to any school, then the school must be compensated for such damage by the contractor. It shall be the obligation and responsibility of the body manufacturer to check and inspect each chassis delivered to his plant to ascertain that the chassis is free from any damage which might have occurred as a result of the type of delivery.

NOTE: Under no circumstances shall a bus be used as a towing vehicle prior to or during delivery to its destination.
- 12.2. Buses may be delivered to the receiving school districts only between the hours of 8:00 a.m. and 4:00 p.m. Monday through Friday, excluding holidays. Deliveries at other times are not to be made without at least 24 hours notice and only then with the expressed consent and approval of the receiving school district. The person delivering the bus shall present the Inspection Report Forms to the responsible school personnel and obtain that school official's signature before delivery is considered complete. (See A.11.2.)
- 12.3. Delivery on schedule is critical. The ability to deliver as specified in the Invitation for Bids may be a factor in making awards.
- 12.4. A vendor who fails to make delivery in accordance with terms of the purchase order may be liable to the State for actual damage suffered by the State. The amount of such damages shall be determined by the Commission.
- 12.5. Failure by the successful bidder to deliver buses, caused directly by Natural Disaster, War, Civil Disturbance, Federal Law and Regulations, or Labor Disputes, which is beyond control of the contractor, will not cause the damages described in Paragraph A.12.4. above to be assessed.

A.13. WARRANTY AND SERVICE

- 13.1. The successful bidder shall furnish the Commission with the Manufacturer's Certificate of Origin (Certificate of Title will not meet this requirement). The Manufacturer's New Vehicle Warranty and major component parts warranties (See A.13.5.) shall be furnished to the receiving school district. (See Paragraph A. 11. for Predelivery Service requirements). The odometer statement required by law shall include the mileage accrued at the time of delivery to the school districts.
- 13.2. Each successful bidder is ultimately responsible for and must assure the State that any warranty service shall be performed to the satisfaction of the Commission, regardless of whether the successful bidder or his agent performs the warranty work on school buses. (See A.13.3.)

A. GENERAL INFORMATION, REQUIREMENTS, AND CONDITIONS

- 13.3. In the event that an error is discovered or conclusive proof of defective workmanship and/or materials is found on any body or chassis after acceptance and payment has been made, the successful bidder shall at his own expense make such repairs as required. If there is a question of whether it is the responsibility of the body or the chassis manufacturer to repair a given defect, then it shall automatically become the prime contractor's and/or successful bidder's responsibility to see that the repair(s) is made to the satisfaction of the receiving school district and this Commission. Upon refusal of the prime contractor and/or successful bidder to make satisfactory adjustment(s), the Commission reserves the right to claim and recover from said prime contractor and/or successful bidder by due process of law, such sums as may be sufficient to correct the error or make good the defect in material and/or workmanship.

13.4. NOTE TO SCHOOL DISTRICTS:

The Commission purchase orders for school buses are issued to a single distributor or vendor. This distributor or vendor has the ultimate responsibility of insuring the delivery of a bus that meets Texas Specifications in all details and is free from defects in materials and workmanship. In addition, the bus body and chassis are warranted from defects in materials and workmanship by the bus body manufacturing company and the chassis manufacturer, respectively. The warranty on a school bus is thus a dual warranty.

For warranty work on the bus body, contact the vendor (identified on the school bus purchase order issued by the Commission).

For warranty service and repairs on the bus chassis:

- (1) First, contact the chassis dealer (as shown on the school bus purchase order issued by the Commission) or any other convenient chassis dealer. If the problems are not satisfactorily resolved,
- (2) Call the Zone Service Manager, Representative, or Engineer listed below for assistance (the dealer Principal may be asked to assist in this contact):

CHEVROLET

DALLAS ZONE

Bill Denman
Fleet Service Manager
214 - 659-5441

HOUSTON ZONE

Conrad Tupper
Fleet Service Manager
713 - 460-7322

FORD

DALLAS ZONE

Jack Wagner
Heavy Truck Service Engineer
214 - 323-6303

HOUSTON ZONE

Bernie Lennhart/Ron Canal
Heavy Truck Service Engineers
713 - 680-4231

GMC

DALLAS ZONE

Robert Elliott/Jim Gresham
Zone Service Manager
214 - 659-5154

HOUSTON ZONE

Robert Solvason
Zone Service Manager
713 - 591-0800

NIC

Ray T. Barton
Regional Service Manager
214 - 881-3545

- (3) If the problems are still not satisfactorily resolved, notify the vendor by letter with a copy to:

Purchaser "U"
State Purchasing and General Services Commission
P.O. Box 13047
Austin, Texas 78711-3047

- (4) If the above action does not resolve the problem, you may use the form provided on the next to last page of this specification to contact the Commission.

A. GENERAL INFORMATION, REQUIREMENTS, AND CONDITIONS

13.5. The following are general terms of the warranties; however, for specific coverage of any item on a school bus refer to the warranty literature provided at time of vehicle delivery.

13.5.1. Bus Body - A minimum of 12 months beginning on the date of delivery to the user. (For service contact the vendor).

13.5.2. Bus Chassis - 12 months or 12,000 miles, whichever first occurs, beginning on the date of delivery. (For service contact the local chassis dealer). (See NOTE below.)

NOTE: In case the bus is delivered during the summer months and is not to be placed in service or used at all until the start of the fall term, the school district should contact the local chassis dealer for a delayed starting date for warranty service, i.e., start of school or date bus placed in service.

Your local dealer will verify the chassis mileage and record the starting date for bus use. However, if the bus is used before the starting date, then the delayed warranty date is voided and the warranty date automatically becomes the delivery date.

Application for the delayed warranty is the responsibility of the school district and must be done within 15 working days after the date the bus is placed in service or the warranty starts at time of delivery.

Any questions should be addressed to your local chassis dealer or to the Specification Section, State Purchasing and General Services Commission.

13.5.3. Air Conditioner - Basic coverage for chassis and body parts is for 12 months as specified in manufacturer's warranty pamphlet. (For service on units provided by chassis manufacturer, contact local chassis dealer; for service on other makes, contact the vendor.)

13.5.4. Automatic Transmission - Basic coverage is for 12 months, 12,000 miles, whichever first occurs, and as more specifically defined in the manufacturer's warranty pamphlet included with delivery of the vehicle. (For service, contact the chassis or transmission dealer, or authorized service outlet as specified in the warranty pamphlet.)

(A) Detroit Diesel Allison transmissions are warranted for 50,000 miles or 12 months at 100% cost of parts and labor; 50,001 miles to 62,500 miles or 15 months at 80% cost of parts and labor; 62,501 to 75,000 miles or 18 months at 60%; 75,001 to 87,500 miles or 21 months at 40%; and 87,501 to 100,000 miles or 24 months at 20%. An extended warranty is available at extra cost.

(B) DDA transmissions on school buses delivered from 9-1-85 to 8-31-87 are warranted for 3 years at 100% cost of parts and labor.

13.5.5. Batteries - 12 months or 12,000 miles, whichever first occurs. (For service contact the local dealer as specified in the battery warranty pamphlet.) Battery warranties are included with the chassis warranty.

13.5.6. Mid-Range Diesel Engines (47-83 passenger) - 5 years or 50,000 miles, whichever first occurs. (For service contact the chassis dealer.)

13.5.7. Tires - Tires and tubes are covered by the tire manufacturer's adjustment policies as specified in the manufacturer's pamphlet included with the vehicle delivery.

13.5.8. Wheelchair Lifts - All component parts are warranted for 12 months and are specifically defined in the manufacturer's pamphlet included with the vehicle delivery.

NOTE: WARRANTY REGISTRATIONS MUST BE COMPLETED AND MAILED TO INITIATE WARRANTY.

A. GENERAL INFORMATION, REQUIREMENTS, AND CONDITIONS

A.14. TERMS, INVOICING, AND PAYMENT

14.1. A warrant (check) will be issued within four to six days after the Accounting Office of the Commission has received the following:

14.1.1. Five copies of the vendor's invoice for all buses delivered at the same time to a school district on a single purchase order. This invoice must certify that the buses delivered meet or exceed the requirements and conditions of this specification. (See A.5.3.)

14.1.2. Certificate of Origin (not Certificate of Title) from the vendor made out in the name of the receiving school district.

14.1.3. Inspection Report from the School District indicating the buses were delivered.

14.1.4. Check for payment of the bus or buses from the school district.

NOTE: A warrant (check) will not be issued until all four of the above are received by the Accounting Office at the following address:

Accounting Office
State Purchasing and General Services Commission
P.O. Box 13047, Capitol Station
Austin, Texas 78711-3047
Telephone: 512 - 463-3399

14.2. Payments shall be made by the Commission from the School Bus Revolving Fund as reappropriated by H.B. 133, 55th Legislature, Regular Session, after the school's check has been received and deposited into this account.

A.15. TEMPORARY LICENSE TAGS AND EXEMPT LICENSE PLATES

15.1. Temporary (Red) License Tags shall be issued by the vendor for use with each new bus delivered. These tags are legal to use for a period of 20 days only.

15.2. Exempt license plates must be obtained from :

Texas Department of Highways
and Public Transportation (TDHPT)
Division of Motor Vehicles
40th and Jackson Avenue
Austin, Texas 78779-0001

ATTN: Special Plates Section

The following forms are required:

15.2.1. MSO (Manufacturer's Statement of Origin) or Title

15.2.2. Form 130, "Application for Title"

15.2.3. Form 62A, "Application for Exempt Plates"

B. ORDERING INFORMATION

B.1. GENERAL

- 1.1. Passenger capacity definition, as used in this specification, has reference to seat (width) space allotted for each pupil. Based on national height and weight percentile averages specified in Federal Highway Safety Standard No. 17, approximately 13 inches per pupil has been established for designating bus body passenger capacities.
- 1.2. The 13-inch figure must be considered when ordering school buses since passenger capacity may be reduced when junior high, high school or adult students are primary passengers.

B.2. SERVICE OR SHOP MANUALS

School districts desiring chassis service or shop manuals may obtain them, separately from school buses ordered, by corresponding directly with the following manufacturers:

(Allison Transmissions)
Stewart & Stevenson
P.O. Box 1637
Houston, Texas 77001

Chevrolet Motors Division
P.O. Box 40911
Houston, Texas 77040

Dodge Division
Chrysler Motor Corporation
P.O. Box 551
Dallas, Texas 75234

Ford Motor Company
Service Publications
7388 North End Station
Detroit, Michigan 48202

GMC Truck and Coach Division
P.O. Box 660123
Dallas, Texas 75266-0123

Navistar International Company
P.O. Box 655334
Dallas, Texas 75265

Bridges-Hemphill (Blue Bird)
1807 North Elm, Suite 120
Denton, Texas 76201

Longhorn Bus Sales (Thomas)
6921 Homestead Road
Houston, Texas 77028

B.3. ORDERING

- 3.1. When ordering school buses to this specification, the requisitioning agency must specify the following pertinent data:
 - 3.1.1. The quantity and the size of bus(s) or body or chassis desired;
 - 3.1.2. Options desired; (See B.5.)
 - 3.1.3. **Automatic or Manual Transmission** (35-71 passenger). (Vendor's choice otherwise.)
- 3.2. Complete school buses, school bus bodies, or school bus chassis shall be requisitioned using the Texas Education Agency School Bus Requisition Form furnished by TEA. Please refer to the facsimile requisition on page 14.

B.4. PREPARATION OF THE REQUISITION

- 4.1. All of the information requested in the upper portion of the requisition form should be completed by the ordering school with the exception of the space provided for the State Purchasing and General Services Commission Requisition Number. This space is for Commission use only.
- 4.2. Mail the original and one copy to the Transportation Section of the Education Agency.
- 4.3. More than one bus may be requisitioned on one form provided they are all the same size. "Chassis or Bodies only" should be on separate requisitions from complete school buses.
- 4.4. **Optional Equipment:** Please refer to the list of optional equipment in Paragraph B.5. Select the options desired by number and enter a brief description of the option(s) in the corresponding space provided on the requisition form. (See page 14.)
- 4.5. Should any optional equipment be desired that does not appear on the list of options, it should be entered on the requisition in the space entitled "Others". If additional space is required, please attach a school letterhead to the requisition listing the additional options. The second sheet should be dated and identified with your school requisition number.
- 4.6. The certification and approval on the lower portion of the requisition form must be completed before submitting to TEA.

B. ORDERING INFORMATION

B.5. OPTIONAL EQUIPMENT

The ordering agency or school shall list on the requisition a brief description opposite the item number for options required.

15 - 19 PASSENGER BUSES

Regular Option No.

Description

- (1) Air Conditioning, Standard Cooling (see pages 76-77).
 - (2) Air Conditioning, Extra Cooling (see pages 76-77).
 - NOTE:** Special Requirements - Options (1) and (2) require Option (3) and tinted windshield and windows (to approximately 70% light transmittance), and 5/8" nominal thickness plywood be installed over the steel floor.
 - (3) Alternator - 100 ampere minimum. (Required with Option 1 or 2 or 34.)
 - (7) Diesel engine (See TABLE, page 35).
 - (9) Fuel Tank (30-gallon minimum capacity).
 - (10) *Glazing Material, deep tint - Permits AS-3 grade window glass for passenger side windows. Reduces light transmittance to approximately 10%. Available in 15-19 passenger buses, including air conditioned buses. Recommended for transporting some impaired passengers.
 - (11) Heater, Auxiliary (See page 28).
 - (16) Knee Spacing - Maximum allowed by FMVSS No. 222 - will reduce seating capacity.
- | | | | |
|---------------------------|----|----|----|
| Passenger Capacity | 15 | 16 | 19 |
| Rows of Seats | 3 | 3 | 3 |
| Minimum Knee Space-inches | 27 | 27 | 28 |
- (17) School Name Lettering, both sides of bus (See page 44).
 - (20) Sound Abatement Insulation - shall reduce interior noise 4 dB(A), minimum.
 - (21) Stop Arm, left side of bus (See page 30).
 - (22) Strobe Light, roof mounted (See page 30).
 - (23) System, Security Locks - all doors, with ignition disconnect on emergency door.
 - (24) Tachograph - 0-80 mph, 12 volt, with 7-day 4-7/8 inch disc chart and electronic clock/speedometer/recorder. Shall be installed on dashboard. Tachograph shall be Argo Model 1310-6, or Veeder-Root Model AB-1407 or approved equal.
 - (26) Tinted Glass - 70% light transmittance in all windows with AS-2 (except AS-1 in windshield) grade laminated safety plate glass.
 - (31) Tool Compartment - A metal container of adequate strength and capacity (for storage of tire chains, tow chains, and such tools as may be necessary for minor emergency repairs while bus is enroute) shall be provided. Such storage container may be located either inside or outside passenger compartment but, if inside, it shall have cover (seat cushion prohibited for this purpose) capable of being securely latched and be fastened to bus floor at right rear or right front.
 - (32) Wheel, Spare without carrier (less tire and tube)
 - (34) Wheelchair Lift, Folding Platform Type - Floor mounted on curb side of bus (in front of or behind the rear wheelwell at manufacturer's option). (See page 73).
 - NOTE:** For option (34), the school district must specify number of wheelchair positions required on bus.
 - (37) Wheelchair Restraints, Webbed Belt Type - for unusual wheelchairs which cannot otherwise be restrained. Written approval of Specification Section required.

***NOTE:** Regular tinting (70% light transmittance) is permitted in all windows. Dark tinting (30% light transmittance) and, Deep tinting (10% light transmittance) is not permitted in the windshield or any window used for driving purposes. All safety glazing materials are required to be approved by the Department of Public Safety.

B. ORDERING INFORMATION

35 THROUGH 71 PASSENGER BUSES

Regular
Option No.

Description

- (3) Alternator - 100 ampere , minimum
- (4) Axle, Rear, Two-Speed.
- (5) Brakes, Hydraulic (For 59, 65, and 71 passenger buses only)
- (6) Chassis, Long Wheelbase (71 passenger bus only), requires long cowl, and minimum 274 inch wheelbase.
- (7) Diesel Engine (See page 64). On 35 through 71 passenger buses, this option (7) requires the installation of an audible (which also may be a visual) warning device that will activate within eight seconds to prevent damage to the engine when either the engine oil pressure is below the safe level, or when the engine heat is above the safe level, or both. (A manual engine shut-down is preferred.)
- (8) Differential, No-Spin.
- (11) Heater, Rear (See page 58 for size and installation).
- (12) Luggage Rack - Mounted on top of the bus (See page 58).
- (13) Moisture Ejectors, Automatic (59 through 71 passenger buses with air brakes only)
- (14) Mud Flaps, with Brackets - Mounted, (See page 59). **There shall be no advertisement on the mud flaps .**
- (15) Mud Flap Brackets only - Mounted (See page 59).
- (16) Knee Spacing - Maximum allowed by FMVSS No. 222 - will reduce seating capacity.

Passenger Capacity	35	47	53	59	65	71-S	71-L
Rows of Seats	5	7	8	9	10	11	11
Minimum Knee Space-inches	28	28	27.75	28	27.75	27.5	27.75
- (17) School Name Lettering, both sides of bus (See page 43).
- (18) Seat Belts for each passenger position (See page 60).
- (19) Slack Adjusters, Automatic - Two at front and two at rear ,with air brakes only.
- (20) Sound Abatement Insulation - shall reduce interior noise by 4 dB(A), minimum.
- (21) Stop Arm, left side of bus (See page 60).
- (22) Strobe Light, roof mounted (See page 60).
- (23) System, Security Locks - all doors, with ignition disconnect on emergency door.
- (24) Tachograph - 0-80 mph, 12 volt with 7-day, 4-7/8 inch disc chart and electronic clock/speedometer/recorder shall be installed on dashboard. Tachograph shall be Argo Model 1310-6 or Veeder-Root Model AB-1407 or approved equal.
- (25) Tachometer (to indicate engine RPM).
- (26) Tinted Glass - requires 70% light transmittance in all windows with AS-2 (except AS-1 in windshield) grade laminated safety plate glass.
- (27) Tires, Steel Belted Radial - Tube Type.
- (28) Tires, Bias Belted - Tubeless Type.
- (29) Tires, Bias Belted - Tube Type.
- (30) Tires, Mud and Snow Tread - Rear Wheels (See bus TABLES for required sizes).

B. ORDERING INFORMATION

- (31) Tool Compartment - A metal container of adequate strength and capacity (for storage of tire chains, tow chains and such tools as may be necessary for minor emergency repairs while bus is enroute) shall be provided. Such storage container may be located either inside or outside passenger compartment but, if inside, it shall have cover other than a seat cushion capable of being securely latched and be fastened to floor in right rear or right front of the bus.
 - (32) Wheel, Spare - without carrier (less tire and tube).
 - (33) Wheel, Spare - with Carrier (Less Tire and Tube) - Mounted (See page 63).
 - (35) Wheelchair Lift (Folding Platform Type) - Floor mounted on front curb side of bus. (See pages 73-75).
 - (36) Wheelchair Lift (Folding Platform Type) - Same as above except floor mounted on rear curb side of bus: Requires mounting of wheelchair position locks and seat belts in the rear of the bus in order to restrict the 30 inch minimum aisle requirement to the back portion of the bus. This will increase seating for regular passengers in the front where a 12 inch minimum aisle shall be constructed. This option is only recommended for buses which will have a regular attendant in addition to the driver.
- NOTE:** For options (35) and (36), the school district must specify number of wheelchair positions required on bus.
- (37) Wheelchair Retrains, Webbed Belt Type - for unusual wheelchairs which cannot otherwise be restrained. Written approval of Specification Section required.
 - (38) Wheels, Cast Spoke - (rear only).
 - (39) Wheels, Cast Spoke - (All wheels).

B. ORDERING INFORMATION

83 PASSENGER BUSES

Regular Option No.	Description
(8)	Differential, No-Spin.
(9)	Fuel Tank (Increased Capacity) - Minimum 90 gallons (See page 62).
(11)	Heater, Rear (See page 58 for size and installation).
(12)	Luggage Rack - Mounted on top of bus (See page 58).
(13)	Moisture Ejectors, Automatic (See page 63).
(14)	Mud Flaps, with Brackets - Mounted (See page 59). There shall be no advertisement on the mud flaps.
(15)	Mud Flap Brackets only - Mounted (See page 59).
(16)	Knee spacing - Maximum allowed by FMVSS No. 222. <u>Requires deleting some seats which will reduce seating capacity.</u> Rows of seats - 13, minimum knee space - 27 inches.
(17)	School Name Lettering, both sides of bus (See page 43).
(18)	Seat Belts for each passenger position (See page 60).
(19)	Slack Adjusters, Automatic - Two at front and two at rear wheels. (See page 63).
(20)	Sound Abatement Insulation - shall reduce interior noise by 4 dB(A), minimum.
(21)	Stop Arm, left side of bus (See page 60).
(22)	Strobe Light, roof mounted (See page 60).
(23)	System, Security Locks - All doors, with ignition disconnect on emergency door.
(24)	Tachograph - 0.80 mph, 12 volt, with 7-day 4-7/8 inch disc chart and electronic clock/speedometer/recorder shall be installed on dashboard. Tachograph shall be Argo Model 1310-6 or Veeder-Root Model AB-1407 or approved equal.
(26)	Tinted Glass - requires 70% light transmittance in all windows with AS-2 (except AS-1 in windshield) grade laminated safety plate glass.
(30)	Tires, Mud and Snow Tread - Rear Wheels (See TABLE 16 for sizes required.)
(31)	Tool Compartment - A metal container of adequate strength and capacity (for storage of tire chains, tow chains, and such tools as may be necessary for minor emergency repairs) shall be provided. Such storage container may be located either inside or outside passenger compartment but, if inside, it shall have a cover (seat cushion shall not serve this purpose) capable of being securely latched and be fastened to the floor in the right rear or right front of bus.
(33)	Wheel, Spare, with Carrier (less tire and tube) - Mounted (See page 63).

**TEXAS EDUCATION AGENCY
Transportation Division**

District Name _____

County District No. _____

Contact Person _____ Telephone _____

**School Bus
Purchase Requisition**

County Name _____

Mailing Address _____ City _____ State _____ Zip _____

School Requisition Number _____

Bus Delivery Address if Different From Above _____

Quantity _____ Size _____ -Passenger-School Bus Complete

TRANSMISSION: Automatic ☐ ; Manual ☐
Check one or the other for 35-71 passenger.

Discard all Previous Editions of this Form.
Use Only this Form to Order 1987 School Buses.

For Purchasing Commission Use Only

Reference No. _____

Bid Opening Date _____

State Requisition No. _____

Refer to options found in current Texas School Bus Specification to list yours on the corresponding lines below:

- | | |
|-----------|-----------|
| 1. _____ | 21. _____ |
| 2. _____ | 22. _____ |
| 3. _____ | 23. _____ |
| 4. _____ | 24. _____ |
| 5. _____ | 25. _____ |
| 6. _____ | 26. _____ |
| 7. _____ | 27. _____ |
| 8. _____ | 28. _____ |
| 9. _____ | 29. _____ |
| 10. _____ | 30. _____ |
| 11. _____ | 31. _____ |
| 12. _____ | 32. _____ |
| 13. _____ | 33. _____ |
| 14. _____ | 34. _____ |
| 15. _____ | 35. _____ |
| 16. _____ | 36. _____ |
| 17. _____ | 37. _____ |
| 18. _____ | 38. _____ |
| 19. _____ | 39. _____ |
| 20. _____ | 40. _____ |

This is to certify there will be sufficient unencumbered funds to pay for this equipment when invoiced.

Typed Name of District Superintendent _____ Date _____ Telephone _____
or County Superintendent

Signature _____

MAIL ORIGINAL AND ONE COPY TO:
Texas Education Agency
Transportation Division
1701 North Congress Avenue
Austin, Texas 78701

TEA Approval

ADM-04087

C. BODY SPECIFICATIONS - 15 - 19 PASSENGER

C.1. GENERAL REQUIREMENTS

1.1. BODY SIZES

- 1.1.1. Body Physical Requirements - The physical requirements for 15 - 19 passenger school bus bodies shall conform to the following TABLE: (Exception-See option No. 16 and Special Education Buses, Section A.1.6.)

TABLE NO. 1

Physical Requirements

(1) Minimum Size Number of Passengers	(2) Overall Body Width Inches Maximum	(3) Knee Spacings Inches Minimum	(4) Seat Width Left-Right Inches Minimum	(5) Center Aisle Width Inches Minimum	(6) Floor to Ceiling Height Inches Minimum
15	96	24	29 - 29	12	62
16	96	25	30* - 30	12	72
19	96	25	39 - 26*	12	62

NOTES: Column (3) - **Knee space** is defined as the horizontal distance from the front center of a seat back to the rear center of the seat back (or barrier) immediately ahead, measured at approximately 4 inches above the seat cushion.

Column (4) - ***Left rear seat** may be 26 inches wide .

Column (6) - **Floor-to-ceiling height** shall be measured (in the center of the body) between the No. 2 pillar and the last side body pillar ahead of the rear roof slope.

- 1.1.2. Texas school buses are required to have a minimum interior width of 70 inches at the shoulder level of a seated 90 percentile male passenger.

1.2. BUMPER, REAR

The rear bumper must be either the chassis manufacturer's standard bumper or it may be furnished by the body manufacturer. It shall be secured to rear chassis frame and it shall be designed so as to prevent hitching of rides by obtaining a toe-hold thereon. The bumper shall not be permanently attached to the bus body. The bumper fabricated by the bus body manufacturer shall be of pressed steel channel at least 3/16 inch thick by 5 inches high and shall wrap around the body on each side, extending forward for at least 12 inches on each side. It must be bolted to the chassis frame and braced with material of at least equal impact ratio as the material in the bumper.

1.3. CEILING

The ceiling shall be free of all projections likely to cause injury to passengers. (See Physical Requirements above for ceiling height requirements and Paragraph C.2.9. for other ceiling requirements.)

1.4. LAMPS, SIGNALS, AND WARNING DEVICES

Each bus shall be furnished with the lamps listed below: (See locations on pages 17-18.)

- 1.4.1. Alternately Flashing Signal Lamps - Each school bus shall be equipped with eight warning signal lamps, four red and four amber, working in an automatic non-sequential integrated system. The signal lamps shall conform to the design, installation, location and operating requirements in Paragraph S4.1.4. of FMVSS No. 108:

*S4.1.4. Each school bus shall be equipped with a system of....:

- ...(b) Four red signal lamps designed to conform to SAE Standard J887, 'School Bus Red Signal Lamps', July 1964, and four amber signal lamps designed to conform to that standard, except for their color, and except that their candlepower shall be at least 2-1/2 times that specified for red signal lamps. Both red and amber lamps shall be installed in accordance with SAE Standard J887, except that:

C. BODY SPECIFICATIONS - 15 - 19 PASSENGER

- (1) Each amber signal lamp shall be located near each red signal lamp, at the same level, but closer to the vertical centerline of the bus; and
- (11) The system shall be wired so that the amber signal lamps are activated only by manual or foot operation, and if activated, are automatically deactivated and the red signal lamps automatically activated when the bus entrance door is opened."

NOTE: The lamps shall be wired independently and not wired through the ignition switch. This will allow removal of the ignition keys without affecting operation of the alternately flashing eight warning signal lamps.

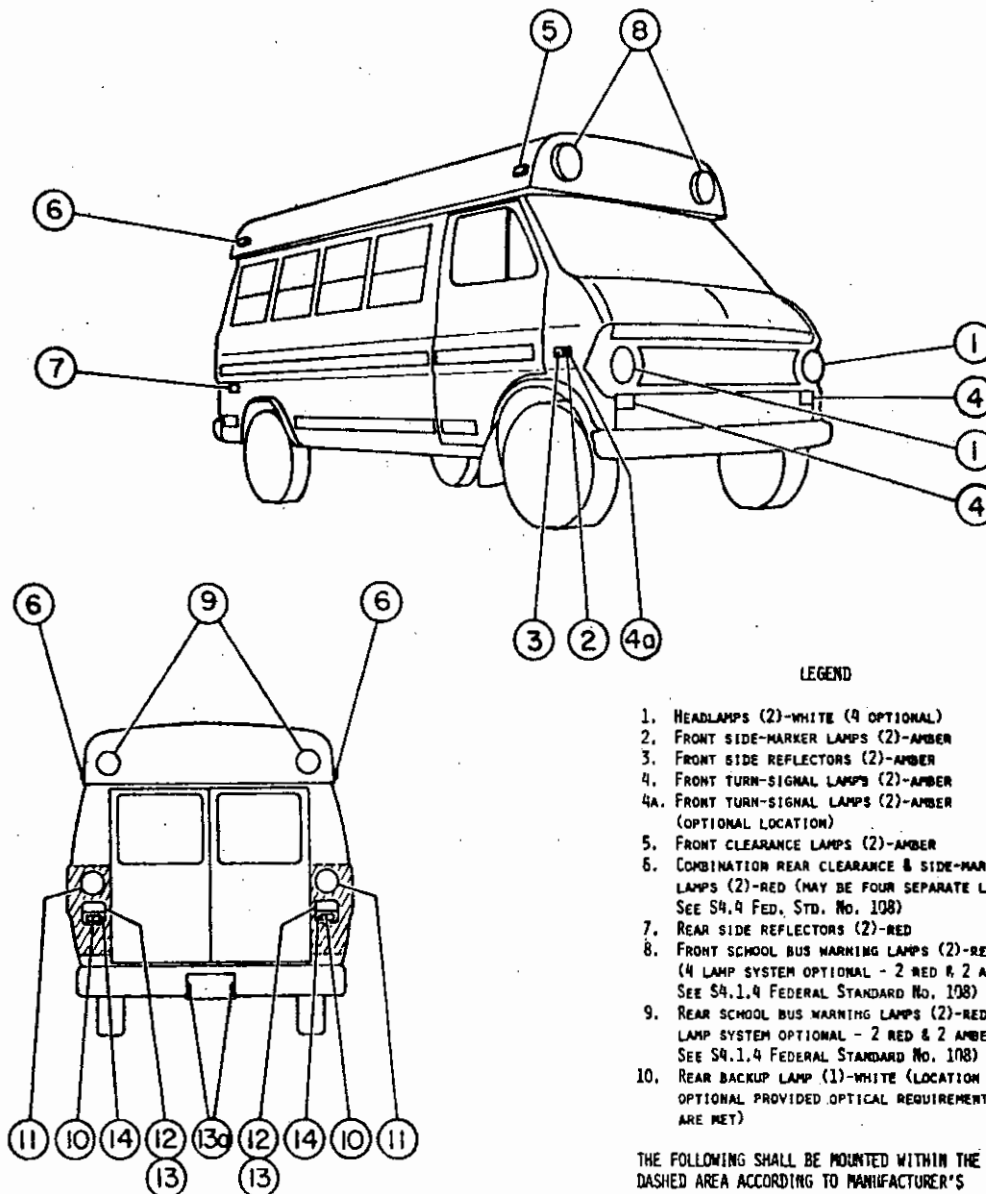
- 1.4.1.1. Each set of amber and red lamps shall have a black* 3-inch minimum band around the set and 3-inch band between the lamps in each set. If it is not possible to provide a 3-inch band between the lamps in the set, the manufacturer will then provide a band as wide as possible. Any visor or hood used to shade the lights and improve visibility shall not interfere with the intensity and photometric performance of the warning lights.

*Federal Standard No. 595a, Black Enamel, Color No. 17038.
- 1.4.1.2. If exterior panels are cut to provide an opening for installation of flush mounted signal lamps, the lamps must have a closed cell sponge flange gasket with a minimum thickness of 3/16 inch. The gasket shall be the full width of the flange on the lamp. Proper installation of the lamps shall be made in order to prevent seepage of moisture into the opening.
- 1.4.1.3. Complete instructions for the detailed operation of the warning signal lamp system shall be furnished with each school bus.
- 1.4.2. Backup Lamps - The color, requirement, and mounting of backup lamps shall be in accordance with FMVSS No. 108, **except two are required by Texas Specifications.**
- 1.4.3. Identification Lamps - Each bus, with an overall width of 80 or more inches, shall have identification lamps installed on the front and rear - three amber lamps in the front and three red lamps in the rear. The lamps shall be as close as practicable to the top and vertical centerline, with lamp centers spaced not less than six inches or more than twelve inches apart. Each lamp shall be the armored flush mounting type for protection of lens from damage during normal operation. Armored protectors shall in no way interfere with the intended purpose of the lamps. The armored type protectors shall be such as Grote Manufacturing Company, Madison, Indiana 47250, Model Numbers 45012 and 45013, or KD Lamp Company, 1910 Elm Street, Cincinnati, Ohio 45210, Model Nos. 38469-901 and 40268-301. Example of an approved equal: Peterson Model - PM122.
- 1.4.4. Interior Lamps - A minimum of two interior dome lamps shall be installed to properly and adequately illuminate the entire aisle and emergency passageway. The step-well shall be illuminated by a separate lamp with a metal bezel which will be activated by opening the service door.
- 1.4.5. License Plate Lamp - The color, requirements, and mounting of the license plate lamp shall be in accordance with FMVSS No. 108.
- 1.4.6. Operating Units and Flashers - The operating units and flashers for turn-signals and vehicular hazard warning signals shall meet the requirements of FMVSS No. 108.
- 1.4.7. Tail and Stop Lamps - The quantities, colors, requirements, and mounting of tail and stop lamps shall be in accordance with FMVSS No. 108.
- 1.4.8. Turn-Signal/Hazard Warning Lamps - The quantities, colors, requirements, and mountings of turn-signal/hazard warning lamps shall be in accordance with FMVSS No. 108.
- 1.4.9. Warning Devices - Each school bus shall be equipped with three triangular warning devices meeting the requirements of FMVSS No. 125. The devices shall be packed three per metal or heavy-duty plastic box, or they may be individually packed in metal or heavy-duty plastic boxes with the three boxes contained within a carrier. Warning devices shall be securely mounted either in the driver's compartment or under the rearmost row of seats. Triangular warning devices furnished must be approved by the Texas Department of Public Safety.

C. BODY SPECIFICATIONS - 15 - 19 PASSENGER

15 Passenger School Bus

FIGURE 1



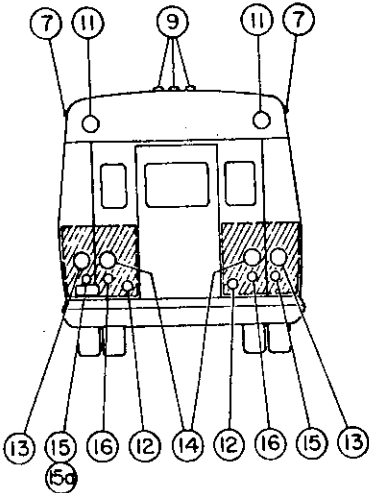
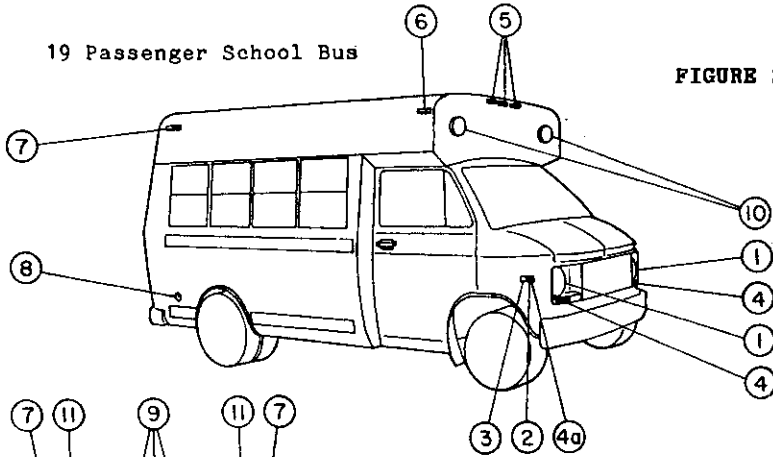
THE GENERAL AREAS INDICATED FOR LAMPS AND REFLECTORS ARE ACCEPTABLE TO THE U.S. DEPARTMENT OF TRANSPORTATION'S NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION AND THE BUREAU OF MOTOR CARRIER SAFETY. CONSULT FEDERAL MVSS NO. 108 AND THE APPLICABLE TABLES THEREIN FOR EXACT REQUIREMENTS, SUCH AS: MOUNTING HEIGHT LIMITATIONS, LAMP COMBINATIONS, AND ALTERNATE LOCATIONS.

				RECOMMENDED LAMP AND REFLECTOR LOCATIONS		
				FMVSS № 108		
				VEHICLE OF 80 OR LESS INCHES OVERALL WIDTH		
				TYPE A BUS		
				CONVERTED VAN TYPE CHASSIS		
CHG	DESCRIPTION	DATE	BY	SCALE: NONE DATE:	SBMI ENGINEERING COMMITTEE	A 108-1

C. BODY SPECIFICATIONS - 15 - 19 PASSENGER

19 Passenger School Bus

FIGURE 2



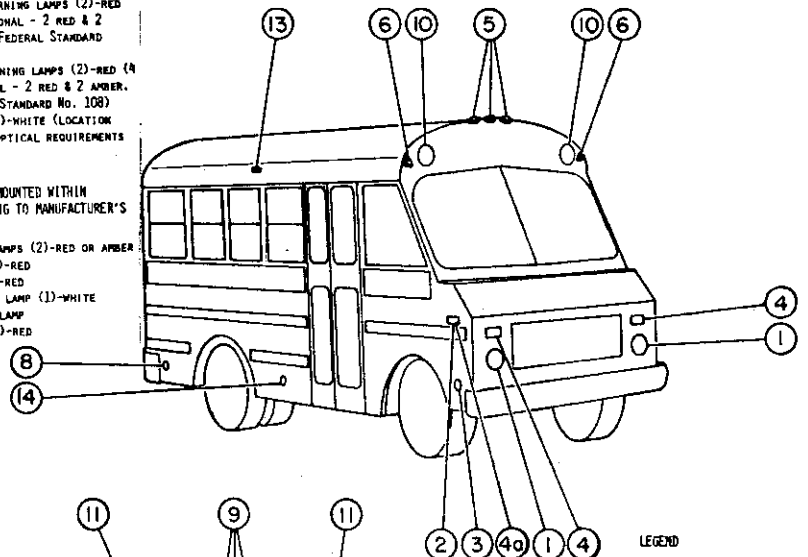
THE GENERAL AREAS INDICATED FOR LAMPS AND REFLECTORS ARE ACCEPTABLE TO THE U.S. DEPARTMENT OF TRANSPORTATION'S NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION AND THE BUREAU OF MOTOR CARRIER SAFETY. CONSULT FEDERAL MVSS NO. 108 AND THE APPLICABLE TABLES THEREIN FOR EXACT REQUIREMENTS, SUCH AS: MOUNTING HEIGHT LIMITATIONS, LAMP COMBINATIONS, AND ALTERNATE LOCATIONS.

LEGEND

1. HEADLAMPS (2)-WHITE (4 OPTIONAL)
2. FRONT SIDE-MARKER LAMPS (2)-AMBER
3. FRONT SIDE REFLECTORS (2)-AMBER
4. FRONT TURN-SIGNAL LAMPS (2)-AMBER
- 4A. FRONT TURN-SIGNAL LAMPS (2)-AMBER (OPTIONAL LOCATION)
5. FRONT IDENTIFICATION LAMPS (3)-AMBER
6. FRONT CLEARANCE LAMPS (2)-AMBER
7. COMBINATION REAR CLEARANCE & SIDE-MARKER LAMPS (2)-RED (MAY BE FOUR SEPARATE LAMPS - SEE S4.4 FED. STD. NO. 108)
8. REAR SIDE REFLECTORS (2)-RED
9. REAR IDENTIFICATION LAMPS (3)-RED
10. FRONT SCHOOL BUS WARNING LAMPS (2)-RED (4 LAMP SYSTEM OPTIONAL - 2 RED & 2 AMBER. SEE S4.1.4 FEDERAL STANDARD NO. 108)
11. REAR SCHOOL BUS WARNING LAMPS (2)-RED (4 LAMP SYSTEM OPTIONAL - 2 RED & 2 AMBER. SEE S4.1.4 FEDERAL STANDARD NO. 108)
12. REAR BACKUP LAMP (1)-WHITE (LOCATION OPTIONAL PROVIDED OPTICAL REQUIREMENTS ARE MET)

THE FOLLOWING SHALL BE MOUNTED WITHIN THE DASHED AREA ACCORDING TO MANUFACTURER'S DESIGN:

13. REAR TURN-SIGNAL LAMPS (2)-RED OR AMBER
14. REAR STOP LAMPS (2)-RED
15. REAR TAILLAMPS (2)-RED
- 15A. REAR LICENSE PLATE LAMP (1)-WHITE COMBINED WITH TAILLAMP
16. REAR REFLECTORS (2)-RED



LEGEND

1. HEADLAMPS (2)-WHITE (4-OPTIONAL)
2. FRONT SIDE-MARKER LAMPS (2)-AMBER
3. FRONT SIDE REFLECTORS (2)-AMBER
4. FRONT TURN-SIGNAL LAMPS (2)-AMBER
- 4A. FRONT TURN-SIGNAL LAMPS (2)-AMBER (OPT. LOCATION)
5. FRONT IDENTIFICATION LAMPS (3)-AMBER
6. COMBINATION FRONT CLEARANCE & SIDE-MARKER LAMPS (2)-AMBER (MAY BE FOUR SEPARATE LAMPS - SEE S4.4 FED. STANDARD NO. 108)
7. COMBINATION REAR CLEARANCE & SIDE-MARKER LAMPS (2)-RED (MAY BE FOUR SEPARATE LAMPS - SEE S4.4 FED. STD. NO. 108)
8. REAR SIDE REFLECTORS (2)-RED
9. REAR IDENTIFICATION LAMPS (3)-RED
10. FRONT SCHOOL BUS WARNING LAMPS (2)-RED (4 LAMP SYSTEM OPTIONAL - 2 RED & 2 AMBER. SEE S4.1.4 FED. STD. NO. 108)
11. REAR SCHOOL BUS WARNING LAMPS (2)-RED (4 LAMP SYSTEM OPTIONAL - 2 RED & 2 AMBER. SEE S4.1.4 FED. STD. NO. 108)
12. REAR BACKUP LAMP (1)-WHITE (LOCATION OPTIONAL PROVIDED OPTICAL REQUIREMENTS ARE MET)
13. INTERMEDIATE SIDE-MARKER LAMPS (2)-AMBER (IF VEHICLE IS 30' OR MORE OVERALL LENGTH)
14. INTERMEDIATE SIDE-REFLECTORS (2)-AMBER (IF VEHICLE IS 30' OR MORE OVERALL LENGTH)

THE FOLLOWING SHALL BE MOUNTED WITHIN THE DASHED AREA ACCORDING TO MANUFACTURER'S DESIGN:

15. REAR TURN-SIGNAL LAMPS (2)-RED OR AMBER
16. REAR STOP LAMPS (2)-RED
17. REAR TAILLAMPS (2)-RED
- 17A. REAR LICENSE PLATE LAMP (1)-WHITE COMBINED WITH TAILLAMP
18. REAR REFLECTORS (2)-RED

RECOMMENDED LAMP AND REFLECTOR LOCATIONS
FMVSS NR 108
VEHICLE OF 80 OR MORE INCHES OVERALL WIDTH
TYPE B BUS
P SERIES TYPE CHASSIS

SBMI 1/85

RECOMMENDED LAMP AND REFLECTOR LOCATIONS
FMVSS NR 108
VEHICLE OF 80 OR MORE INCHES OVERALL WIDTH
TYPE A BUS
CUT-AWAY VAN TYPE CHASSIS

SCALE: NONE	SBMI ENGINEERING COMMITTEE	A 108-2
DATE:		

C. BODY SPECIFICATIONS - 15 - 19 PASSENGER

1.5. WIRING

- 1.5.1. All wiring shall conform to the current standards of the SAE.
- 1.5.2. Wiring as arranged in the circuits to manufacturer specifications are acceptable; however, the addition of another circuit for the alternately flashing signal lamps shall be provided. Circuits shall be color and number coded.
- 1.5.3. Body installed accessories shall be wired from the battery through a low voltage solenoid cut-off switch operated by the ignition key except for the eight light warning system and hazard warning lights.

1.6. LICENSE PLATE HOLDER

A license plate holder shall be mounted on the rear of the bus body. The holder shall be so designed that the license plate will receive illumination from the clear lens on the underneath side of the tail light, or by a separate lamp.

1.7. OPENINGS

All openings in the floorboard or fire wall between chassis and passenger carrying compartment, such as for gearshift lever, steering column and auxiliary brake lever, shall be sealed. All openings between chassis and passenger carrying compartment made due to alterations by the body manufacturer must be sealed.

1.8. COLORS

- 1.8.1. Interior - The interior of the complete bus body shall be finished in the manufacturer's standard color.
- 1.8.2. Exterior - The exterior of the complete bus except for rub rails shall be finished in Color No. 13432, School Bus Yellow, of Federal Standard No. 595a. The hood may be coated with non-reflective School Bus Yellow paint.
- 1.8.3. Lettering - The school bus bodies shall have the words "SCHOOL BUS" painted in neat, clearly defined block letters on the front, rear, and on both sides of the bus body Color No. 17038, Black, of Federal Standard No. 595a. The letters shall be 8 inches high and shall have 1-inch wide strokes. The use of pressure sensitive tape or decals (except decals used for instructional purposes such as emergency door directions), are not acceptable for trim and/or lettering (i.e., emergency door, emergency exit signs). No logo, trademark, insignia or letters shall be placed on bumpers or mud flaps. A small metal or plastic plate designating body manufacturer's name may be attached to the bus body. A logo of reasonable size which has been approved by Specification Section may be placed on the exterior bus body.
- 1.8.4. School Name Lettering - When specified in the Invitation for Bids, the school district name shall be painted in black letters on both sides of the bus near the belt line. Lettering shall be 5 inches high minimum with minimum 5/8 inch block strokes of paint equal to that of the bus body. Maximum number of characters in one line of the name is limited to thirty (30).

The school district will provide with the requisition, a completed form indicating the name to be painted on the bus. Characters should be typed or printed plainly on this form to insure accurate spelling. (See page 44 and Option 17, page 10.)
- 1.8.5. Bumpers - Bumpers shall be finished in Color No. 17038, Black, of Federal Standard No. 595a.
- 1.8.6. Rub Rails - All rub rails except the pressed-in type window level rub rails, shall be painted Black (Color No. 17038). The pressed-in type rub rail shall be painted either Black (Color No. 17038) or School Bus Yellow (Color No. 13432) at the option of the manufacturer.
- 1.8.7. Wheels - Both sides of all wheels, including the spare, shall be finished in Color No. 17038, Black, of Federal Standard No. 595a.
- 1.8.8. Wheel Covers - Wheel covers may be bright metal.
- 1.8.9. Grilles - Grilles may be painted either the same color as the exterior of the bus body or they may be a bright finish (chrome or anodized aluminum).

1.9. UNDERCOATING

- 1.9.1. The requirement for the coating material in the section on Wheel Housing (C.2.4.), is to provide for insulation, sound deadening, protection from road minerals, and rust prevention, as applicable. The material shall be applied as specified in the section and as described below.
- 1.9.2. The entire underside of the bus body, including floor members, side panels below the floor level and all metal fenders or fenders with metal liners shall be coated with 1/8 inch thick material as specified below. The undercoating shall be applied in accordance with the undercoating manufacturer's instructions. Do not cover up or obliterate the truck identification plate. (See A.7.4.)
- 1.9.3. Insulating and undercoating materials shall be an asphalt base underbody coating conforming to Federal Specification TT-C-520B such as R-477-139 manufactured by Daubert Chemical Co., Chicago, Illinois 60638 or Lion Nokorode Emulsion 331 as manufactured by Lion Oil Company, El Dorado, Arkansas 71730, or an approved equal. An example of an approved equal is Tectyl MC121B, manufactured by Ashland Petroleum Company, Box 391, Ashland, Kentucky 41101, applied to a dry film thickness greater than 20 mils.

1.10. INSULATION

The ceilings and sidewalls shall be thermally insulated with a fire-resistant material approved by the Underwriters Laboratories Inc. to adequately reduce the noise level and to minimize vibrations. Air conditioned buses shall have the equivalent of 1 1/2 inches of fiberglass insulation in the ceilings and walls including the interior of hat shaped bows. Any insulation used shall have a minimum R factor value of 5.77.

C.2. CONSTRUCTION

2.1. GENERAL REQUIREMENTS

- 2.1.1. All components shall be of adequate design and shall be of sufficient strength and safety factor to support the entire weight of a complete bus when fully loaded, on its sides or top, without undue damage to the body structure. The body shall have sufficient frame members in the roof structure and corners to provide adequate safety and to resist damage on impact. Construction shall be such as to provide a reasonably dustproof and watertight unit.
- 2.1.2. All bolts and rivets used in the manufacture of the school bus body shall be high strength metal. All bolts shall be equipped with lock washers or other acceptable devices to prevent loosening under vibration. All bolts, nuts, and washers except U-bolts, their nuts and washers, shall be parkerized, cadmium-plated, or otherwise rustproofed.
- 2.1.3. Sheet metal screws or self-tapping bolts of any type shall not be used in the construction of bodies except:
 - 2.1.3.1. For alignment* of doors or in conjunction with rivets, welds or bolts for compliance with FMVSS No. 221, as applicable, or
 - 2.1.3.2. For electrical wire moldings and light fixtures, or
 - 2.1.3.3. Seat back construction (See Paragraph C.2.14), or
 - 2.1.3.4. For interior panels which must be removed to give accessibility to other interior or concealed components, or
 - 2.1.3.5. In certain cases, for attachment of exterior mirrors (See Paragraph C.3.5.).
 - 2.1.3.6. In the installation of rub rails or emergency door handles and latches where it is impossible to use rivets or bolts, nuts, and lock washers and then only when these fasteners are used in conjunction with the manufacturer's standard metal adhesive which is used to meet joint strength requirements.
 - 2.1.3.7. In window-frames when applied with the metal adhesive.
 - 2.1.3.8. In the installation of header pads over the doors.

*When self-tapping bolts are used to align doors, they shall be tack-welded at the head or applied with the metal adhesive and shall not exceed the number of rivets, or bolts, nuts, and washers installed in the door hinges.

C. BODY SPECIFICATIONS - 15 - 19 PASSENGER

- 2.1.4. A flexible, tenacious, high quality caulking compound or adhesive must be applied to the top of all rub rails, all unwelded metal joints, and to any place where moisture could enter through the exterior panels. This does not include the fresh air intake of the heater or the drain openings at the bottom of the rub rails. The compound shall be applied to the required areas in a neat and workmanlike manner without voids or skips.
- 2.1.5. The front body section of the school bus from the windshield forward shall be of the bus body manufacturer's or chassis manufacturer's standard design and shall contain, but not be limited to the following components:
 - 2.1.5.1. A sufficiently reinforced grille assembly.
 - 2.1.5.2. Headlamps and parking/turn-signal lamps as required by FMVSS No. 108.
 - 2.1.5.3. Hood cover with latching mechanism providing access to the forward part of the engine.
 - 2.1.5.4. Properly braced fenders with the total spread of the outer edges exceeding the total spread of the front tires when the front wheels are in the straight-ahead position.
- 2.1.6. The body shall be attached to the chassis frame by means of the manufacturer's standard clip unless the chassis is provided with the manufacturer's unitized metal floor. In addition, if other than chassis manufacturer's body is furnished, a minimum of two U-bolts shall also be used on each frame rail to attach the body to the chassis frame. The four U-bolts shall be fitted with lock washers and nuts and, after the nuts have been securely tightened, the threads of each U-bolt shall extend a minimum of 1/2 inch past the nuts. Anti-squeak material in continuous strips or rubber pads shall be permanently and firmly attached to the frame rails or cross members to insulate the chassis from the body. Minimum diameter of the U-bolt threads shall be .4375 inch.

2.2. BODY FRAME

- 2.2.1. There shall be one longitudinal side strainer (or impact rail) mounted at shoulder level (window sill level) and extending at least from the front post (excluding the front door entrance) to the rear corner reinforcement. This member shall be attached at each vertical structural member. Such strainer shall be a formed (not a flat) strip of metal.
- 2.2.2. There shall be one longitudinal side strainer installed in the area between the bottom of the window and the bottom of the seat frame extending from the front post to the rear corner reinforcement. This strainer may also be used as a means to fasten the angle used for the wall end seat support at the wheel housing. Such strainer is to be formed and attached to each vertical structural member by huck-bolting, welding, or thread-forming bolts which are tack-welded to prevent bolts from vibrating loose. A backup channel for the exterior rub rails is to be provided and fastened to each vertical structural member. In lieu of a separate backup channel, the seat level longitudinal strainer may serve as a backup channel for the seat level rub rail.
- 2.2.3. Two or more roof strainers (or longitudinal members) shall be provided to connect and space roof bows and to reinforce the flattest portion of the roof skin. They may be applied either externally or internally. They shall extend from the windshield header and are to function as continuous longitudinal members. At all points of contact between strainer or longitudinal members and other structural material, attachment shall be made by means of welding, riveting, or bolting. Completed roof shall meet requirements of FMVSS No. 220.
- 2.2.4. Rear corner framing of the bus body between the floor and the roof and between the emergency door posts and the body corner shall be applied horizontally or vertically, or in other combinations, to provide additional impact and penetration resistance equal to that provided by frame members in body side areas. Such structural members shall be securely attached at each end.

2.3. FLOOR

- 2.3.1. Plywood material shall be applied over the existing steel floor (if furnished with the chassis) and securely fastened thereto. The plywood shall be 5/8 inch nominal thickness A-C or B-B Exterior grade manufactured in conformance with U.S. Product Standard PS 1-83 for Construction and Industrial Plywood. This requirement applies to the areas under all seats including the driver's seat. Plywood may be cut out to fit around any permanently attached driver seats provided by chassis manufacturers.
- 2.3.2. If a steel floor is not furnished with the bus chassis, then the bus body manufacturer shall use his standard floor construction.

C. BODY SPECIFICATIONS - 15 - 19 PASSENGER

- 2.3.3. The floor in the underseat area (including wheelwells, the areas under driver's seat and wheelchairs) shall be covered with fire-resistant rubber floor covering or equivalent having minimum overall thickness of 0.125 inch.
- 2.3.4. Floor covering in aisle shall be of aisle type fire-resistant rubber or equal, and shall be nonskid, wear-resistant, and ribbed. Minimum overall thickness shall be 0.1875 inch measured from tops of ribs. Rubber aisle floor covering shall meet Federal Specification ZZ-M-71D. Seams shall be covered with the bus body manufacturer's standard aluminum trim and countersunk flat or oval screws.
- 2.3.5. Floor covering except that on the toe board must be permanently bonded to the floor with waterproof adhesive material. It must not crack when subjected to sudden temperature changes. All seams shall be sealed with waterproof sealer.

2.4. WHEEL HOUSING

The wheel housing shall be the manufacturer's standard design. The undersurface of the wheel housing shall be sprayed with 1/8 inch thick material conforming to that specified in the section on Undercoating (See Paragraph C.1.9.)

2.5. STEPS

The service entrance steps shall be designed so that the first step shall not be more than 14 inches off the ground when the bus is unloaded. Steps of adequate width and length shall be fabricated and installed outside or inside the body to meet this requirement. Provisions shall be made to prevent road splash from the wheel from accumulating on steps installed outside the body. The surface of all entrance steps shall have a nonskid material applied.

2.6. EXTERIOR PANELS

Steel exterior panels shall be attached to bow frames and strainers so as to act as an integral part of the structural frame. All exterior panels shall be installed by lapping and riveting, lapping and bolting, or by flanging and bolting and in such a manner as to form watertight joints. Joints shall meet requirements of FMVSS No. 221, as applicable. Front door farings and front and rear endcaps only may be fiberglass or heavy-duty plastic on small buses.

2.7. SKIRT REINFORCEMENTS (19 PASSENGER BUSES)

Side skirts shall be braced where required for rigidity and to prevent undue vibration.

2.8. RUB RAILS

- 2.8.1. Two separate one piece continuous rub rails shall be installed on each side of the bus body. One rail shall be located at or near the floor level and the other at or near the shoulder level. When the shoulder level rub rail is extended to the rear of the bus and joining is by lapping or fastening with a sleeve, the joint must be made at the rearmost body sidepost, or preferably, the second post from the rear.
- 2.8.2. Both right side rub rails shall extend from the rear of the service door to a point of curvature at the rear of the body.
- 2.8.3. Both left (driver's) side rub rails shall extend from a point near the outside front cowl to the curvature at the rear of the body and at the same levels as required in C.2.8.1. (See G.1.9.3). Rub rails are not required on the left (driver's) door if this door is furnished by the chassis manufacturer.
- 2.8.4. Rub rails shall be constructed of 16-gauge longitudinally corrugated or ribbed steel, adequately ventilated, and of 4 inches minimum finished width, and securely fastened to the body by bolts or rivets on top and bottom to each side post and riveted on top and bottom to the exterior paneling between the side posts (See exception in C.2.1.3.6.). Ends shall be: (1) smoothly closed, or (2) closed by a rounded end cap which shall be butt or flash welded to the rub rails or (3) closed with a rounded end cap insert with an approximate one inch sleeve inside the rub rail, riveted in position at the top and bottom of the rub rail flange and sealed the same as the top flange.
- 2.8.5. The top joint of the rub rail shall be sealed as specified in Section C.2.1.4.

C. BODY SPECIFICATIONS - 15 - 19 PASSENGER

2.9. INTERIOR PANELS

- 2.9.1. All interior panels shall be made of steel and shall be the bus body manufacturer's standard design except for 2.9.3. below. Front and rear panels shall be formed to present a smooth, pleasing appearance. Roof panels shall be continuous from header to header. If the ceiling is constructed so as to contain lapped joints, the forward panel shall be lapped by the rear panel and all exposed edges shall be beaded, hemmed, flanged, or otherwise treated to minimize sharp edges.
- 2.9.2. All interior panels shall be attached to the frame structure by bolts, rivets, or by any well-designed method utilizing self-locking panels, locking panel strips, or clips which will reduce vibration to the minimum.
- 2.9.3. Interior panels under passenger windows shall be clear coated galvanized embossed steel, ASTM code A446-76. Stepwell and riser panels shall be the same except embossing is not required. Galvalume is acceptable on both.

2.10. DOORS

2.10.1. Service Door

- 2.10.1.1. General - All 15 and 19 passenger buses shall be equipped with either a Style 1 or a Style 2 service or entrance door which shall be located on the right side near the front of the bus in direct view of the driver. These doors are described in the following paragraphs and shall have lower and upper glass panels or a system of mirrors to provide the driver a clear view of entering passengers as well as the passenger landing area. The glass panels shall be set in rubber and shall be at least 1/8 inch thick safety glass, ANSI Safety Code Z26.1, AS-2 or better grade. The glass panels or mirrors shall give the seated driver a view of at least the upper 7 1/2 inches of a 30 inch rod placed upright on the ground at any point along a line one foot outboard from the service door entrance, between the front and rear of the service door. A long stainless steel or chrome clad or stainless steel clad grab handle (hand rail) shall be installed in the left side doorway (See Paragraph C.2.13.).
- 2.10.1.2. Service Door, Style 1 - This service or entrance door shall be of one piece and shall have a minimum horizontal opening of approximately 28 inches and a minimum vertical opening of approximately 54 inches. The door shall be manually operated. The door control must be the hand lever type, driver-operated, and shall be designed to afford easy release and to prevent accidental opening.
- 2.10.1.3. Service Door, Style 2 - This service or entrance door shall be the two-piece or folding type and shall have a minimum horizontal opening of approximately 24 inches and a minimum vertical opening of approximately 68 inches. The door shall be operated from controls at or near the bus driver's seated position. The doors may be air actuated (pressure or vacuum), electrically actuated, or manually operated, and shall be designed to allow manual opening in case of an emergency. To prevent accidental opening while the bus is in motion, the door opening system shall require at least a 125 pound force applied to its center in order to manually open the door. Both vertical closing edges of the door shall be equipped with rubber or rubberized materials to protect passenger's fingers.
- 2.10.1.4. The inside top of the service or entrance door, head impact area, shall be protected by an energy absorbing padded header board of sufficient size (width, depth, and length) to prevent injury when accidentally impacted.

2.10.2. Side Doors

- 2.10.2.1. The cargo doors on the side of converted vans shall be removed and the area reinforced and covered with riveted-on exterior paneling.
- 2.10.2.2. At the option of the manufacturer, the doors need not be removed but shall be reinforced and made permanently inoperable by means other than the rub rails on the outside of the body.

2.10.3. Emergency Door - 15 passenger buses furnished to this specification shall be equipped with emergency doors meeting the requirements of either Style 1 (two door type) or Style 2 (single door type). We prefer a single emergency door when available from the chassis manufacturer. 16-19 passenger buses shall be furnished with Style 2 door only. **16-19 passenger buses with double rear emergency doors will not be accepted.** Either door style shall be furnished with upper glass panels, permanently closed, set in rubber or sealed against rubber. The glass shall be AS-2 grade or better as specified in ANSI Safety Code Z26.1.

2.10.3.1. Emergency Door Style 1 (two door type - for 15 passenger buses only).

2.10.3.1.1. Lettering: Both of the rear doors shall be for emergency exit use. This rear emergency door exit shall be marked "EMERGENCY DOOR" or "EMERGENCY EXIT", both on the outside and on the inside, with at least two inch high lettering painted on top of, or directly above the exit.

2.10.3.1.2. Latch: Both the key type and/or the inside push-pull type rear cargo door locks, as installed by the original vehicle manufacturer, shall be either completely removed or shall be made inoperable. If made inoperable, precautions shall be taken to assure that the lock mechanism(s) cannot, through vibration or other means, cause the emergency exit door to become locked either from the inside or the outside of the bus.

2.10.3.1.3. Fastening: The two-door emergency exit, located at the rear of the bus, shall be equipped with a fastening device on each door that will secure the door at the top and at the bottom. The fastening device on the first-opened door shall permit opening of the door from both the inside and the outside of the bus. The fastening device on the second-opened door shall permit opening of the door from the inside of the bus only. **Both fastening devices shall be designed to be quickly released but shall offer protection against accidental release.** A suitable instruction sign shall be located on the inside of the door near the fastening device on the first-opened door, to indicate its method of operation.

2.10.3.1.4. Switch: The emergency door shall be equipped with an electrical switch connected to an audible signal automatically operated and located in the driver's compartment which shall indicate the unlatching of this door. The switch shall be enclosed to prevent tampering and the wires leading from the switch shall be concealed in the body. No cut-off switch shall be installed in the circuit.

2.10.3.2. Emergency Door Style 2 (single door type):

2.10.3.2.1. Dimensions: The emergency door shall be located in the center rear of the body and shall have a minimum horizontal opening of 30 inches and a minimum vertical opening of 48 inches measured from the floor level.

2.10.3.2.2. Lettering: The emergency door shall be marked "EMERGENCY DOOR" or "EMERGENCY EXIT" on the inside and outside with at least 2 inch high lettering painted on top of or directly above the door.

2.10.3.2.3. Latch: The emergency door shall be equipped with a slidebar rack and pinion (cam) operated latch. The slidebar shall be approximately 1.25 inches wide and 0.375 inch thick and shall have a minimum stroke of 1.125 inches. The slidebar shall be spring loaded so as to retain the bar in the closed position and have a minimum of one inch of horizontal bearing surface beyond the edge of the door frame when the door lock is in a latched position.

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2.10.3.2.4. Fastening: The movement of the lock handle through its full arc of operation shall not be obstructed by, or extend into the area behind the rear seats at the emergency door. The handle, when in the closed position, shall meet requirements of FMVSS No. 217. The design of the lock handle shall allow quick release, but shall offer protection against accidental release. Control of the fastening devices from the driver's seat shall not be permitted. A pull handle shall be installed on the inside of the emergency door in order that the door can be closed securely for positive fastening. Provisions for opening from the outside shall consist of a handle (device) of such design as to prevent "hitching" but to permit opening when necessary. The outside handle, when in the closed position, shall extend vertically downward from its pivot center.

2.10.3.2.5. Hinges: The door may be hinged on the right or left side of the body, shall open outward and shall be designed to permit opening from both inside and outside of the bus. It shall be properly sealed against moisture and dust. No steps shall lead to the emergency door. No seat or other object shall be so placed in the body as to restrict the passage to the emergency door to less than 12 inches.

2.10.3.2.6. Switch: The emergency door latch shall be equipped with a heavy duty electric plunger-type switch connected to a warning buzzer located in driver's compartment. The switch shall be enclosed in an adequately protected case, and wires leading from switch shall be concealed in bus body. The switch shall be installed so that the buzzer will sound before the door handle is turned far enough to permit the door to open. The switch shall be Cole-Hersee's No. 9118, having an upset end (knob) on the plunger head.

2.10.3.3. The inside top of the emergency door, head impact area, shall be protected by an energy absorbing padded header board of sufficient size to prevent injury when accidentally impacted.

2.11. WINDSHIELD AND WINDOWS

2.11.1. The windshield shall be a minimum of 0.21875 inch thick safety plate and shall be heat absorbent, laminated AS-1 safety glass to meet ANSI Standard Z26.1 as amended. The windshield shall have a horizontal gradient band (tinted) starting slightly above line of driver's vision and gradually decreasing in light transmittance by 20 percent or less at top of windshield or the entire windshield shall be tinted to meet the requirements of FMVSS No. 205. The windshield shall be slanted back at the top not less than 2 inches. The maximum width of the windshield center post shall not exceed 2.5 inches.

2.11.2. There shall be one vertical opening side window for each passenger seat. These windows shall open from the top only and shall operate freely. All side windows except the driver's and the service door window, shall be the split sash type with positive latch. Side windows that can be latched in an uneven position are not acceptable. They shall be furnished with a latching mechanism which will allow each window to be latched in a position not more than six inches from the top.

2.11.3. The passenger side windows shall provide an unobstructed opening 22 inches wide and between 9 and 10 inches high.

2.11.4. The glass in all side windows shall be AS-2 grade or better, as specified in ANSI Safety Code Z26.1. Window glass shall be installed with rubber channel gasket material or approved equivalent material. All exposed edges of glass shall be banded. Tinted AS-3 grade glass is acceptable as an option for passenger side windows with deep tinted glazing. (See Option No. 10, page 10.)

2.12. VENTILATION

The body shall be equipped with a suitable, controlled ventilation system of sufficient capacity to maintain a satisfactory ratio of outside to inside air under operating conditions without opening windows except in warm weather.

2.13. BARRIERS AND PANELS

Barriers or a system of padded guard rails, stanchions, and modesty panels or a combination padded stanchion-guard rail with padded modesty panel shall be installed in front of each front passenger seat. The barrier or the modesty panel on the right front shall have a hand rail installed on its front side to assist passengers entering or exiting the bus. The requirements of these barriers and modesty panels are as follows:

- 2.13.1. Buses with GVWR of 10,000 pounds or less shall have either a restraining barrier similar to that required by FMVSS No. 222 or a padded stanchion, a padded guard rail, and a padded modesty panel or a combination padded stanchion-guard rail with padded modesty panel.
 - 2.13.1.1. Stanchion(s) or combination stanchions and guard rails shall be installed at the rear of the entrance step-well and at the right rear of the driver's seat. The placement of stanchions shall neither restrict the entrance passageway at any level to less than 24 inches nor aisle width to less than 12 inches.
 - 2.13.1.2. One guard rail or combination guard rail-stanchion shall be installed from the step-well stanchion to the right-hand wall and a similar guard rail or combination guard rail stanchion shall be installed from the driver's side stanchion to the left-hand wall. These guard rails shall be positioned approximately 28 inches above the floor. The right-hand guard rail shall not restrict the entrance passageway to less than 24 inches at any level. The left-hand guard rail (behind the driver's seat) shall not restrict rearward travel of the driver's seat.
 - 2.13.1.3. All stanchions and guard rails or combination stanchions and guard rails shall be of steel or equivalent strength tubing having a minimum outside diameter of 1 inch. These stanchions and guard rails shall be padded.
 - 2.13.1.4. A padded modesty panel shall be installed beneath each of the two guard rails and shall extend down from each guard rail to within one inch or less of the bus floor and from approximately one inch of the outside wall to within approximately one inch of the stanchion or vertical portion of the guard rail-stanchion. If the right-hand modesty panel extends over or into the entrance step-well opening, it must be flanged at the floor line so as to close any opening between this panel and the floor. These modesty panels shall be securely attached to the guard rails and other supports in a manner so that rattles and loosening will not occur. The right-hand modesty panel shall not restrict the entrance passageway to less than 24 inches. The left-hand modesty panel shall neither interfere with the rearward travel of the driver's seat nor with the placement of required safety and operating equipment. Knee space between these modesty panels and the front of each front passenger seat shall be at least 24 inches for 15 passenger and 25 inches for 16-19 passenger buses when measured from the modesty panel to front of seat back at the center of the seat approximately 4 inches above the seat cushion. The modesty panels shall be padded on both sides.
- 2.13.2. Buses with GVWR of more than 10,000 pounds shall have restraining barriers installed in front of each front passenger seat in accordance with the requirements of FMVSS No. 222.

2.14. SEATS

- 2.14.1. The bus passenger seats shall conform to the following requirements and shall meet requirements of FMVSS No. 222.
- 2.14.2. The seat frames shall be constructed of steel. Type, size, and gauge shall be as required to meet FMVSS No. 222, seat load deflection requirements.
- 2.14.3. Seat frames shall be two, four or six pedestal type and each leg shall be mounted with at least 2 bolts, flat washers, lock washers, and nuts, or approved equal. Where it is impossible to use bolts and nuts at certain floor points due to main cross members or floor sill interference, thread forming or cutting bolts and lock washers may be used.
- 2.14.4. Knee spacing for the 15 passenger bus shall be as normally furnished for seating capacity but in no case less than 24 inches. Seat spacing for the 16 or 19 passenger bus shall be in no case less than 25 inches. (See also TABLE NO.1 and Option No. 16). Knee space is defined as the distance from the front of the seat back center to the seat back (or barrier) immediately ahead, measured in a horizontal plane approximately 4 inches above the center of the seat cushion.

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- 2.14.5. The minimum aisle width between rows of seats shall be 12 inches (See Section G.2.3.3, Wheelchair Lift Buses, for aisle width requirements).
- 2.14.6. The entire seat frame, except that section of the back frame which is padded and upholstered, shall be thoroughly cleaned, primed and painted. The paint shall have adhesive qualities which will not permit the removal of the paint by means of the thumbnail-scratch method without first chipping a starting place.
- 2.14.7. All seat cushion units 30 inches wide or less shall be designed to adequately support two passengers of 125 pounds each. All seat cushions over 30 inches wide shall be designed to adequately support three passengers of 125 pounds each. Seat cushion shall consist of - base, foam cushion and upholstery below:
 - 2.14.7.1. **Base** - The base shall be 1/2 inch nominal thickness interior grade C-D plywood with exterior grade glue, identification index 32/16, manufactured in conformance with U.S. Product Standard PS 1-83 for Construction and Industrial Plywood, and identified as to veneer grade and glue bond type by the trademarks of an approved testing agency or made of "Donnite" material, manufactured by the Donnite Corporation, Flora & Harrison, Plymouth, Indiana 46563, of equal or better strength and thickness. **Plywood with blue stain in sapwood is not acceptable.**
 - 2.14.7.2. **Foam Cushion** - A full dimension urethane foam material shall be used for the seat cushion material. The material used shall be the bus body manufacturer's standard.
 - 2.14.7.3. **Upholstery** - The seat cushion unit shall be covered on top and four sides with a vinyl resin coated upholstering material. There shall be welting on exposed corner seams of the seat back and cushion. These materials shall have a regular fire-resistant treatment and shall be artificial leather equal to coated fabrics as follows:

TABLE NO. 2

Manufacturer	Fabric	oz./yd. ²	oz./lin.yd.	Backing
Naugahyde	1037R	28.0	42.0	1.06 broken twill
Athol	1042FR	28.0	42.0	polyester cotton knit
Masland-Dura	6042 MXP-076	25.5	38.0	polyester cotton twill
*General Tire	2.73	24.0	38.0	polyester drill
*Uniroyal	E 7097-1	25.5	38.0	polyester knit
*Athol	536FR	25.5	38.0	polyester twill

*Approved equal

The upholstery material shall be securely sewn with a thread meeting the requirements of Federal Specification V-T-295d. The thread in the needle and the thread in the looper (bobbin) of double thread machines shall be size F, Type II (Twisted Bonded Multiple Cord), and size E, Type I (Twisted Soft Multiple Cord), respectively. The thread used in the needle and through the looper shall be Size F (Monofilament), Type III, for single thread machines.

- 2.14.8. The seat backs shall slope backward to provide a comfortable seating angle. **Seat backs that are set in a vertical plane or tilt forward are not acceptable.**
- 2.14.9. The base of the driver's seat shall be of the adjustable pedestal type or the platform type giving approximately 4 inches "Fore and Aft". The back of the driver's seat shall be heavily padded and formfitted. The driver's seat, when installed by the body manufacturer, shall be mounted with bolts, flat washers, lock washers, and nuts except where it is impossible to use bolts and nuts at certain floor points due to main cross members or floor sill interference, thread forming or cutting bolts and lock washers may be used.
- 2.14.10. A seat belt assembly conforming with FMVSS No. 209 shall be provided for the driver. The belt assembly shall be equipped with a reel-type locking retractor incorporated in the assembly. The location of the seat belt anchorage shall conform to SAE Standard J383 with the driver's seat adjusted to its rearmost position. A Type 2 Seat Belt with a standard shoulder harness, when provided, does not require a retractor at the stationary fastening bracket but this mounting bracket must be within easy reach of the seated driver.
- 2.14.11. **Seat belts shall be provided for each 15 - 19 passenger seating position.**

C.3. ACCESSORIES - REQUIRED AND OPTIONAL

3.1. BACK UP ALARM

An automatic audible back up warning alarm meeting the requirements of type C, 97 dB (A), SAE J994b (except for 12 volt system) shall be installed behind the rear xle .

3.2. DEFROSTERS

Defrosting equipment shall keep the windshield, the window to the left of the driver, and glass in the service door clear of fog, frost, and snow, using heat from the heater and circulation from fans. All defrosting equipment shall meet the requirements of FMVSS No. 103. Any circulating fan used in defogging and installed on the curb side of the bus front shall be mounted on the windshield header so as to protect the fingers, hair, and clothing of entering and departing passengers.

3.3. FIRE EXTINGUISHERS

3.3.1. Each bus shall be equipped with at least one refillable stored pressure Multi-purpose Dry Chemical type , or approved equal fire extinguisher of 5 pounds minimum capacity, mounted in extinguisher manufacturer's automotive type bracket, and located in driver's compartment in full view of and readily accessible to driver. Fire extinguisher shall bear Underwriters Laboratory Listing Mark of no less than 2A10-B:C rating.

3.3.2. Extinguishers shall be furnished with a hose, pressure gauge and metal head.

Approved Equal: American Safety Products (ASP) Model 13000, 2A 40-B:C Rating. (For those who prefer the type, this fire extinguisher is available with a 13 pound charge of combined halon gas. It is not permissible to transport these units after refilling, therefore the manufacturer offers a five year warranty and replacement of discharged units with a new unit at half price.)

3.4. FIRST AID KIT

Buses shall have a removable metal first aid kit container mounted in an accessible place within driver's compartment. The compartment shall be marked to indicate location of the kit. Number of units and contents for each kit shall be as follows:

- 2 - 1 in. x 2 1/2 yds. adhesive tape rolls
- 24 - sterile gauze pads 3 in. x 3 in.
- 100 - 3/4 in. x 3 in. adhesive bandages
- 12 - 2 in. bandage compress
- 12 - 3 in. bandage compress
- 2 - 2 in. x 6 yds. sterile gauze roller bandages
- 2 - nonsterile triangular bandage approx. 40 in.x 36 in.x 54 in., 2 safety pins
- 3 - sterile gauze pads 36 in. x 36 in.
- 3 - sterile eye pads
- 1 - rounded end scissors

3.5. HEATER

3.5.1. Each bus shall be equipped with a factory installed fresh air type heater regularly offered as standard vehicle manufacturer's accessory for this type of vehicle. Controls shall be mounted on the dash.

3.5.2. When so specified in the Invitation for Bids, an auxiliary hot water type heater shall be furnished and installed in the passenger compartment of the bus (Option 11, page 10). Heated conduits inside the bus shall be insulated or shielded to prevent injury to the driver or passengers.

3.5.3. Accessible air bleeder valves shall be installed in the return lines of any body manufacturer furnished heaters.

3.5.4. Heater motors, cores and fans shall be readily accessible for service. Access panels (removeable without removing driver's seat) shall be provided as required for maintenance.

3.6. MIRRORS

Mounting of exterior mirrors to the bus body shall be by means of bolts, nuts, and lock washers, where possible; otherwise No. 10 hexagon head sheet metal bolts with star lock washers or No. 10 hexagon head sheet metal screws with serrated surface shall be used. Exterior mirrors shall conform to the requirements of FMVSS No. 111.

Brackets and assemblies of all exterior rearview and crossover mirrors shall be cleaned and prepared for painting in accordance with Federal Specification TT-C-490B, Type I or II. The metal backs of stainless steel, aluminum, and chrome plated exterior and crossover mirrors, if painted, and the backs of all other metal-backed exterior and crossover mirrors shall be finished in Color No. 37038, Lusterless Black of Federal Standard No. 595a.

- 3.6.1. Crossover - An exterior wide angle (crossview) mirror (minimum 40 square inches of surface area) shall be installed on the left front of the bus and shall comply with the requirements of Section IV B.1.e of Federal Safety Standard No. 17, or as amended. This mirror shall have a tripod bracket assembly.

A minimum 40 square inch convex mirror shall be installed on the right front of each bus to provide localized vision.

- 3.6.2. Exterior Rearview Mirrors - shall be adjustable to allow any driver to have visibility beyond the rear wheels at ground level.

3.6.2.1. 15 Passenger Bus (Below Eye-Level Mirrors)

Mirror: Two metal-backed exterior clear-vision below eye-level rearview mirrors with unit magnification and not less than fifty square inches of reflective surface shall be mounted outside, one to the left and one to the right of the driver. The right side rearview mirror shall be the split view (dual view) type made up of a minimum 50 square inches flat mirror and a convex mirror. The convex mirror shall have approximate minimum of 19 square inches reflective surface.
Bracket: Each mirror shall be mounted on a tripod type mounting bracket, such as K-D Lamp Company, Model 112-7308, or approved equal. General Motors bracket number D-44 is approved as equal.

3.6.2.2. 19 Passenger Bus

Mirror: Two metal-backed exterior clear-vision rearview mirrors not less than 6 inches wide by 16 inches long shall be mounted outside, one to the left and one to the right of the driver. The right side rearview mirror shall be the split view (dual view) type, such as the Grote Model 16041, or the Duplex "T" No. T-616 as manufactured by Elmsford Diecasting Company, 4 Vernon Lane, Elmsford, New York 10523; or a split view mirror with a prefocused convex (blind spot) mirror such as Sure-View Model 7002, manufactured by Sure-View, Inc., 1337 North Meridian Street, Wichita, Kansas 67203, or approved equal.

Bracket: Each exterior mirror shall be mounted in the brackets and assemblies shown on Texas State Purchasing and General Services Commission Drawings Numbered 40-35(1), 040-35(2), 040-35(3), 040-35(4), 040-35(5), 040-35(6) and 040-35(7), dated November 15, 1968. The brackets shall be mounted on the left front and right front of the bus body and cowl. The parts, as shown on Drawings Numbered 040-35(2) and 040-35(3), must be formed to fit the individual configuration of each manufacturer's body and cowl design. Long dimensions of Texas mirror brackets may be adjusted as required to fit the configurations of buses. General Motors bracket number D-44 is approved as equal.

NOTE: Care must be exercised to guard against reducing exterior mirror sizes below minimums. The required field of view shall not be impaired.

EXCEPTION: Where the body of the 16 or 19 passenger bus extends laterally beyond the bus cab, these fifty square inch minimum flat mirrors and nineteen square inch minimum convex mirrors in dual view fabrication shall be mounted on both sides of the bus.

At the option of the manufacturer, these below eye-level mirrors which are required on 15 passenger buses may also be used on 19 passenger buses whose bodies do not extend laterally beyond the cab.

- 3.6.3 Interior Rearview - A clear-vision interior rearview mirror, conforming to FMVSS No. 111, with at least 6" x 16" size clear vision area, affording a good view of the road to the rear as well as of the passengers, shall be furnished and installed. The mirror shall be made of safety glass and have rounded corners and protected edges.

3.7. REVOLVING STROBE LIGHT

When specified on Invitation for Bids, an optional white flashing strobe light shall be permanently installed near the centerline on the school bus roof, not to exceed 33% of body length forward from the rear of the roof edge, and shall not extend above the roof more than approximately 6.5 inches.

The lamp shall have a single clear lens emitting revolving light 360 degrees around a vertical axis. The light source shall be a minimum of 50 candlepower and flash 60-120 times per minute. The base of the lamp shall be metal or approved equal and installed by a method which seals out dust and moisture.

A manual switch is required and a pilot light shall be included to indicate when light is in operation. Wiring shall be installed inside the bus walls.

3.8. SCHOOL BUS STOP ARM

When specified on Invitation for Bids, an optional School Bus Stop Arm meeting the requirements and Appendix for Society of Automotive Engineers Recommended Practice No. J1133a, November, 1977 shall be installed near the front cowl section, left side of a school bus.

The sign shall be octagon shaped, constructed of zinc coated steel or aluminum and painted with a polyurethane finish. The arm mechanism may be activated by air pressure, electricity or vacuum.

Colors shall be a white border (minimum 1/2") and the word STOP in white letters at least 6" high against a red background on both sides. The school may specify a reflectorized surface if desired.

Double faced red, alternately flashing lamps, one each at the top and bottom (visible from each side) of the structure shall be connected to, and flash with the regular required school bus red flashing signal lamp circuit when the arm is extended.

3.9. SEAT BELTS

Seat belts conforming to FMVSS Nos. 209 and 210 shall be provided for each passenger position on 15 - 19 passenger buses and shall meet the following requirements:

3.9.1. Seat belts shall have a buckle end and an attaching end which are adjustable to fit passenger sizes as required by FMVSS 208 and 209. The belt assemblies shall be alternately coded with only two contrasting colors. All aisle seating positions shall have belts with the same color. All wall seating positions on two passenger seats shall have seat belts with a color contrasting with the aisle belts. On any three position seats, the center belts shall be of the contrasting color and the aisle and window belts shall be the same color.

3.9.2. Long and short ends shall be mounted alternately with the short end on the aisle. Buckles shall be of the plastic covered push button design.

3.9.3. If possible, the design shall prevent fastening the belts across the aisle.

3.10. SUN VISOR

An adjustable sun visor with a minimum size of 5 inches by 16 inches shall be installed above the interior windshield on the driver's side. The sun visor shall not interfere with the driver's full view of the rearview mirrors. A right sun visor is manufacturer's option.

3.11. WINDSHIELD WIPERS AND WASHERS

3.11.1. Each bus shall be equipped with two windshield wipers, and shall be 2-speed or variable speed electric motor-driven.

3.11.2. A vacuum or electric-operated windshield washer shall be furnished and installed. The washer shall have a minimum reservoir capacity of one quart of water and shall direct a stream of water into the path of travel of each windshield wiper blade each time the actuating button is operated.

D.1. GENERAL

1.1. GENERAL REQUIREMENTS

The requirements for gross vehicle weight ratings, gross axle weight ratings (front and rear) and tire sizes and load ranges, as specified in TABLE NOS. 3-5, page 35, for each size chassis are minimum requirements. (See D.4.) The requirements are for a school bus with standard equipment. The added weights of optional equipment, such as air conditioning, luggage racks, lifts for the physically impaired or other heavy accessories were not considered in establishing the capacity ratings to be certified for the chassis. If additional optional equipment is ordered which necessitates increased capacity ratings of either axles, springs or tires, it is the responsibility of the vendor to furnish them so that proper certification can be made on the vehicle.

1.2. COLOR

The chassis, including bumpers and wheels, shall be painted Black*; cowl, fenders, and hood shall be painted School Bus Yellow**.

*Federal Standard No. 595a, Color 17038.

**Federal Standard No. 595a, Color 13432. Hood may be coated with lusterless Yellow.

D.2. CHASSIS FRAME AND RELATED COMPONENTS

2.1. CHASSIS FRAME SIDE MEMBERS

Each frame side member shall be of one-piece construction. If the frame side members are extended, such extension shall be designed, furnished, and guaranteed by the installing manufacturer. The installation shall be made by either the chassis or body manufacturer. Extensions of frame lengths are permissible only when such alterations are welded on behind the hanger of the rear spring. This specification does not permit wheelbase extensions. Any welding, heating (for frame straightening or repairs) and the drilling of holes in chassis frame members shall be in accordance with chassis manufacturer's recommendations.

2.2. BUMPERS, FRONT AND REAR

Front and rear bumpers shall be chassis manufacturer's standard (except, see below) and shall be painted Black, Color No. 17038 of Federal Standard No. 595a.

NOTE: If rear bumper is furnished by body manufacturer, bumper shall be of the size and type and attached to frame as described in Paragraph C.1.2.

2.3. FUEL TANK

2.3.1. The fuel tank shall have a minimum capacity of 21 gallons. The tank shall be mounted, filled and vented entirely outside the body. (See Section D.4.4.1.)

2.3.2. When so specified in the Invitation for Bids, the bus shall be furnished with a fuel tank having a minimum capacity of 30 gallons, as furnished and installed by the chassis manufacturer. (See Option 9, page 10.)

2.3.3. Fuel tanks (including any auxiliary tanks installed) shall meet FMVSS No. 301-75 as applicable to school buses as well as current Design Objectives of the SBMI.

2.4. STEERING, POWER

The bus shall be furnished with manufacturer's standard power steering, which will provide safe and accurate performance at maximum load and speed.

D.3. AXLES, SUSPENSION AND RELATED COMPONENTS

3.1. AXLES

Axle capacities and gross axle weight ratings shall be as specified in TABLE NOS. 3-5 for each make of vehicle. However, note that a larger capacity may be required by additional components. (See Paragraphs A.4.4. and G.1.8.2.).

3.2. BRAKES

3.2.1. Service brakes shall be manufacturer's standard front power disc brakes and rear disc or drum brakes that meet FMVSS No. 105-83 as applicable to school buses.

3.2.2. Hydraulic assist-boosters shall audibly and visually warn of fluid or power loss.

3.3. SHOCK ABSORBERS

Two front and two rear heavy-duty, double-acting shock absorbers shall be installed.

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3.4. SPRINGS

The ground ratings for the front and rear springs shall be as specified in TABLE NOS. 3 - 5 for each make of vehicle. (See Paragraphs A.4.4. and G.1.8.2.).

3.5. TIRES AND WHEELS

3.5.1. Sizes of tires to be furnished shall be as specified in TABLE NOS. 3 - 5 for each make of vehicle. All tires shall be new and the tread style furnished shall be the tire manufacturer's standard design unless otherwise specified in the Invitation for Bids. All tires shall be of the quality known as "Original Equipment Line".

3.5.2. When so specified in the Invitation for Bids, the bus shall have a spare wheel. (See Option 32, page 10.)

NOTE: Carrier for spare wheel will not be provided under this option.

3.6. HUBODOMETERS

3.6.1. Each chassis shall be equipped with one hubodometer, such as Accu-Trak, Standard Car Truck Park Ridge, IL 60068, Engler Instruments, 250 Culver Ave., Jersey City, NJ 07305, or Veeder-Root, Hartford, CT 06102. Hubodometers shall be calibrated in miles and installed by the manufacturer with standard mounting bracket (preferably on the right) at the rear axle drive wheel.

D.4. ENGINE AND RELATED COMPONENTS

4.1. **ENGINE** - Approved engines listed in each table for the various size buses are the engines for which the Vendor has requested approval and are usually the smallest engine in terms of performance that will meet the requirements listed below. Other approved engines which the Vendor may provide with a given chassis will be listed in an Approved Product List (APL). The APL will be updated as new engines or additional versions of current engines are approved. PLEASE NOTE THAT ONLY THOSE ENGINES APPROVED AS SPECIFIED BELOW AND LISTED EITHER IN THE TEXAS SCHOOL BUS SPECIFICATION OR IN THE CLASS 070-B-87 APL WILL BE ACCEPTABLE FOR SCHOOL BUSES.

4.1.1. Engines for the 15 - 19 passenger buses shall be the gasoline type unless otherwise specified in the Invitation for Bids. Approved engines are listed in Table Nos. 3 through 5 and the Class 070-B-87 APL.

4.1.2. When so specified in the Invitation for Bids, the 15, 16, or 19 passenger bus chassis shall be furnished with 4-cycle diesel engine (Option 7).

4.1.3. Power Requirements - Each bus shall be furnished with an engine that meets or exceeds the following minimum criteria (see second Note below Paragraph 4.1.4.2.), when tested with all accessories on and operating, at the GVWR required for a given bus capacity:

4.1.3.1. Acceleration from 0 to 50 mph in 60 seconds or less.

4.1.3.2. Gradeability of 1.5% minimum at 50 mph.

4.1.3.3. Gradeability of 5.0% minimum at 25 mph.

4.1.3.4. Startability of 20% minimum.

4.1.3.5. Top speed of 55 mph minimum at the Manufacturer's rated rpm for the governed engine.

4.1.4. Approval of Engines - School bus engines for 15 - 19 passenger buses will be approved as follows:

4.1.4.1. Favorable vote by a majority of the members of the School Bus Committee after an evaluation of the engine in an operating school bus for a period of at least 3 months.

NOTE: Vendors and Manufacturers desiring to offer an engine for approval should first submit a computer scan (see Section F.4. for scan requirements) of the engine to the Specification Section (but, see first Note below Paragraph 4.1.4.2.), and then, if found to meet or exceed the five requirements listed in 4.1.3. above, contact the SPGSC Purchaser, TEA School Bus Committee Representative, and a Texas School District to arrange for an order of a school bus powered with the test engine for this evaluation.

and

4.1.4.2. Upon evidence that the engine meets or exceeds the five criteria listed above in 4.1.3. (see first Note below).

D. CHASSIS SPECIFICATIONS - 15 - 19 PASSENGER

NOTE: Vendors and Manufacturers are not required to furnish a computer scan for approval of the engines listed in Tables 3 through 5 provided the same engine with equal or less horsepower and torque is listed in one of the tables of the 35 through 83 passenger buses or in the Class 070-B-87 APL. The Vendor or Manufacturer is required, however, to provide the driveline reduction ratio (rear end ratio) and other parameters so that the bus will meet the performance criteria in Paragraph 4.1.3. above. We will assume, for example, for purposes of the five criteria listed above, that if an engine will meet the performance requirements in a 20,000 GVWR bus, then that same engine, with equal or greater horsepower and torque, will be capable of meeting the five performance requirements when the driveline reduction ratio and other parameters are properly specified - which is the responsibility of the Vendor furnishing the bus). However, please note that, if the new engine is not approved for use in 35 through 83 passenger school buses, the engine must be evaluated in an operating school bus for the minimum three month period and be approved by the School Bus Committee before it can be offered for sale in Texas school buses.

NOTE: THE VALUES OF DISPLACEMENT, HORSEPOWER, AND TORQUE LISTED IN THE FOLLOWING TABLES UNDER EACH MANUFACTURER ARE NOT MINIMUM VALUES AND ARE NOT TO BE CONSTRUED AS SUCH. THE ONLY MINIMUM REQUIREMENTS FOR THE PERFORMANCE OF ENGINES IN 15 - 19 PASSENGER SCHOOL BUSES IN THE STATE OF TEXAS ARE THE FIVE REQUIREMENTS LISTED IN PARAGRAPH D.4. (Obviously, in this specification there are additional requirements for engines, either implied or specified, separate from the above performance requirements.)

4.2. AIR CLEANER

Each chassis shall be equipped with a factory installed maximum capacity, replaceable element dry type air cleaner.

4.3. COOLING SYSTEM

The cooling system fan shall be heavy-duty reinforced type. The cooling system radiator shall be of sufficient capacity to cool the motor at all speeds in all gears.

4.4. EXHAUST SYSTEM

4.4.1. The exhaust pipe, muffler, and tailpipe shall be mounted under the bus and attached to the chassis frame. The tailpipe of a gasoline powered bus shall not exit the side of the bus anywhere within 12 inches of a vertical plane through the center of the fuel filler opening and perpendicular to the side of the bus, unless protected with a metal shield to divert spilled fuel away from tailpipe.

4.4.2. Noise level shall neither exceed EPA "Noise Emission Standards" nor 90 dB(A) at nearest occupant of the bus.

4.5. OIL FILTER

Each chassis shall be equipped with a factory installed, one quart minimum capacity oil filter with a replaceable filter element.

4.6. TACHOGRAPH

A tachograph containing a combination clock/speedometer/recorder shall be installed, when so specified in the Invitation for Bids. (See Option 24, page 10.)

D.5. TRANSMISSION AND RELATED COMPONENTS

5.1. DRIVE SHAFT GUARD

Each drive shaft shall be equipped with protective metal guard or guards to prevent the shaft from whipping through the floor or dropping to the ground when broken.

5.2. TRANSMISSION, AUTOMATIC

5.2.1. Transmission shall be the three or four forward speed automatic type.

5.2.2. The automatic transmission shall be one of the following: Chrysler Motor Corporation's "A727 LoadFlite", General Motors Corporation's "Turbo Hydramatic" or Ford Motor Company's "SelectShift".

D.6. ELECTRICAL SYSTEM AND RELATED COMPONENTS

6.1. ALTERNATOR

Requirements for the electrical output (amperes) of the alternator shall be as specified in TABLE NOS. 3 - 5 - a minimum 75 ampere alternator is required for gasoline engines. With air conditioning or wheelchair lift , a minimum 100 AMP alternator is required.

6.2. BATTERY

6.2.1. The storage battery furnished with each chassis shall be of sufficient capacity for adequate operation of the engine starter, lights, signals, heater, and all other electrical equipment required.

6.2.2. The batteries furnished with gasoline engines shall have a potential of 12 volts and a minimum performance level as follows: BCI cold cranking capacity of no less than 360 amperes @ 0°F with a minimum 100 minute reserve capacity .

6.2.3. The batteries furnished with diesel engines shall be as specified by the chassis manufacturer. When two batteries are provided, they shall both be installed under the hood or one shall be installed under the hood and the other shall be installed in a battery box. Single batteries shall be installed under the hood.

6.3. HORNS

6.3.1. Each bus shall be equipped with a horn or horns of standard make which will produce audible sounds in a range between 82 and 102 decibels.

6.3.2. The sound level measurements shall be made at a distance of 50 feet directly in front of the bus to meet SAE J377, Performance of Vehicle Traffic Horns.

6.4. INSTRUMENTS AND INSTRUMENT PANEL

The bus shall be equipped with these nonglare illuminated instruments controlled by an independent rheostat*, and gauges mounted for easy service and clearly visible to the seated driver. Indicator warning lights in lieu of gauges are permissible as shown below:

- (1) Speedometer
- (2) Odometer
- (3) Fuel Gauge
- (4) Oil Pressure Gauge and/or Warning Light
- (5) Water Temperature Gauge and/or Warning Light
- (6) Ammeter or Voltmeter with graduated charge and discharge indications
- (7) Vehicle manufacturer's standard Keyed Ignition Switch shall be provided
- (8) Glow Plug Indicator Light (for diesel buses with glow plugs only)

*Note: If the intensity of the body-installed panel lamps is to be controlled, then the intensity control shall not be accomplished by the same rheostat that controls the chassis instrument lamps, unless the Body Company designs and installs the rheostat to accomplish both.

6.5. LAMPS

Each bus shall be equipped with at least two white headlamps meeting requirements of FMVSS No. 108 , and shall be furnished with a dimmer switch at the far left of steering column . Adequate parking lamps operated by a switch in common with the headlamps shall be provided.

6.6. TURN-SIGNAL AND VEHICULAR WARNING SIGNAL OPERATING UNITS AND FLASHERS

The operating units and flashers for turn-signals and vehicular hazard warning signals shall meet the requirements of FMVSS No. 108. (See Paragraphs C.1.4. and 5. Lamps-Wiring)

D. CHASSIS SPECIFICATIONS - 15 - 19 PASSENGER

TABLE NO. 3
15 PASSENGER

Refer to General Requirements, Page 3

ITEM	1987 Min. Rqmts.	Chevrolet CG31305	Dodge B350	Ford E350	GMC TG31305
GVWR, lbs	8510	8600	8510	9100	8600
Front Axle Capacity, lbs	3600	3900	3600	4200	3900
Rear Axle Capacity, lbs	5500	5700	5500	6340	5700
Front GAWR, lbs	3600	3900	3600	3700	3900
Rear GAWR, lbs	5340	5360	5340	6340	5360
F. Spg. Gnd. Rating, lbs	as req'd	1950	1800	1550	1950
R. Spg. Gnd. Rating, lbs	as req'd	2700	2670	3200	2700
Wheelbase, in.	125.0	125.0	127.6	138.0	125.0
Front Track, in.	67.4	68.6	67.4	68.4	68.6
Rear Track, in.	64.0	67.4	64.0	66.0	67.4
Length, in.	as req'd	202.2	222.9	226.8	202.2
Engine CID	**	350-V8	360-V8	351-V8	350-V8
SAE Net Horsepower	**	185	190	190	185
SAE Net Torque, lb-ft	**	295	285	285	295
Transmission	Auto	Auto	Auto	Auto	Auto
Radial Truck Type	Tubeless				
Tire Size - Load Range	Steel Belt	8.75R-16.5E	LT225/75R16E	LT235/85R16E	8.75R-16.5E
Alternator - Amperes	75	85	78	100	85

The following bodies are available on van conversions, cutaway or stripped chassis:

ITEM	15 Passenger	1987 Min.	COLLINS Bantam, Econobus	THOMAS Mighty Mite	WAYNE Busette
Interior Headroom, in.	62	63	63	73	63
Interior Width: Floor, in.	72	75	75	78	89.25
:Shoulderline, in.	70	75	75	78	87.42
Service Door	Type	Tall	Sedan	Tall	Sedan
Rear Wheels	Type	Single	Single	Dual	Dual
Chassis	Type	Van	Van	Stripped	Cutaway

TABLE NO. 4
16 PASSENGER, WIDE BUS
(Straight Side Construction with Style 2 Service Door*)

Refer to General Requirements, Page 3

ITEM	1987 Min. Rqmts.	Chevrolet CG31303	Ford E350	GMC TG31303
GVWR, lbs	10000	10000	10000	10000
Front Axle Capacity, lbs	3900	3900	4200	3900
Rear Axle Capacity, lbs	7400	7500	7400	7500
Front GAWR, lbs	3550	3900	3550	3900
Rear GAWR, lbs	7200	7200	7300	7200
F. Spg. Gnd. Rating, lbs	as req'd	1950	1775	1950
R. Spg. Gnd. Rating, lbs	as req'd	3600	3650	3600
Wheelbase, in.	125.0	125.0	138.0	125.0
Front Track, in.	68.44	69.34	68.44	69.34
Rear Track, in.	73.22	74.10	73.22	74.10
Chassis Length, in.	as req'd	197.6	218.1	197.6
Engine CID	**	350-V8	351-V8	350-V8
SAE Net Horsepower	**	185	190	185
SAE Net Torque, lb-ft	**	285	285	285
Transmission	Auto	Auto	Auto	Auto
Radial Tubeless Truck Type	Dual Rear			
Tire Size - Load Range	Steel Belt	8.75R-16.5E	LT215/85R16D	8.75R-16.5E
Alternator - Amperes	75	85	100	85

The following bodies are available on commercial cutaway chassis in this configuration:

ITEM	16 Passenger	1987 Min	BLUE BIRD MicroBird	THOMAS MinotourII***	WAYNE Chaperone
Interior Headroom, in.	72	74	73	72	72
Interior Width, in.	90	90.75	90.00	90.75	90.75

* A Style 2 service door is a conventional bus door at least 68" tall and at least 24" wide which will fold or separate in the middle to open. (See page 23.)

*** Not available with a diesel engine except as a wheelchair equipped bus (14 passenger).

DIESEL ENGINE (Option 7)

15 and 16 Passenger	1987 Min. Requirements	Chevrolet CG31305 CG31303	Ford E350	GMC TG31305 TG31303
Engine Displac., liters	**	6.2N	6.9N	6.2N
SAE Net Horsepower	**	145	167	145
SAE Net Torque, lb-ft.	**	248	315	248
Alternator, amperes	60	66	60	66

**See minimum power requirements in Section D.4.1.

Engines listed here are approved to meet or exceed power requirements under normal operating conditions. Other engines must be submitted for approval by the Commission. See Section D.4.1.

D. CHASSIS SPECIFICATIONS - 15 - 19 PASSENGER

TABLE NO. 5
19 PASSENGER

Refer to General Requirements, Page 3

ITEM	1987 Min. Rqmts.	Chevrolet		Ford E 350	GMC	
		CP30842	CG31303		TP30842	TG31303
GVWR, lbs	10000	11500	10000	10000	11500	10000
Front Axle Capacity, lbs	4200 3900	5000	3900	4200	5000	3900
Rear Axle Capacity, lbs	7400	7900	7500	7400	7900	7500
Front GAWR, lbs	3550	3880	3900	3550	3880	3900
Rear GAWR, lbs	7300 7200	7900	7200	7300	7900	7200
F. Spg. Gnd. Rating, lbs	as req'd	2200	1950	1775	2200	1950
R. Spg. Gnd. Rating, lbs	as req'd	4000	3600	3650	4000	3600
Wheelbase, in.	125	125		138	125	
Front Track, in.	65.22 68.44	65.22	69.34	68.44	65.22	69.34
Rear Track, in.	62.81 73.22	62.81	74.10	73.22	62.81	74.10
Chassis Length, in.	as req'd	214.8	197.6	218.1	214.8	197.6
Engine CID	***	350-V8		351-V8	350-V8	
SAE Net Horsepower	***	185		190	185	
SAE Net Torque, lb-ft	***	285		285	285	
Transmission	Auto	Auto		Auto	Auto	
Tire Size-Load Range*	Dual Rear**	LT215/85R16D 8.75R-16.5E		LT215/85R16D	LT215/85R16D 8.75R-16.5E	
Alternator-Amperes	75	105 85		100	105 85	

*Tires shall be tubeless type steel belted radial.

**A bus with rear curb-side wheel chair lift may be provided with single rear wheels. Larger tires are required.

DIESEL ENGINE (Option 7)

ITEM	19 Passenger	1987 Min. Requirements	Chevrolet		GMC	
			CP30842	CG31303	TP30842	TG31303
Engine Displacement-Liters		***	6.2N		6.2N	
SAE Net Horsepower		***	153	145	153	145
SAE Net Torque, lb-ft		***	250	248	250	248
Transmission		Auto	Auto		Auto	
Alternator-Amperes		60	66		66	

***See minimum power requirements in Section D.4.1.

Engines listed here are approved to meet or exceed power requirements under normal operating conditions. Other engines must be submitted for approval by the Commission. (See Section D.4.1.)

E. BODY SPECIFICATIONS - 35 THROUGH 83 PASSENGER

E.1. GENERAL REQUIREMENTS

1.1. BODY SIZES

1.1.1. Physical requirements for the 35 through 83 passenger school buses shall conform to the following TABLE: (Exception - See Option No. 16.)

TABLE NO. 6

PHYSICAL REQUIREMENTS

(1) Minimum Size Number of Passengers	(2) Overall Body Width Inches Maximum	(3) Rows of Seats Each	(4) Knee Spacings Inches Minimum	(5) Seat Width Inches Minimum	(6) Center Aisle Width Inches Minimum	(7) Floor to Ceiling Height Inches Minimum
35	102	6	25	39/26*	12	72
47	102	8	25	39/26*	12	72
53	102	9	25	39/26*	12	72
59	102	10	25	39/26*	12	72
65	102	11	25	39/26*	12	72
71-S	102	12	24-3/4	39/26*	12	72
71-L	102	12	25	39/26*	12	72
83	102	14	24-3/4	39/26*	12	72

NOTES: Column (4) - **Knee space** is defined as the horizontal distance from the front center of a seat back to the rear center of the seat back or barrier immediately ahead, measured at approximately 4 inches above the seat cushion. Knee space may be reduced to 24 3/8 inches, only on those 83 passenger bus seats where impossible to achieve 24 3/4 inch space.

Column (5) - *26 inch minimum width for left hand rear seat only.

Column (7) - Floor to ceiling height shall be measured in the center of the body, between the No. 2 pillar and the last side body pillar ahead of the rear roof slope.

1.1.2. The overall length of a complete bus shall not exceed 40 feet.

1.2. BUMPER, REAR

The rear bumper shall be furnished by the body manufacturer. It shall be secured to rear chassis frame and it shall be designed so as to prevent hitching of rides by obtaining a toe-hold thereon. The bumper shall not be permanently attached to the bus body, but shall wrap around the body on each side, extending forward for at least 12 inches on each side. The bumper shall be of pressed steel channel at least 3/16 inch thick by 8 inches high. It must be bolted to the chassis frame and braced with material of at least equal impact ratio as the material in the bumper.

1.3. CEILING

The ceiling shall be free of all projectiona likely to cause injury to passengers. (See **PHYSICAL REQUIREMENTS** above for ceiling height requirements and Paragraph E.2.10. for other ceiling requirements.)

1.4. LAMPS, SIGNALS, AND WARNING DEVICES

Each bus shall be furnished with the lamps listed below: (See Figures 3-4, pages 40-41)

1.4.1. Alternately Flashing Signal Lamps - Each school bus shall be equipped with eight warning signal lamps, four **red** and four **amber**, working in an automatic non-sequential integrated system. The signal lamps shall conform to the design, installation location and operating requirements of Paragraph S4.1.4. of FMVSS No. 108:

"S4.1.4. Each school bus shall be equipped with a system of ...:

...(b) Four red signal lamps designed to conform to SAE Standard J887, 'School Bus Red Signal Lamps', July 1964, and four amber signal lamps designed to conform to that standard, except for their color, and except that their candlepower shall be at least 2-1/2 times that specified for red signal lamps. Both red and amber lamps shall be installed in accordance with SAE Standard J887, except that:

(i) Each amber signal lamps shall be located near each red signal lamp, at the same level, but closer to the vertical centerline of the bus; and

(ii) The system shall be wired so that the amber signal lamps are activated only by manual or foot operation, and if activated, are automatically deactivated and the red signal lamps automatically activated when the bus entrance door is opened."

35 - 71 Passenger School Bus

LEGEND

1. HEADLAMPS (2)-WHITE (4 OPTIONAL)
2. FRONT SIDE-MARKER LAMPS (2)-AMBER
3. FRONT SIDE REFLECTORS (2)-AMBER
4. FRONT TURN-SIGNAL LAMPS (2)-AMBER
- 4A. FRONT TURN-SIGNAL LAMPS (2)-AMBER (OPTIONAL LOCATION)
5. FRONT IDENTIFICATION LAMPS (3)-AMBER
6. FRONT CLEARANCE LAMPS (2)-AMBER
7. COMBINATION REAR CLEARANCE & SIDE-MARKER LAMPS (2)-RED (MAY BE FOUR SEPARATE LAMPS SEE S4.4 FED. STD. NO. 108)
8. REAR SIDE REFLECTORS (2)-RED
9. REAR IDENTIFICATION LAMPS (3)-RED
10. INTERMEDIATE SIDE-MARKER LAMPS (2)-AMBER (IF VEHICLE 30' OR MORE OVERALL LENGTH)
11. INTERMEDIATE SIDE REFLECTORS (2)-AMBER (IF VEHICLE IS 30' OR MORE OVERALL LENGTH)
12. FRONT SCHOOL BUS WARNING LAMPS (2)-RED (4 LAMP SYSTEM OPTIONAL - 2 RED & 2 AMBER, SEE S4.1,4 FEDERAL STANDARD

1. HEADLAMPS (2)-WHITE (4 OPTIONAL)
2. FRONT SIDE-MARKER LAMPS (2)-AMBER
3. FRONT SIDE REFLECTORS (2)-AMBER
4. FRONT TURN-SIGNAL LAMPS (2)-AMBER
- 4A. FRONT TURN-SIGNAL LAMPS (2)-AMBER (OPTIONAL LOCATION)
5. FRONT IDENTIFICATION LAMPS (3)-AMBER
6. FRONT CLEARANCE LAMPS (2)-AMBER
7. COMBINATION REAR CLEARANCE & SIDE-MARKER LAMPS (2)-RED (MAY BE FOUR SEPARATE LAMPS, SEE S4.4 FED. STD. NO. 108)
8. REAR SIDE REFLECTORS (2)-RED
9. REAR IDENTIFICATION LAMPS (3)-RED
10. INTERMEDIATE SIDE-MARKER LAMPS (2)-AMBER (IF VEHICLE 30' OR MORE OVERALL LENGTH)
11. INTERMEDIATE SIDE REFLECTORS (2)-AMBER (IF VEHICLE IS 30' OR MORE OVERALL LENGTH)
12. FRONT SCHOOL BUS WARNING LAMPS (2)-RED (4 LAMP SYSTEM OPTIONAL - 2 RED & 2 AMBER, SEE S4.1.4 FEDERAL STANDARD NO. 108)
13. REAR SCHOOL BUS WARNING LAMPS (2)-RED (4 LAMP SYSTEM OPTIONAL - 2 RED & 2 AMBER, SEE S4.1.4 FEDERAL STANDARD NO. 108)
14. REAR BACKUP LAMP (1)-WHITE (LOCATION OPTIONAL PROVIDED OPTICAL REQUIREMENTS ARE MET)

15. REAR TURN-SIGNAL LAMPS (2)-RED OR AMBER
16. REAR STOP LAMPS (2)-RED
17. REAR TAILLAMPS (2)-RED
- 17A. REAR LICENSE PLATE LAMP (1)-WHITE
COMBINED WITH TAILLAMP
18. REAR REFLECTORS (2)-RED

SBMI 1/85

E. BODY SPECIFICATIONS - 35 THROUGH 83 PASSENGER

1.4.4.2. Interior lamps approved for use are as follows:

Manufacturer	Catalog Number	
	Dome Lamps	Step-well
Arrow Safety Device Co.	045 or (035 with plastic lens)	Equivalent lamps
Cardinal Mfg. Co.	1271-G1	with metal bezels
Signal-Stat Co.	5550	
Grote Mfg. Co.	230 (61031)	
K-D Lamp Co.	KD530-12	
Weldon Inc.	8005	

1.4.5. License Plate Lamp - The color, requirements and mounting of the license plate lamp shall be in accordance with FMVSS No. 108.

1.4.6. Reflex Reflectors and Intermediate Reflex Reflectors - The quantities, colors, requirements and mounting of reflex and intermediate reflex reflectors shall be in accordance with FMVSS No. 108, except one amber reflex reflector on the front, one amber intermediate reflex reflector on buses 30 feet or longer, and one red reflex reflector on the rear shall be mounted on each side of the bus body. The amber reflex reflectors mounted near the front and on each side of the chassis are required on Texas buses in addition to the reflectors required by FMVSS No. 108.

1.4.7. Tail and Stop Lamps - The quantities, colors, requirements and mounting of tail and stop lamps shall be in accordance with FMVSS No. 108, except stop lamps shall be 7 inches in diameter and mounted at approximately the belt line level of the bus. Base of lamps may be metal or durable plastic preferably with screw lens. (Example: Grote 78002 or 78102 taillight, KD Lamp Company Models 258-2601 or 258-2605, or approved equal.) Example of an approved equal-Truk-Lite Model 90-91

A set of 4 inch minimum tail/stop lamps shall be installed below the 7 inch set.

NOTE: Lenses shall be secured to lamps by a fastening method which requires a tool to remove the lens.

1.4.8. Turn-Signal/Hazard Warning Lamps - The quantities, colors, requirements, and mountings of turn-signal/hazard warning lamps shall be in accordance with FMVSS No. 108, except rear turn-signal lamps shall be 7 inches in diameter. The front turn-signal lamps shall be the double face pedestal type (except single faced type on 83 passenger) and shall be mounted in such a manner so as to be capable of withstanding all normal vibrations. The front lens shall be amber; the rear lens shall emit red or amber light, or a shade between red and amber light. (See Figures 3-4 for mounting locations of front turn-signal lamps.) The operating units and flasher for turn-signals and vehicular hazard warning signals shall meet the requirements of FMVSS No. 108.

1.4.8.1. When and if exterior panels are cut to provide an opening for installation of flush mounted turn-signal lamps, the lamps must have a closed cell sponge flange gasket with a minimum thickness of 3/16 inch. The gasket shall be the full width of the flange on the lamp. Proper installation of the lamp shall be made in order to prevent seepage of moisture into the opening.

1.4.8.2. The exposed wiring to the signal lamps shall be enclosed in a one-piece waterproof loom, or equivalent, leading directly from the lamp body to the interior of the bus body. The wiring shall be supported at the lamp body and at intervals of not more than 6 inches until it enters the bus body.

1.4.9. Warning Devices - Each school bus shall be equipped with three triangular warning devices meeting the requirements of FMVSS No. 125. The devices shall be packed three per metal or heavy-duty plastic box, or they may be individually packed in metal or heavy-duty plastic boxes with the three boxes contained within a carrier. Warning devices shall be securely mounted either in the driver's compartment or under the rearmost row of seats. Triangular warning devices furnished must be approved by the Texas Department of Public Safety.

E. BODY SPECIFICATIONS - 35 THROUGH 83 PASSENGER

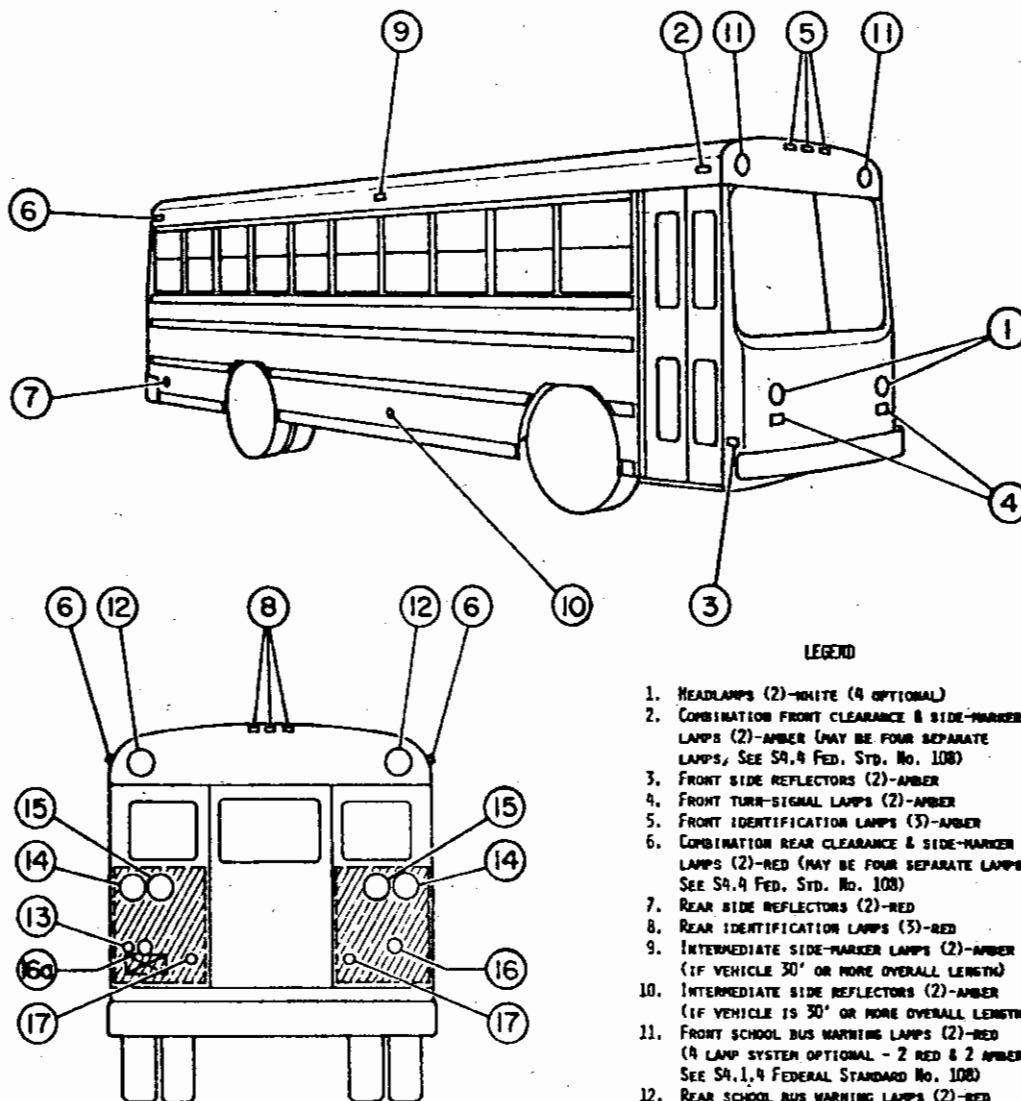
NOTE: The lamps shall be wired independently and not wired through the ignition switch. This will allow removal of the ignition keys without affecting operation of the alternately flashing eight warning signal lamps.

- 1.4.1.1. Each set of amber and red lamps shall have a Black* 3-inch minimum band around the set and a 3-inch band between the lamps in each set. If it is not possible to provide a 3-inch band between the lamps in the set, the manufacturer will then provide a band as wide as possible. Any visor or hood used to shade the lights and improve visibility will not interfere with the intensity and photometric performance of the warning lights. (See Figures 3-4, pages 40-41.)
- *Federal Standard No. 595a, Black Enamel, Color No. 17038.
- 1.4.1.2. If exterior panels are cut to provide an opening for installation of flush mounted warning lamps, the lamps must have a closed cell sponge flange gasket with a minimum thickness of 3/16 inch. The gasket shall be the full width of the flange on the lamp. Proper installation of lamps shall be made to prevent seepage of moisture into the opening.
- 1.4.1.3. Complete instructions for the detailed operation of the warning signal lamp system shall be furnished with each school bus.
- 1.4.2. Backup Lamps - The color, requirement and mounting of backup lamps shall be in accordance with FMVSS No. 108, **except two are required by Texas Specifications.**
- 1.4.3. Clearance, Identification and Side Marker Lamps - Each bus shall be furnished with the lamps listed below. The quantities, colors, requirements, and mountings shall be in accordance with FMVSS No. 108. Each identification, clearance, and side marker lamp installed to indicate school bus height and/or width shall be the armored flush mounting type for protection of lens from damage during normal operation. Armored protectors shall in no way interfere with the intended purpose of the lamps. The armored type protectors shall be such as Grote Manufacturing Company, Madison, Indiana 47250, Model Numbers 45012 and 45013, or KD Lamp Company, 1910 Elm Street, Cincinnati, Ohio 45210, Model Numbers 38469-901 and 40268-301, or Weldon Model Number 5050 or approved equal. Example of an approved equal: Peterson Model - PM122. (See Figures 3-4, pages 40-41, for the proper location of these.)
- 1.4.3.1. Clearance Lamps
- 1.4.3.2. Identification Lamps
- 1.4.3.3. Intermediate Side Marker Lamps (**not required on buses less than 30 feet long**)
- 1.4.3.4. Side Marker Lamps
- 1.4.4. Interior Lamps - Interior lamps shall be installed to properly and adequately illuminate the aisle and emergency passageway. The step-well shall be illuminated with a separate lamp which will be activated by opening the service door. The fixtures shall have white or clear plastic lenses attached to metal receptacles. Step-well lamps shall also have a metal bezel. The lamps shall be designed for a 12-volt electrical system and shall have installed a **minimum 15 candlepower lamp bulb.**
- 1.4.4.1. The quantity of interior lamps required for each size bus shall be as listed below. The fixtures shall be mounted so as to provide adequate illumination of the passenger and driver's compartment. Spacing of the lamp fixtures shall be the option of the bus body manufacturer.

Size School Bus (Number of Passengers)	Interior Ceiling Lamps Required per Bus (Minimum)
35	3
47 and 53	4
59 and 65	5
71 and 83	6

83 Passenger School Bus

Figure 4



LEGEND

1. HEADLAMPS (2)-WHITE (4 OPTIONAL)
2. COMBINATION FRONT CLEARANCE & SIDE-MARKER LAMPS (2)-AMBER (MAY BE FOUR SEPARATE LAMPS, SEE S4.4 FED. STD. NO. 108)
3. FRONT SIDE REFLECTORS (2)-AMBER
4. FRONT TURN-SIGNAL LAMPS (2)-AMBER
5. FRONT IDENTIFICATION LAMPS (3)-AMBER
6. COMBINATION REAR CLEARANCE & SIDE-MARKER LAMPS (2)-RED (MAY BE FOUR SEPARATE LAMPS, SEE S4.4 FED. STD. NO. 108)
7. REAR SIDE REFLECTORS (2)-RED
8. REAR IDENTIFICATION LAMPS (3)-RED
9. INTERMEDIATE SIDE-MARKER LAMPS (2)-AMBER (IF VEHICLE 30' OR MORE OVERALL LENGTH)
10. INTERMEDIATE SIDE REFLECTORS (2)-AMBER (IF VEHICLE IS 30' OR MORE OVERALL LENGTH)
11. FRONT SCHOOL BUS WARNING LAMPS (2)-RED (4 LAMP SYSTEM OPTIONAL - 2 RED & 2 AMBER. SEE S4.1.4 FEDERAL STANDARD NO. 108)
12. REAR SCHOOL BUS WARNING LAMPS (2)-RED (4 LAMP SYSTEM OPTIONAL - 2 RED & 2 AMBER. SEE S4.1.4 FEDERAL STANDARD NO. 108)
13. REAR BACKUP LAMP (1)-WHITE (LOCATION OPTIONAL PROVIDED OPTICAL REQUIREMENTS ARE MET)

THE GENERAL AREAS INDICATED FOR LAMPS AND REFLECTORS ARE ACCEPTABLE TO THE U.S. DEPARTMENT OF TRANSPORTATION'S NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION AND THE BUREAU OF MOTOR CARRIER SAFETY. CONSULT FEDERAL RVSS NO. 108 AND THE APPLICABLE TABLES THEREIN FOR EXACT REQUIREMENTS, SUCH AS: MOUNTING HEIGHT LIMITATIONS, LAMP COMBINATIONS, AND ALTERNATE LOCATIONS.

THE FOLLOWING SHALL BE MOUNTED WITHIN THE DASHED AREA ACCORDING TO MANUFACTURER'S DESIGN:

14. REAR TURN-SIGNAL LAMPS (2)-RED OR AMBER
15. REAR STOP LAMPS (2)-RED
16. REAR TAILLAMPS (2)-RED
- 16a. REAR LICENSE PLATE LAMP (1)-WHITE COMBINED WITH TAILLAMP
17. REAR REFLECTORS (2)-RED

				RECOMMENDED LAMP AND REFLECTOR LOCATIONS FMVSS № 108 VEHICLE OF 80 OR MORE INCHES OVERALL WIDTH TYPE D BUS		
CHG	DESCRIPTION	DATE	BY	SCALE: NONE DATE:	SBMI ENGINEERING COMMITTEE	D 108-1

E. BODY SPECIFICATIONS - 35 THROUGH 83 PASSENGER

1.5. WIRING

1.5.1. The electrical system wiring shall have at least nine main circuits, as follows:

- (1) Head, tail, stop (brake), and instrument panel lamps
- (2) Clearance and step-well lamps. (Step-well lamp shall be actuated when service door is opened)
- (3) Dome lamps
- (4) Starter motor
- (5) Ignition and emergency door signal
- (6) Turn-signal (directional)
- (7) Alternately flashing signal lamps
- (8) Horn
- (9) Heater and defroster

1.5.2. All wiring shall conform to current standards of the SAE. All connections shall be made by soldering or by an industry-approved connector. All wires shall be insulated, and all wiring shall be enclosed in a fibrous loom, or equal, for protection from external damage and short circuits. The wires shall be securely attached to the body and chassis at intervals of 24 inches or less.

1.5.3. Each circuit, except starting and ignition, shall be fused separately or shall have an adequate circuit breaker. Two extra fuses for each size of fuse installed on the bus by the body manufacturers, shall be conveniently mounted on bus body.

1.5.4. Each body circuit shall be coded by a color and number, and a diagram of the circuits shall be attached to the body in a readily accessible location.

1.5.5. Body installed accessories shall be wired from the battery through a low voltage solenoid cut-off switch operated by the ignition key except for the eight light warning system and hazard warning lights.

1.6. LICENSE PLATE HOLDER

A recessed license plate holder shall be mounted on the left rear of the bus body. The recess shall be a minimum of 3/8 inch deep at the top and shall be located so that the license plate will receive illumination from the clear lens on the underneath side of the tail light, or by a separate lamp.

1.7. OPENINGS

All openings in the floorboard or fire wall between chassis and passenger carrying compartment, such as for gearshift lever, steering column, and auxiliary brake lever, shall be sealed. All openings between chassis and passenger carrying compartment made due to alterations by the body manufacturer must be sealed.

1.8. PAINTING

1.8.1. Preparation and Cleaning of Surfaces - The method used in the cleaning and preparation of all surfaces to be primed shall be equal to that specified by Federal Specification TT-C-490B for equivalent use. The final preparation for priming shall include a careful inspection to make certain that all surfaces to be primed will permit optimum adhesion of all paint films.

All interior and exterior panels and rub rails to be painted or coated shall be thoroughly cleaned to remove all rust, grease, weld slag, and other foreign material prior to priming. Any welds on the components for the bus body or chassis shall be dressed, sanded, buffed, and thoroughly cleaned to remove any slag and to properly prepare the welds for priming. After proper cleaning, these components shall be thoroughly rinsed. Neither the cleaning process nor the rinses shall impair the zinc phosphate coating of the panels or rub rails.

E. BODY SPECIFICATIONS - 35 THROUGH 83 PASSENGER

- 1.8.2. Primer Coat - After the components have been thoroughly cleaned and prepared as described above, they shall be totally primed and dried. These components may be primed and dried either prior to or after installation. All components such as rivet or bolt heads and damaged areas shall be thoroughly cleaned and primed.

NOTE: Components of the body frame system need not be primed, except for welds. All processes and methods used in the priming operation shall be in accordance with the best recognized industrial practices. Primers shall be those recommended by the paint manufacturer supplying the finish coat enamels. Primers may be any color. Exception: Clear coat is required on interior panels below the passenger windows and stepwell panels.

- 1.8.3. Finish Coat - After all interior and exterior panels and rub rails have been prepared, cleaned and primed, as specified above, they shall be finished with a first quality baking enamel, applied and baked according to the paint manufacturer's instructions. These enamels, when applied over the paint manufacturer's recommended primer, shall have properties equal to or better than those specified by Federal Specification TT-E-489F, Class B. Both interior and exterior enamel finish coats shall have a minimum dry film thickness of 2 mils, when tested by a "dry film thickness gauge" conforming to Federal Specification TT-C-490B. (NOTE: Such as the "Elcometer Dry Film Thickness Gage", Gardner Laboratory, Inc., Bethesda, Maryland 20014.) All processes and methods used in the enamel finish coat operation shall be in accordance with the best recognized industrial practices. In no instance shall the enamel finish coat be applied over an unprimed surface.

- 1.8.4. Alternate methods for preparing metal surfaces and painting procedures will be considered on an individual basis. Manufacturers will be required to submit their procedural data to the Specification Section of the Commission for approval where methods are used that differ from those specified above.

- 1.8.5. Lettering, Trim, and Insignias - The school bus bodies shall have the words "SCHOOL BUS" painted in neat, clearly defined block letters on the front, rear, and on both sides of the school bus. The letters shall be 8 inches high and shall have 1-inch wide strokes. A first quality black enamel shall be used for lettering and trim. The properties of the black enamel shall be equal to those of the finish coat enamels. The use of pressure sensitive tape or decals (except decals used for instructional purposes such as emergency door directions), are not acceptable for trim and/or lettering (i.e., emergency door or emergency exit signs). No logo, trademark, insignia or lettering shall be placed on bumpers or mud flaps. A small metal or plastic plate designating body manufacturer's name may be attached to the bus body. A reasonably sized logo approved by Specification Section may be placed on the exterior bus body.

- 1.8.6. School Name Lettering - When specified in the Invitation for Bids, the school district name shall be painted in black letters on both sides of the bus near the belt line. Lettering shall be 5 inches high minimum with minimum 5/8 inch block strokes of paint equal to that of the bus body. Maximum number of characters in the school district name is limited by the bus length.

The school district will provide with the requisition, a completed form indicating the name to be painted on the bus. Characters should be typed or printed plainly on this form to insure accurate spelling. (See next page and Option 17, Page 11.)

1.8.7. Colors

- 1.8.7.1. Interior - The interior of the complete bus body shall be finished in the manufacturer's standard color unless otherwise specified in the Invitation for Bids. Exception: Clear coat is required on interior panels below the passenger windows and stepwell wall and riser panels.

- 1.8.7.2. Exterior - The exterior of the complete bus body except for rub rails shall be finished in Color No. 13432, School Bus Yellow, of Federal Standard No. 595a.

- 1.8.7.3. Trim and Lettering - The trim on the exterior of the bus body and the lettering "SCHOOL BUS" on the front, rear, and on both sides of the bus body shall be in Color No. 17038, Black, of Federal Standard No. 595a.

NOTE: This includes any optional lettering for school district names.

- 1.8.7.4. Rub Rails - All rub rails except the pressed-in type window-level rub rails shall be painted Black (Color No. 17038). The pressed-in type rub rails shall be painted either Black (Color No. 17038) or School Bus Yellow (Color No. 13432) at the option of the manufacturer.

- 1.8.7.5. Outside Rearview Mirrors - The metal backs of mirrors, if painted, and the brackets and assemblies shall be finished in Color No. 37038, Lusterless Black, of Federal Standard No. 595a. (See Section E.3.7.)

SCHOOL NAME LETTERING

OPTION NO. 17
TEXAS SPECIFICATION
NO. 070-B-87

DATE _____

SCHOOL DISTRICT _____

SCHOOL REQUISITION NUMBER _____

SIZE BUS _____ passengers

Print or type below in the space provided the entire name that you want printed on each side of the bus. I. S. D. or C. I. S. D. as applicable must be added if you want these initials printed after school name.

[illegible][illegible]

Please check spelling. The above will be reproduced exactly as you spelled it. Also is the above to be on one line or two lines? (Please check only one space.)

Note that the lettering on 15 through 19 passenger buses is limited to 30 characters per line, including spaces and punctuation, and the number of letters on other size buses is limited by the length of the bus.

Signature of School Official

TELEPHONE: Area Number

E. BODY SPECIFICATIONS - 35 THROUGH 83 PASSENGER

1.9. UNDERCOATING

- 1.9.1. The requirement for the coating material in the sections on WHEEL HOUSING (E.2.5.), EXTERIOR PANELS (E.2.7.), and INTERIOR PANELS (E.2.10) is to provide for insulation, sound deadening, protection from road minerals, and rust prevention, as applicable. The material shall be applied as specified and described in these sections.
- 1.9.2. The entire underside of the bus body, including floor members, side panels below the floor level, and all metal fenders or fenders with metal liners shall be coated with 1/8 inch thick material as specified below. The undercoating shall be applied in accordance with the undercoating manufacturer's instructions. Do not cover up or obliterate the truck identification plate. (See A.7.4.)
- 1.9.3. Insulating and undercoating materials shall be an asphalt base underbody coating conforming to Federal Specification TT-C-520B such as R-477-139 manufactured by Daubert Chemical Co., Chicago, Illinois 60638, or Lion Nokorode Emulsion 331 as manufactured by Lion Oil Company, El Dorado, Arkansas 71730, or an approved equal. An example of an approved equal is Tectyl MC121B, manufactured by Ashland Petroleum Company, Box 391, Ashland, Kentucky 41101, applied to a dry film thickness greater than 20 mils.

E.2. CONSTRUCTION

2.1. GENERAL REQUIREMENTS

- 2.1.1. The main structural components of the body shall consist of:
 - 2.1.1.1. **The Body Frame System** - posts, bows, bow frames, strainers, front and rear framing, longitudinal frame members, and emergency door posts.
 - 2.1.1.2. **The Floor System** - floor panels, main cross members, auxiliary cross members, wheel housing, steps, and step-well bracing.
 - 2.1.1.3. **The Exterior Paneling** - side panels, rub rails, service doors, emergency doors, skirts, roof panels, window jambs (post caps), window sills, and front and rear panels including front cowl.
 - 2.1.1.4. **The Interior Paneling** - side and ceiling panels.
- 2.1.2. Those components listed in **TABLE NO. 7**, shall be Type I steel or approved equal, except as noted there. Bodies shall be reasonably dustproof and watertight.
- 2.1.3. The body manufacturer shall not in any manner alter the 35 through 83 passenger chassis frame except to cut off the rear portion of the frame where necessary to weld bumper braces, and to lengthen the frame in order to comply with requirements of section titled "CHASSIS FRAME COMPONENTS" under chassis specifications. None of the rivets in the chassis frame shall be cut flush with the frame or removed. The body manufacturer may alter the chassis frame to adapt standard chassis to forward control. (Any change must have body manufacturer's warranty.)
- 2.1.4. The bus body shall extend to, or farther than, the end of the chassis frame so that all main cross members and auxiliary cross members will rest upon the chassis frame. The distance from the end of the chassis frame and the rear of the body shall not exceed 6 inches.
- 2.1.5. The body shall be attached to the chassis frame by means of U-bolts with 7/16" diameter threads and a minimum 10,000 lbs. tensile pull strength per arm, and the manufacturer's standard clips to prevent slippage between the chassis frame and the bus body. The U-bolts shall be fitted with lock washers and nuts and, after the nuts have been securely tightened, the threads of each U-bolt shall extend a minimum of 1/2 inch past the nuts. The 35, 47, and 53 passenger buses shall have not less than six of these U-bolts; the 59, 65, 71, and 83 passenger buses shall have not less than eight of these U-bolts. One U-bolt shall be mounted at each end and in the approximate center of each chassis frame of the 35, 47, and 53 passenger buses. On the 59, 65, 71, and 83 passenger buses one U-bolt shall be mounted at each end of the two chassis frames and one each at points approximately 1/3 and 2/3 of the length of each of the two frame members. All other main cross members on all sizes of bodies shall be attached to the chassis with the manufacturer's standard fastening devices where possible. Shear bolts or other equally effective devices approved by the Specification Section, State Purchasing And General Services Commission, may be used in addition to U-bolts and standard clips to eliminate slippage. Antisqueak material in continuous strips or rubber pads shall be permanently and firmly attached to rails or cross members to insulate chassis from the body.
- 2.1.6. Buses equipped with chassis manufacturer's cowl shall be furnished with the body securely attached to the rear face of the chassis cowl with a minimum of 9 bolts, nuts and lock washers. On all such buses the junction between cowl and body shall be sealed to form a gastight and watertight seam. The sealant used shall be either the best grade of molded or extruded rubber weather stripping or a good quality, pressure applied, silicone elastomer sealant.

E. BODY SPECIFICATIONS - 35 THROUGH 83 PASSENGER

- 2.1.7. On approved equal semi-forward control 35 through 71 passenger buses, the front body section of the school bus (from the windshield forward) shall be of the bus body manufacturer's standard design and shall contain, but not be limited to, the following components:
- (1) A sufficiently reinforced grille assembly
 - (2) Headlamps and parking/turn-signal lamps as required by FMVSS No. 108
 - (3) Hood cover with latching mechanism providing access to the forward part of engine.
 - (4) Fenders, properly braced, with the total spread of the outer edges exceeding the total spread of the front tires when the front wheels are in the straight-ahead position.
- 2.1.8. All bolts and rivets used in the manufacture of the school bus body shall be high strength metal. All bolts shall be equipped with lock washers or other acceptable devices to prevent loosening under vibration. All bolts, nuts and washers, except the U-bolts, their nuts and washers, shall be parkerized, cadmium-plated, or otherwise rustproofed.
- 2.1.9. Sheet metal screws or self-tapping bolts of any type shall not be used in the construction of bodies except:
- 2.1.9.1. For alignment* of doors or in conjunction with rivets, welds or bolts for compliance with FMVSS No. 221, as applicable, or,
 - 2.1.9.2. For electrical wire moldings and light fixtures, or,
 - 2.1.9.3. Seat back construction (See Paragraph E.2.15.), or
 - 2.1.9.4. For interior panels which must be removed to give accessibility to other interior or concealed components, or,
 - 2.1.9.5. In certain cases, for attachment of exterior mirrors (See Paragraph E.3.7.), or,
 - 2.1.9.6. In the installation of rub rails or emergency door handles and latches where it is impossible to use rivets or bolts, nuts, and lock washers and then only when these fasteners are used in conjunction with the manufacturer's standard metal adhesive which is used to meet joint strength requirements.
 - 2.1.9.7. In window frames when applied with the metal adhesive.
 - 2.1.9.8. In the installation of header pads over the doors.
- *When self-tapping bolts are used to align doors, they shall be tack-welded at the head or applied with the metal adhesive and shall not exceed the number of rivets, or bolts, nuts, and washers installed in the door hinges.
- 2.1.10. The body manufacturer shall furnish and install an exhaust pipe extension when necessary in order to insure compliance with the chassis requirements of the exhaust system, Paragraph F.4.5. The tail pipe shall not extend beyond the rear bumper.
- 2.1.11. The body manufacturer will provide an opening in the body panel of sufficient size to allow easy access and entry of fuel nozzle to the fuel tank filler neck opening. This opening in the panel must be so positioned that the filler neck, when viewed at right angles from the side, is approximately centered in the cut-out. This opening shall be provided with a hinged cover so designed and constructed to remain open when fueling is in progress and remain in a totally closed position at all other times. (See E.2.9.4. for other requirements for filler opening.)
- 2.1.12. A flexible, tenacious, high quality caulking compound or adhesive must be applied to the top of all rub rails, all unwelded metal joints, and to any place where moisture could enter through the exterior panels. This does not include the fresh air intake of the heater or the drain openings at the bottom of the rub rails. The compound shall be applied to the required areas in a neat and workmanlike manner without voids or skips.
- 2.1.13. Each body shall bear in a prominent place a permanently attached plate showing the name of the manufacturer and the body serial number. (See A.7.)
- 2.1.14. Wood use shall be limited to the construction of passenger seats, seat backs, to insulate floors, on header pads, and the bottom of any tool compartment.
- 2.1.15. Windows or other surfaces shall be no closer than 2" to the steering wheel.

2.2. BODY FRAME

- 2.2.1. The body frame system (see Paragraph E.2.1.) shall be of the type, grade, and thickness of steel specified in TABLE NO. 7, page 48, or approved equal, and shall meet the requirements of FMVSS No. 220. The frame shall have a formed shape with a minimum cross sectional depth of 1.25 inches. Frame members running from one side main cross member to the other side main cross member may be continuous bow frames, or they may consist of side posts and roof bows. If side posts and roof bows are used, every pair of side posts must be connected by a roof bow to form the equivalent of a continuous bow frame. The side posts shall be set on not more than 30 inch centers, except that one side post and bow or one bow frame may be set on a maximum of 38.75 inch center, or three bow frame sections not exceeding 36.5 inches may be used in any one body. Each of the side posts or bow frames shall be securely welded, riveted or lock bolted to the floor system at each main cross member or to the longitudinal frame member which is located at the floor line. Each side post and/or bow frame must also be attached, as specified above, to the remaining longitudinal frame members.
- 2.2.2. The body frame shall have not less than four individual side longitudinal frame members extending the full length of the body (except as interrupted by side posts or when cut for an opening for the wheel housing). One each shall be located at the floor line, the seat line, the belt line, and at the window header line. The belt line longitudinal member may be replaced by an exterior rub rail, i.e., an extra rub rail in the belt line area. This rub rail must meet requirements specified under RUB RAILS, Paragraph E.2.9.
- 2.2.3. The front frame shall be a unitized framework of formed sections designed with the necessary stress members required to withstand the torsional stresses set up by or in the chassis. The corner posts shall extend from the bottom of the body to the windshield header and shall not cause or produce a "blind spot" for the driver. The front assembly shall be securely attached to the floor system by lock bolting, welding, or riveting and shall be securely bolted to the chassis cowl in such a manner as to cause no undue strain. (See E.2.2.1.)
- 2.2.4. The rear frame shall consist of a formed sill, two posts (one on either side of the emergency door, extending from the sill to the roof bow and intersected by a rear header at the proper point), and suitable strainers to form a rigid framework. This framework shall be assembled and attached to the floor system by welding, riveting, or lock bolting.
- 2.2.5. The complete body frame shall be formed, welded, riveted, or lock bolted, assembled and constructed in accordance with recognized engineering practices within the bus body industry.

2.3. BATTERY COMPARTMENT

If the battery is to be mounted on the chassis frame (which is required on diesel powered buses), the bus body manufacturer shall provide a battery compartment beneath the floor of the bus body. This compartment shall be a skirt type container, reinforced and equipped with a pullout receptacle and an outside access door. The battery compartment shall provide complete weather protection for the battery as well as total access for servicing. (See also F.6.2.) Battery cables of sufficient length shall be provided by the chassis manufacturer to accommodate mounting of the battery in this compartment, and the body manufacturer shall mount the battery in the compartment. This compartment is not available on rear engine buses.

TABLE NO. 7

NOMINAL METAL THICKNESSES AND ZINC COATING DESIGNATIONS FOR STEEL COMPONENTS

ITEM NUMBER	COMPONENTS	THICKNESS INCH	METAL ZINC COATING DESIGNATION
1	Bow Frames	.0635	G60
2	Bows, Roof	.0635	G60
3	Cowl, Front	.0635	G60
4	Doors, Emergency and Service:		
4a	Exterior Panel	.0396	G60
4b	Interior Panel	.0336	G60
5	Door Posts:		
5a	Emergency Door	.0785	G60
6	Floor Panels	.0785	G60
7	Longitudinal Frame Members:		
7a	Floor Line	.0635	G60
7b	Seat Line	.0635	G60
7c	Belt Line	.0635	G60
7d	Window Header Line	.0635	G60
8	Panels, Exterior:		
8a	Front	.0396	G60
8b	Rear	.0396	G60
8c	Roof	.0396	G60 or A60
8d	Side	.0396	G60 or A60
8e	Skirts	.0396	G60
9	Panels, Interior:		
9a	Headlining	.0336	G60 or A60
9b	Front Lap	.0336	G60 or A60
9c	Rear Lap	.0336	G60 or A60
9d	Lower (below windows)	.0336	G60 or A60*
10	Posts, Side	.0635	G60
11	Rub Rails:		
11a	Skirt Line	.0635	G60
11b	Floor Line	.0635	G60
11c	Seat Line	.0635	G60
11d	Window Line	.0396	G60
12	Wheel Housing	.0635	G60
13	Window Sills	.0396	G60**

*NOTE: Lower interior panels (Item No. 9d) and step-well wall panels shall be clear coated galvanized steel, ASTM designation A446-76, or Galvalume.

**NOTE: It is mandatory that all components listed in TABLE NO. 7 be of the following types of steel, unless otherwise specified, and except Item No. 13 may be of aluminum alloy 6063-T6 having a minimum thickness of .062 inch. Any and all other metal components not listed in TABLE NO. 7 may also be zinc-coated steel.

TYPE I (Regular) - ASTM Specification A525, coating designation G60, as specified, mill zinc coated steel. Coated steel, except components not to be primed and painted, to have a smooth minimized spangle surface which has been zinc phosphate treated by the steel mill or by the bus body manufacturer.

TYPE II (Alloyed) - ASTM Specification A525, coating designation A60, mill zinc coated steel which has been zinc phosphate treated by the steel mill or by the bus body manufacturer.

Standard A.I.S.I. tolerances allowed for metal thickness requirements.

E. BODY SPECIFICATIONS - 35 THROUGH 83 PASSENGER

2.4. FLOOR

- 2.4.1. The floor system (See E.2.1.1.2.) shall be of the type, grade and thickness of steel specified in TABLE NO. 7, page 48, or approved equal. The floor panels shall run the full width of the floor and shall be supported on all outside edges by a longitudinal frame member. The floor panels shall be welded, riveted, or bolted to the main and auxiliary cross members and shall be joined so as to form a leakproof and dustproof floor. The main and auxiliary cross members shall extend the full interior width of the floor panels. The side posts or bow frames shall be securely welded, riveted, or bolted to the floor system and to the longitudinal frame members or gussets.

The cross members shall be spaced not more than 10 inches center to center. The floor panels and cross members shall be designed so as to completely and adequately support all fixed and changeable loads under all operating conditions without deformation of the underbody structure, strains to body, or fractures of member joints. The design and strength of the understructure shall be sufficient to eliminate the necessity of installing outriggers attached to the chassis except at the front entrance. The undersurface of the entire floor structure, including wheel housing and step-well, shall be sprayed with material at least 1/8 inch thick conforming to that specified in the paragraphs on UNDERCOATING. (See E.1.9.)

- 2.4.2. The floor in the underseat area, including tops of wheel housings, driver's compartment, and toeboard (except transmission inspection plate), shall be covered with fire-resistant rubber floor covering or equivalent having minimum overall thickness of 0.125 (1/8) inch. Floor covering on toeboard shall be held in place by trim strip or molding.
- 2.4.3. Floor covering in aisle shall be of aisle type fire-resistant rubber or equivalent, and shall be nonskid, wear-resistant, and ribbed. Minimum overall thickness shall be 0.1875 inch measured from tops of ribs. Rubber aisle floor covering shall meet Federal Specification ZZ-M-71D. Seams shall be covered with the bus body manufacturer's standard aluminum trim.
- 2.4.4. Floor covering, except that on the toeboard, must be permanently bonded to the floor with water proof adhesive material and must not crack when subjected to sudden changes in temperature. All seams shall be sealed with waterproof sealer.
- 2.4.5. Extruded aluminum metal strips of a minimum 0.1875 inch high and 1 inch wide shall be installed on each side of the aisle, the full length of the aisle, so as to secure both the edges of the aisle covering and the adjoining edges of the underseat covering. Each aisle strip shall consist of not more than three pieces of the metal stripping. The strips shall be secured to the flooring with flush-mounted flat or low profile oval head screws; holes for the screws shall be countersunk. The screws shall be placed not more than 9 inches apart for the full length of the metal strips except that the ends of each piece of stripping shall have screws placed at not more than 0.75 inch from each end.

2.5. WHEEL HOUSING

The wheel housing shall be of the type, grade, and thickness of steel specified in TABLE NO. 7, page 48, or approved equal. The wheel housing shall be constructed of a maximum of three pieces and of arched design and shall be attached in such a manner so as to form a waterproof and dustproof seam. The size of the wheel housing shall be such that tire chains will have proper clearance. The edges inside the bus shall be rounded to prevent injury to the passengers. The wheel housing shall be such that when attached to the body, the strength of the resulting structure shall be equivalent to or greater than that section of body that has been removed to receive the wheel housing. The undersurface shall be sprayed with 0.125 inch thick material conforming to that specified in Paragraph E.1.9., UNDERCOATING.

2.6. STEPS

- 2.6.1. The first step at the service door shall be not less than 12 inches, and not more than 16 inches, from the ground when the bus is unloaded. Service door entrance may be equipped with two-step or three-step entrance. Risers in each case shall be approximately equal. The step-well shall not protrude beyond the side body line and shall be fully enclosed to prevent accumulation of ice, snow, and dust. A grab handle not less than 20 inches in length shall be provided and placed in an unobstructed location inside the doorway. The outside surface of this handle shall be stainless steel or chrome plated steel.

E. BODY SPECIFICATIONS - 35 THROUGH 83 PASSENGER

- 2.6.2. All steps and the floor line platform area shall be covered with .1875 inch rubber metal-backed treads with at least 1.5 inch white nosing as an integral piece without any joint. Three inch white rubber step edge with metal back may be substituted in the floor line platform area. Step tread minimum overall thickness shall be 0.1875 inch ribbed design, similar to the ribbed design of the aisle rubber. Metal back of tread, minimum 24-gauge cold rolled steel, shall be permanently bonded to ribbed rubber. Grooved design shall be such that said grooves run at 90-degree angle to long dimension of step tread.
- 2.6.3. The rubber portion of the step treads shall have the following characteristics:
 - 2.6.3.1. Special compounding for good abrasion resistance and high coefficient of friction.
 - 2.6.3.2. Sufficient flexibility so that it can be bent around a .5 inch mandrel both at 130°F and 20°F without breaking, cracking, or crazing.
 - 2.6.3.3. Shore A Durometer or equivalent hardness 85 to 95.

2.7. EXTERIOR PANELS

- 2.7.1. All exterior panels (See E.2.1.1.3.) shall be of the type, grade, and thickness of steel specified in TABLE NO. 7, page 48, or approved equal.
- 2.7.2. The front and rear exterior panels shall be formed into the desired contours to give a smooth, pleasing appearance to the bus. The front and rear exterior roof panels shall be of not more than three pieces welded or riveted together to form a continuous piece over the front and rear frame.
- 2.7.3. All exterior panels shall be attached to bow frames and strainers so as to act as an integral part of the structural frame. All exterior panels shall be installed by lapping and riveting, lapping and bolting, or by flanging and bolting and in such a manner as to form watertight joints. Joints shall meet the requirements of FMVSS No. 221.
- 2.7.4. The exterior side panels shall be installed either vertically or longitudinally. Vertical panels shall be one-piece and shall extend from the window line to or below the floor line. Longitudinal panels shall be installed starting at or below the floor line and extending upward to the window line with each ascending panel overlapping the preceding panel. Rub rails shall not be considered as part of the paneling for covering the side except for pressed-in window rails.
- 2.7.5. All exterior panels shall be completely sprayed on the inside of the main exposed surfaces, and shall featheredge to the edge of the attaching members, with 1/16 inch thick material conforming to that specified in the paragraph on UNDERCOATING (E.1.9.). The spraying shall be done after the panels are installed.

2.8. SKIRT REINFORCEMENTS

Side skirts shall be gusseted or braced on not more than 30 inch centers and wherever required for rigidity and to prevent vibration. An exception to this is that no more than three sections may be on 36 inch (or less) centers if the body sections are authorized to be longer than 30 inches.

2.9. RUB RAILS

- 2.9.1. Four separate one piece continuous rub rails of the type, grade, and thickness of steel specified in TABLE NO. 7, page 48, or approved equal, shall be installed on the body. One rub rail shall be located at the skirt level, one at or near the floor level, one at or near the seat level, and one near the window line. One additional rub rail may be furnished in lieu of one longitudinal frame member. (See Paragraph E.2.2.2.) The minimum finished width of all rub rails shall be 4 inches.
- 2.9.2. The window level rub rail shall be installed the full outside length of the body on the right side from the service door to the rear corner radius and on the left side from the point of curvature near the outside cowl to the rear corner radius. The splice, if necessary, shall be located at the body post behind the rear wheel-house, by lapping the full width of the supporting part of the post.

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- 2.9.3. The seat level rub rail shall be installed from the service door completely around the bus body (except for emergency door and rear engine) to the point of curvature near outside cowl on left side. The rails may be two-piece with the joint being near the rear side of the bus body. The rail extension shall be joined to the continuous side rail by one of the following means: (1) butt welding; (2) jogged lapped by not less than one inch and riveted; (3) butted with a sleeve riveted over the joint. When joining is by lapping or fastening with a sleeve, the joint must be made at the rearmost body side post or preferably, the second post from the rear.
- 2.9.4. The floor and skirt level rub rails and the additional rub rail furnished in lieu of one longitudinal frame member shall be installed the full outside length of the body (except at wheel housings) on the right side from the service door to the rear corner radius and on the left side from the point of curvature near the outside cowl to the rear corner radius. One of the floor level rails may be cut to provide an opening for the gas tank filler neck only if fuel tank furnished to meet FMVSS No. 301-75 requires opening to be enlarged, or to meet requirements in E.2.1.11.
- 2.9.5. The rub rails shall be of ample strength to resist impact and to prevent crushing of the bus body and shall be a flanged-formed channel, longitudinally fluted or corrugated rib surface. Ends shall be (1) smoothly closed, or (2) shall be closed by a rounded end cap which shall be butt or flash welded to the rub rail, or (3) shall be closed by a rounded end cap inserted with an approximate one inch sleeve inside of the rub rail, riveted in position at the top and bottom of the rub rail flange, and sealed in the same manner as the top flange of the rub rails.
- 2.9.6. All rub rails shall be bolted or riveted on top and bottom to each side post and riveted on top and bottom to the exterior paneling between the side posts (see Exception in E.2.1.9.). Provisions for one-piece rails may be accomplished by butt or flash welding. All welds including those for the end caps shall be dressed, sanded, and buffed.
- 2.9.7. The bottom edge of each rub rail (except the pressed-in-type which may be used near the window line) shall have provisions for drainage of accumulated moisture. One of the following drainage methods shall be used: (1) the bottom flange of the rub rail shall have 1 x 0.032 inch (minimum) formed slots spaced on not more than 12 inch centers, or (2) one 0.25 inch diameter hole or slot per foot in the lowest part of the rub rail drilled prior to the priming, painting, and installation of the rub rail. Holes drilled after rub rail installation are not acceptable. Formed slots are preferred over drilled or cut holes.
- 2.9.8. The top joint of the rub rail shall be sealed with a caulking compound or adhesive as specified in Paragraph E.2.1.12.

2.10. INTERIOR PANELS

- 2.10.1. All interior panels shall be of the type, grade and thickness of steel specified in TABLE NO. 7, page 48, or approved equal. Front and rear panels shall be formed to present a smooth, pleasing appearance. Roof panels shall be continuous from header to header. If the ceiling is constructed so as to contain lapped joints, the forward panel shall be lapped by the rear panel and all exposed edges shall be beaded, hemmed, flanged, or otherwise treated to minimize sharp edges.

NOTE: Panels below passenger windows shall be clear coated galvanized embossed steel, ASTM code A446-76. Step well and riser panels shall be the same as above except embossing is not required. Galvalume is acceptable on both

- 2.10.2. All interior panels shall be attached to the frame structure by bolts, rivets or by any well-designed method utilizing self-locking panel, locking panels strips, or clips. Regardless of the method used, the panels shall be so securely attached that vibration, rumble and popping will be at a minimum.
- 2.10.3. The space between the inner and outer panels shall be lined with 1.5 inch minimum thickness fiberglass with an R factor value at least 5.77, securely adhered to the exterior panels. This insulation is also required inside the hat shaped bows on air conditioned bus bodies.

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2.11. DOORS

The service door and the emergency door shall be of the type, grade, and thickness of steel specified in TABLE NO. 7, page 48, or approved equal. The hinges for both the service and emergency doors shall be attached with rivets or bolts, nuts, and lock washers. **Metal screws or self-tapping bolts are not acceptable.** Metal screws may be used for alignment of doors only. Self-tapping bolts may be used for alignment when bolt heads are tack welded to the hinge. (See Paragraph E.2.1.9.)

2.11.1. Service Doors

- 2.11.1.1. General - Service or entrance doors shall have a minimum horizontal opening of approximately 24 inches and a minimum vertical opening of about 68 inches. The service door shall have lower and upper glass panels to permit the driver to see entering passengers as well as the passenger landing area. These glass panels shall be set in rubber.

Both vertical closing edges of this door shall be equipped with rubber or rubberized material to protect passengers' fingers. The inside top of the door, head impact area, shall be protected by an energy absorbing padded header board of sufficient size (width, depth, and length) to prevent injury when accidentally impacted. There shall be no door at the left of the driver.

- 2.11.1.2. The entrance door for 35, 47, 53, 59, 65, and 71 passenger conventional buses shall be manually operated. The door control must be the hand lever type, driver-operated, and shall be designed so as to afford easy release and to prevent accidental opening. The two-piece or folding type service door shall be located on the right side near the front of the bus in direct view of the driver.
- 2.11.1.3. On semi-forward control buses, the entrance door shall be operated from controls at or near the bus driver's seated position. The doors may be actuated either pneumatically (pressure or vacuum), electrically, or manually, and shall be designed to allow manual opening in case of an emergency. To prevent accidental opening while the bus is in motion, the system shall require at least a 125 pound force applied to its center in order to manually open the door.
- 2.11.1.4. The service or entrance door(s) on 83 passenger buses may be either manual, electric or air (pressure or vacuum operated). If the door is manual type, door control must be the hand lever type and shall be designed so as to afford easy release and to prevent accidental opening. The two-piece or folding type service door shall be located on the right side near the front of the bus. At least two-thirds of its opening width shall be ahead of a point opposite the back of the driver's seat.

2.11.2. Emergency Door

- 2.11.2.1. The emergency door shall be located in center of the rear of the body (See 2.11.2.2. below for rear engine buses) and shall have a minimum horizontal opening of 30 inches and a minimum vertical opening of 48 inches measured from the floor level. The emergency door shall be marked "EMERGENCY DOOR" or "EMERGENCY EXIT", both on the inside and on the outside with at least 2-inch high lettering painted on the top of or directly above the door.
- 2.11.2.2. Left side emergency door, meeting the requirements of FMVSS No. 217, shall be provided on rear engine buses.
- 2.11.2.3. The inside top of the door, head impact area, shall be protected by an energy absorbing padded header board of sufficient size to prevent injury when accidentally impacted.
- 2.11.2.4. The emergency door shall be equipped with a slidebar rack and pinion (cam) operated latch. The slidebar shall be approximately 1.25 inches wide and 0.375 inch thick and shall have a minimum stroke of 1.125 inches. The slidebar shall be spring loaded so as to retain the bar in the closed position and have a minimum of one inch of horizontal bearing surface beyond the edge of the door frame when the door is in a latched position.

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2.11.2.5. The movement of the latch handle through its full arc of operation shall not be obstructed by or extend into the area behind the rear seats at the emergency door. The handle, when in the closed position, shall meet the requirements of FMVSS No. 217. The design of the latch handle shall allow quick release, but shall offer protection against accidental release. Control of the fastening devices from the driver's seat shall not be permitted. A pull handle shall be installed on the inside of the emergency door in order that the door can be closed securely for positive fastening. Provisions for opening from the outside shall consist of a handle (device) of such design so as to prevent "hitching" but to permit opening when necessary. The outside handle, when in the closed position, shall extend down from its pivot center.

2.11.2.6. The emergency door latch shall be equipped with a heavy-duty electric plunger-type switch connected to a warning buzzer located in driver's compartment. The switch shall be enclosed in an adequately protected case, and wires leading from switch shall be concealed in the wall.

This switch shall be mounted plumb, parallel, and perpendicular to the striker plate of the lock slidebar. The switch shall be installed so that the buzzer will sound before the door handle is turned far enough to allow opening the door. Switch shall be Cole-Hersee's No. 9118, having an upset end (knob) on the plunger head.

2.11.2.7. The emergency door shall be hinged on the right side or on the forward side on 83 passenger buses, shall open outward and shall be designed to permit opening from both inside and outside of the bus. It shall be properly sealed against moisture and dust. No steps shall lead to the emergency door. No seat or other object shall be so placed in the body as to restrict the passage to the emergency door to less than 12 inches.

2.11.2.8. The glass* in the emergency door shall be not less than 299 square inches in area and shall be set solid in a waterproof manner. The installation of glass in the lower section of the emergency door is also required and shall meet the same requirements except in rear engine buses. The lower glass shall be the manufacturer's standard size. These windows shall be installed securely to prevent removal by hand.

*All glass used in service and emergency doors shall be a minimum of 0.125 inch thick safety glass. Only safety glass approved by the Texas Department of Public Safety shall be used. The glass shall be so mounted that the permanent identification mark is visible and shall be of sufficient quality as to prevent distortion of view in any direction.

2.12. WINDSHIELD AND WINDOWS

2.12.1. All glass used in the driver's window, side windows and rear windows shall be a minimum of 0.125 inch thick safety glass. The glass in the windshield shall be AS-1 grade and the glass in all side and rear windows shall be AS-2 grade or better, as specified in American National Standards Institute Safety Code Z26.1. Only safety plate and safety glass approved by the Texas Department of Public Safety shall be used. The glass shall be mounted so that the permanent identification mark is visible and shall be of sufficient quality to prevent distortion of the view in any direction. Windshield glass and side windows shall be inset in rubber channels or approved equivalent material. AS-3 grade glass may be used in side passenger windows only when deep tinted windows are required by the ordering agency.

2.12.2. The windshield glass shall be a minimum of 0.21875 inch thick safety plate and shall be heat absorbent, laminated plate. The windshield shall have a horizontal gradient band (tinted) starting slightly above line of driver's vision and gradually decreasing in light transmittance by 20 percent or less at top of windshield. The windshield shall be slanted back at the top not less than 2 inches. The maximum width of the windshield center post shall not exceed 2.5 inches.

2.12.3. The driver's window shall be a 2-piece window of either of the following types:

2.12.3.1. Front part opening either in or out and rear part lowering and raising by use of a regulating handle.

2.12.3.2. Two-piece sliding-sash type. This type will be acceptable only when the bus is equipped with an adequate air scoop to draw outside air into the driver's compartment. When the driver's ventilation is drawn through the heater system, this air shall be shielded from heat sources and a hot water cut-off valve is to be provided in the driver's compartment.

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- 2.12.4. Passenger side windows shall be the split-sash type and shall provide an unobstructed opening 22 inches wide and between 9 and 10 inches high. All exposed edges of glass shall be banded. Side windows that can be individually latched in an uneven position are not acceptable.
- 2.12.5. Rear windows shall be installed on each side of the rear emergency door. Each rear window glass shall be a minimum of 140 square inches in area and shall be set solid in a waterproof manner. These windows shall be installed securely to prevent removal by hand.
- 2.12.6. A rear "push-out" window, meeting the requirements of FMVSS No. 217, shall be provided on rear engine buses.

2.13. VENTILATION

The bus shall be equipped with a suitable, controlled ventilation system of sufficient capacity to maintain a satisfactory ratio of outside to inside air under operating conditions without opening windows except in warm weather. A static-type, nonclosable exhaust ventilator shall be installed in low-pressure area of roof.

2.14. SEAT BARRIERS

- 2.14.1. Seat barriers shall be furnished and installed in accordance with FMVSS No. 222. Stainless steel, polished aluminum or chrome plated steel hand rail(s) shall be installed on or in front of the right hand front seat barrier to assist passenger ingress or egress. Method of attachment shall be manufacturer's option.
- 2.14.2. The front barriers shall not infringe upon the area required for safety and operating equipment.

2.15. SEATS

- 2.15.1. The seat frames shall be constructed of the type, size, and gauge of steel as required to meet FMVSS No. 222.
- 2.15.2. Seat frames shall be two, four, or six pedestal type and each leg shall be mounted with at least 2 bolts, flat washers, lock washers, and nuts, or approved equal. Where it is impossible to use bolts and nuts at certain floor points because of main cross members or floor sill interference, thread forming or cutting bolts and lock washers may be used.
- 2.15.3. All buses shall meet or exceed the seat spacing and crash protection requirements of FMVSS No. 222 and Amendment. In addition, as indicated below, Texas buses shall be provided with the minimum knee space measured horizontally (front to back) between seat backs, approximately 4 inches above the seat cushion center. That minimum knee space shall be 24 3/4 inches for the (short wheel-base) 71 passenger bus and the 83 passenger, and 25 inches for all other buses listed here. Allowing for manufacturer's standard tolerances, Texas requires the maximum allowable knee space on buses consistent with overland standard body lengths, and generally no less than the minima cited immediately above. See TABLE NO. 6 and Option 16.
- 2.15.4. The minimum aisle width between rows of seats shall be 12 inches for standard and 30 inches for wheelchair equipped buses (See Paragraph G.2.3.3, Wheelchair Lift Buses, for aisle requirements).
- 2.15.5. The entire seat frame, except that section of the seat back frame which is padded and upholstered, shall be thoroughly cleaned, primed and painted. The paint shall have adhesive qualities which will not permit the removal of the paint by means of the thumbnail-scratch method without first chipping a starting place.
- 2.15.6. The 39 inch minimum seat cushion unit shall be designed to adequately support three passengers of 125 pounds each. The 26-inch minimum seat cushion unit shall be designed to adequately support two passengers of 125 pounds each. The seat cushion unit shall consist of a base, a polyurethane foam cushion assembly or a one-piece polyurethane foam cushion, and upholstery. The seat cushion unit components shall be as follows:
 - 2.15.6.1. Base - The base shall be 1/2 inch nominal thickness C-D interior grade plywood with exterior grade glue, identification index 32/16, manufactured in conformance with U.S. Product Standard PS 1-83 for Construction and Industrial Plywood, and identified as to veneer grade and glue bond type by the trademarks of an approved testing agency or made of approved "Donnite" material, manufactured by Donnite Corporation, Flora and Harrison, Plymouth, Indiana 46563, of equal or greater strength and thickness. Plywood with blue stain in sapwood is not acceptable.

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- 2.15.6.2. Polyurethane Foam Cushion Assembly - The foam cushion assembly shall be constructed of unfilled polyurethane foam conforming to the following physical requirements. Rebonded polyurethane foams are not acceptable for seat cushion or seat stiffeners.

Physical Property (ASTM D 3574)		Seat Cushion	Seat Stiffeners
Density	- lbs./cu. ft., min.	1.8	2.4
Load Deflection	- 4" thick @ 25% Indentation-lbs., min.	38	80
Indentation Load	- Ratio 65%/25%, min.	1.9	2.5
Compression Set	- 50% Deflection (22 hrs. @ 158°F) - % max.	20	20
Tensile Strength	- psi, min.	12	12
Tensile Elongation	- %, min.	225	75
Tear Resistance	- lbs./inch, min.	2.0	1.5

The seat cushion assembly shall be fabricated in accordance with the nominal dimensional requirements as shown in Figure 5.

The seat cushion shall be either of one-piece construction or may be constructed of more than one piece at the manufacturer's option. If the seat cushion is of more than one piece, the top 1.5 inches of the cushion shall be of one continuous foam piece. All parts of the seat cushion and the seat stiffeners shall be securely cemented or otherwise bonded together to form the seat cushion assembly shown on the next page.

- 2.15.6.3. Polyurethane Foam Cushion, One-Piece - The one-piece foam cushion shall be solid polyurethane foam conforming to the following physical requirements. Rebonded or molded polyurethane foams are not acceptable for seat cushions.

Physical Property (ASTM D 3574)		One-Piece Seat Cushion
Density	- lbs./cu. ft., min.	3.0
Load Deflection	- 4 inches thick at 25% Indentation - lbs., min.	50
Indentation Load	- Ratio 65%/25%, min.	2.3
Compression Set	- 50% Deflection (22 hrs. at 158°F) - % max.	20
Tensile Strength	- psi, min.	7.5
Tensile Elongation	- %, min.	110
Tear Resistance	- lbs./inch, min.	1.5

The seat cushion dimensions shall be in accordance with the nominal dimensional requirements as shown in Figure 5.

All seat cushion materials shall meet or exceed the requirements of FMVSS No. 302, Flammability of Interior Materials for Buses.

- 2.15.6.4. Upholstery - The seat cushion unit shall be covered on top and four sides with a vinyl resin coated upholstering material. There shall be welting on exposed corner seams of the seat back and cushion. This material shall have a regular fire-resistant treatment and shall be artificial leather equal to coated fabrics as follows:

TABLE NO. 8

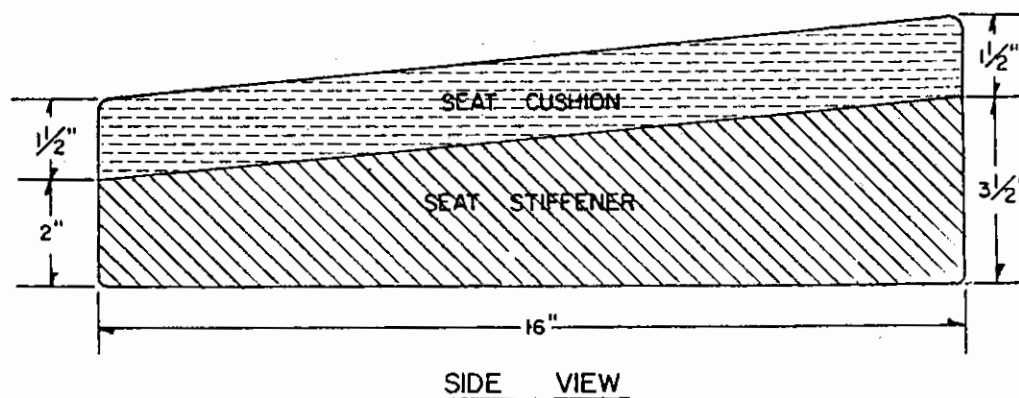
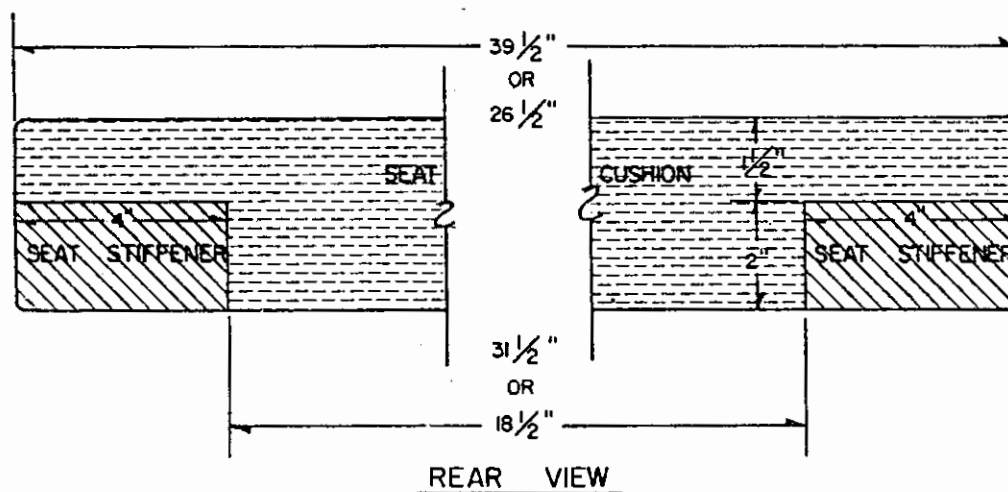
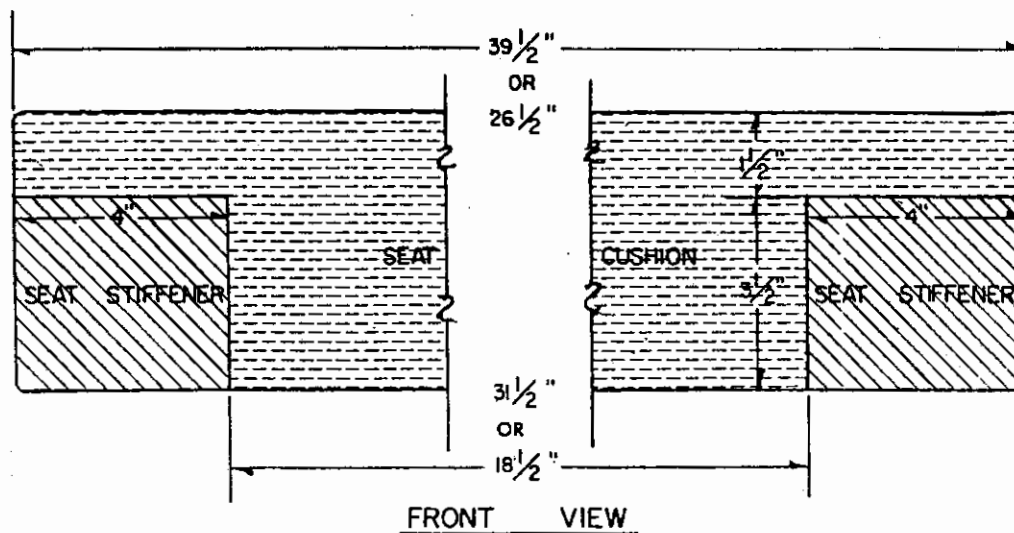
Manufacturer	Fabric	oz./yd. ²	oz./lin.yd.	Backing
Naugahyde	1037R	28.0	42.0	1.06 broken twill
Athol	1042FR	28.0	42.0	polyester cotton knit
Masland-Dura	6042 MXP-076	25.5	38.0	polyester cotton twill
*General Tire	2.73	24.0	38.0	polyester drill
*Uniroyal	E 7097-1	25.5	38.0	polyester knit
*Athol	536FR	25.5	38.0	polyester twill

*approved equal

The upholstery material shall be securely sewn with a thread meeting the requirements of Federal Specification V-T-295d. The thread in the needle and the thread in the looper (bobbin) of double thread machines shall be size F, Type II (Twisted Bonded Multiple Cord), and size E, Type I (Twisted Soft Multiple Cord), respectively. The thread used in the needle and through the looper shall be Size F (Monofilament), Type III, for single thread machines.

Figure 5

SEAT CUSHION ASSEMBLY



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- 2.15.7. The seat backs shall slope backward to provide a comfortable seating angle. **Seat backs set in a vertical plane or that tilt forward are not acceptable.**
- 2.15.8. The base of the driver's seat shall be of the adjustable pedestal type or the platform type giving approximately 4 inches "Fore and Aft", and a **separate** minimum 1 inch vertical adjustment. The back of the driver's seat shall be heavily padded and formfitted. The pedestal or platform shall be mounted with bolts, flat washers, lock washers, and nuts except where it is impossible due to interference from floor sills or main cross members. Thread forming or cutting bolts and lock washers may be used there.
- 2.15.9. A Type 1 or 2 seat belt assembly conforming to FMVSS No. 209 shall be provided **for the driver.** The belt assembly furnished shall be equipped with at least one automatic locking reel-type retractor incorporated into the mounting bracket.
- 2.15.10. The anchored ends of the belt assembly shall be fitted with a minimum 8 inch semirigid plastic boot which will prevent that portion of the belt between the buckle and the retractor reel from contacting the floor and keep belt from hitting the feet of the passengers in the front seat directly behind the driver.
- 2.15.11. Seat belt assemblies shall be anchored in such a manner or guided at the seat frame so as to prevent the driver from sliding sideways from under the belt. The location of the seat belt anchorage shall conform to SAE Standard J383 with the driver's seat adjusted to its rearmost position.

E.3. ACCESSORIES - REQUIRED AND OPTIONAL

3.1. BACK UP ALARM

An automatic audible back up warning alarm meeting the requirements of type C, 97dB(A), SAE J994b (except for 12 volt system) shall be installed behind the rear axle.

3.2. DEFROSTERS

Defrosting equipment shall keep the windshield, the window to the left of the driver, and glass in the service door clear of fog, frost, and snow, using heat from the heater and circulation from fans. All defrosting equipment shall meet the requirements of FMVSS No. 103. Any circulating fan used in defogging and installed on the curb side of the bus front shall be mounted on the windshield header so as to protect the fingers, hair, and clothing of entering and departing passengers.

3.3. FIRE EXTINGUISHERS

- 3.3.1. Each bus shall be equipped with at least one refillable stored pressure Multi-purpose Dry Chemical type, or approved equal fire extinguisher of 5 lb. minimum capacity, mounted in extinguisher manufacturer's bracket of automotive type, and located in driver's compartment in full view of and readily accessible to driver. Fire extinguisher shall bear Underwriters Laboratories Listing Mark of no less than 2A 20-B:C rating.

- 3.3.2. Extinguishers shall be furnished with a hose, pressure gauge and, metal head.

Approved equal: American Safety Products (ASP) Model 13000, 2A 40-B:C Rating. (For those who prefer the type, this fire extinguisher is available with a 13 pound charge of combined halon gas. It is not permissible to transport these units after refilling, therefore the manufacturer offers a 5 year warranty and replacement of discharged units with a new unit at half price.)

3.4. FIRST AID KIT

Buses shall have a removable metal first aid kit container mounted in an accessible place within driver's compartment. The compartment shall be marked to indicate location of the kit. Number of units and contents for each kit shall be as follows:

- 2 - 1 in. x 2 1/2 yds. adhesive tape rolls
- 24 - sterile gauze pads 3 in. x 3 in.
- 100 - 3/4 in. x 3 in. adhesive bandages
- 12 - 2 in. bandage compress
- 12 - 3 in. bandage compress
- 2 - 2 in. x 6 yds. sterile gauze roller bandages
- 2 - nonsterile triangular bandage approx. 40 in. x 36 in. x 54 in., 2 safety pins
- 3 - sterile gauze pads 36 in. x 36 in.
- 3 - sterile eye pads
- 1 - rounded end scissors

3.5. HEATER

- 3.5.1. Each bus shall be equipped with a heavy-duty combination fresh air and recirculating air heater(s). The heater(s) shall be a hot water type having a minimum free flow output rating of 45,000 BTU/hr for buses with a capacity of 35 passengers and a minimum free delivery output rating of 80,000 BTU/hr for buses with a capacity greater than 35 passengers. The BTU/hr rating shall be in accordance with Standard SBMI No. 001, The School Bus Manufacturer's Institute Code for Testing and Rating Automotive Bus Hot Water Heating Equipment. The heater shall be installed near the front of the bus body with the controls readily accessible to the driver. Heater hose connections shall be installed above the floor of the bus body and through the fire wall to the engine compartment. Heated conduits inside the bus shall be insulated or shielded to prevent injury to the driver or passengers.
- 3.5.2. Each heater installation shall include two all brass shutoff valves or cocks installed as follows:
 - 3.5.2.1. One between the heater hose connection and the water pump outlet;
 - 3.5.2.2. One between the heater hose connection and the motor block.
- 3.5.3. Installation of the shutoff valves or cocks shall be as close as possible to the water pump and motor block outlets. The hoses shall be adequately supported to guard against excessive wear due to vibration.
- 3.5.4. The length of the hot water hoses shall be as short as possible consistent with good installation practices; however, the hoses shall not be installed in such a manner so as to interfere with normal motor maintenance operations, such as the removal of the engine air cleaner. The hoses shall not dangle or rub against the chassis or sharp edges and shall not interfere with or restrict the operation of any motor function, such as the spark advance of an automatic distributor. Heater hose shall conform to SAE 20R3, Class C, as defined in SAE Standard J20e.
- 3.5.5. When so specified in the Invitation for Bids, a second recirculating heater shall be furnished, and it shall be mounted near the rear of the bus and in such a manner so as not to interfere with the securing of seats to the floor, as specified in Paragraph E.2.15.2. The heater shall have a minimum output rating of 40,000 BTU/hr (recirculating air rating - not fresh air intake rating) for buses having a capacity of 35 passengers and a minimum output rating of 60,000 BTU/ hour (recirculating air rating - not fresh air intake rating) for buses having a capacity greater than 35 passengers. Hose shall meet above standard.

NOTE: Auxiliary heaters on diesel powered buses shall be furnished with a water circulating pump.
- 3.5.6. Accessible air bleeder valves shall be installed in the return lines of any body manufacturer furnished heaters.
- 3.5.7. Heater motors, cores and fans shall be readily accessible. Access panels (removeable without removing driver's seat) shall be provided for servicing.

3.6. LUGGAGE RACK

When so specified in the Invitation for Bids, a luggage rack (See Option 12) shall be mounted on top of the bus. The rack shall be a minimum of 81 inches in length on buses having a capacity of 53 passengers or less. On 59-passenger and larger buses, the rack shall be a minimum of 135 inches in length. The rack shall be a minimum of 60 inches wide. The floor or bottom of the luggage rack shall consist of minimum 19 gauge steel stiffened by the application of spot welded pressed channels or pressed-in panels. The bottom shall be flat and shall be adequately perforated for water drainage. The side rail shall be a minimum of 0.75 inch O.D. steel tubing having a wall thickness of at least 0.0625 inch or channels of equal strength. The rack shall have a minimum of three side rails on all four sides and the top rail shall be approximately 12 inches above the flat bottom floor of the rack. Both the right and left sides of the rack shall have a minimum of four footman loops to accommodate tarpaulin tie down straps. The vertical posts shall not extend above the top rail. The ends and sides from the flat bottom floor to the roof of the bus shall be enclosed with metal flashing. The complete luggage rack shall be painted, either Black or Yellow, in accordance with the manufacturer's standard practice. The rack shall have no sharp or rough edges to cause excessive tarpaulin wear. A metal ladder mounted at the rear of the bus shall provide access to the luggage rack. **Folding steps will not be acceptable.** The luggage rack shall be mounted to the roof with rivets or bolts, nuts and lockwashers attached to each roof bow under the rack and where required by standard industry practices.

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3.7. MUD FLAPS

- 3.7.1. When so specified in the Invitation for Bids, mud flaps (See Option 14) of durable, heavy-duty rubberized construction, complete with brackets, shall be installed behind each set of rear wheels. The mud flaps shall be comparable in size to the width of rear wheel housing and shall reach within approximately 8 inches of the ground when bus is empty. They shall be mounted at a distance from the wheels that will permit free access to spring hangers for lubrication, and to prevent their being pulled off while the vehicle is in reverse motion. **There shall be no advertisement on the mud flaps.**
- 3.7.2. When so specified in the Invitation for Bids, brackets only (See Option 15) for the rear mud flaps as specified above shall be installed. Brackets shall be undercoated the same as the underside of the body whether or not mud flaps are to be furnished. They shall be installed prior to undercoating.

3.8. MIRRORS

Mounting of exterior mirrors to the bus body shall be by means of bolts, nuts, and lock washers, where possible; otherwise No. 10 hexagon head sheet metal bolts with star lock washers or No. 10 hexagon head sheet metal screws with serrated surface shall be used. Exterior mirrors shall conform to the requirements of FMVSS No. 111.

Brackets and assemblies of all exterior rearview and crossover mirrors shall be cleaned and prepared for painting in accordance with Federal Specification TT-C-490B, Type I or II. The metal backs of stainless steel, aluminum, and chrome plated exterior and crossover mirrors, if painted, and the backs of all other metal backed exterior and crossover mirrors shall be finished in Color No. 37038, Lusterless Black, of Federal Standard No. 595a.

- 3.8.1. Crossover - An exterior wide angle (crossview) metal backed mirror (minimum 40 square inches of surface area) shall be installed on the left front of the bus and shall comply with the requirements of Section IV B.1.e of Federal Safety Standard No. 17, or as amended. This mirror shall have a tripod bracket.
- 3.8.2. An exterior wide angle, minimum 40 square inch, convex mirror such as Grote Model No. 12182/3, or Sure Plus Model No. 1010, manufactured by Sure Plus Manufacturing Company, Chicago, Illinois shall be installed with a tripod bracket assembly on the right front fender (right front of 83-passenger buses) for localized viewing of the total front area of the bus and the total right side area back to the service door. On 83 passenger buses, this mirror may be mounted securely to the bracket of the exterior rearview mirror.

Exception: For 83 passenger buses, one or two convex mirrors may be installed on the right side only, either mounted securely to the bracket of the exterior rearview mirror or on a separate tripod bracket, under the following conditions:

The mirror shall be adjusted to provide for localized viewing of the area from the front right corner of the bus back to the rear of the service door; and, the mirror shall also provide a view of the front of the bus which is not within the direct view of the driver.

- 3.8.3. Exterior Rearview Mirrors - shall be adjustable to allow any driver to have visibility beyond the rear wheels at ground level.
- 3.8.3.1. Two metal-backed, exterior clear-vision rearview mirrors not less than 6 inches wide by 16 inches long shall be mounted outside, one to the left and one to the right of the driver. The right side rearview mirror shall be the split view (dual view) type, such as the Grote Manufacturing Company Model 16042, or the Duplex "T" No. T-616 as manufactured by Elmsford Die Casting Company, Elmsford, New York ; or a split view mirror with a prefocused convex (blind spot) mirror such as Sure-View Model 7002, manufactured by Sure-View, Inc., Wichita, Kansas or approved equal.
- 3.8.3.2. Each exterior mirror shall be mounted in the brackets and assemblies shown on Texas State Purchasing and General Services Commission Drawings Numbered 040-35(1), 040-35(2), 040-35(3), 040-35(4), 040-35(5), 040-35(6) and 040-35(7), dated November 15, 1968. The brackets shall be mounted on the left front and right front of the bus body and cowl. The parts, as shown on Drawings Numbered 040-35(2) and 040-35(3), must be formed to fit the individual configuration of each manufacturer's body and cowl design. Long dimensions of Texas mirror brackets may be adjusted as required to fit bus configurations .

NOTE: Do not reduce exterior mirror sizes below minimum required fields of view.

E. BODY SPECIFICATIONS - 35 THROUGH 83 PASSENGER

- 3.8.4. Interior Rearview - A clear-vision interior rearview mirror, conforming to FMVSS No. 111, at least 6 inches high by 30 inches long and affording a good view of the road to the rear as well as of the passengers, shall be furnished and installed. The mirror shall be made of safety glass and have rounded corners and protected edges.

3.9. REVOLVING STROBE LIGHT

- 3.9.1. When specified on Invitation for Bids, an optional white flashing strobe light shall be permanently installed near the centerline on the school bus roof, not to exceed 33% of body length forward from the rear of the roof edge, and shall not extend above the roof more than approximately 6.5 inches.
- 3.9.2. The lamp shall have a single clear lens emitting revolving light 360 degrees around a vertical axis. The light source shall be a minimum of 50 candlepower and flash 60-120 times per minute. The base of the lamp shall be metal or approved equal and installed by a method which seals out dust and moisture. A manual switch is required and a pilot light shall be included to indicate when light is in operation. Wiring shall be installed inside the bus walls.

3.10. SCHOOL BUS STOP ARM

- 3.10.1. When specified on Invitation for Bids, an optional School Bus Stop Arm meeting the requirements and Appendix for Society of Automotive Engineers Recommended Practice No. J1133a, November, 1977 shall be installed near the front cowl section, left side of a school bus. (See Option 21, page 11).
- 3.10.2. The sign shall be octagon shaped, 18" x 18", constructed of zinc coated steel or aluminum and painted with a polyurethane finish. The arm mechanism shall be housed in the same type metal and may be activated by air pressure, electricity or vacuum.
- 3.10.3. Colors shall be a .5 inch white border and the word STOP in 6 inch white letters minimum against a red background on both sides. Schools may, if desired, specify a reflectorized surface.
- 3.10.3. Double faced red, alternately flashing lamps, visible on each side at the top and bottom of the structure shall be connected to, and flash with the regular required school bus red flashing signal lamp circuit when the arm is extended.

3.11. SEAT BELTS

- 3.11.1. When specified in Invitations for Bids (See Option 18), seat belts conforming to FMVSS 209 and 210 shall be provided for each passenger position and shall meet the following requirements:
- 3.11.1.1. Seat belts shall have a buckle end and an attaching end which are adjustable to fit passenger sizes as required by FMVSS 208 and 209. The belt assemblies shall be alternately coded with only two contrasting colors. All aisle seating positions shall have belts of the same color. All wall seating positions on two passenger seats shall have seat belts with a color contrasting with the aisle belts. On any three position seats, the center belts shall be of the contrasting color and the aisle and window belts shall be the same color.
- 3.11.1.2. Long and short ends shall be mounted alternately with the short end on the aisle. Buckles shall be plastic covered push button design.
- 3.11.2. If possible, the assembly design shall prevent fastening the belts across the aisle.

E. BODY SPECIFICATIONS - 35 THROUGH 83 PASSENGER

3.12. STIRRUP STEPS

- 3.12.1. There shall be one stirrup step and a suitably located handle on each side of bus body front for easy accessibility in cleaning windshield and lamps. The stirrup step shall be on or in the bumper on 83 passenger buses.

3.13. SUN VISOR

- 3.13.1. A two-post adjustable 6 inch by 30 inch (minimum size) sun visor with a minimum thickness of 0.125 inch and constructed of tinted plexiglass shall be installed above the interior windshield on the driver's side. Means shall be provided for tension adjustment.
- 3.13.2. In lieu of the above type of installation, the sun visor may be mounted to the inside rearview mirror at each end with lock type nuts. The mirror shall have an adjustable reinforcing bracket at each end to reduce any vibration distortion caused by the weight of the sun visor.

3.14. TOOLS

- 3.14.1. Jacks, lug wrenches, or other tools are not required.

3.15. WINDSHIELD WIPERS AND WASHERS

- 3.15.1. Each bus shall be equipped with **two heavy-duty windshield wipers and shall be 2-speed** electric motor-driven. The arms and blades shall be of sufficient size to provide clear vision for the driver during a heavy rain. The motors furnished shall be guaranteed to operate the wipers under all driving conditions and shall be American Bosch Model WWC.
- 3.15.2. A vacuum, electric, or air operated windshield washer shall be furnished and installed. The washer shall have a minimum reservoir capacity of one quart of water and shall direct a stream of water into the path of travel of each windshield wiper blade each time the actuating button is operated.

F. CHASSIS SPECIFICATIONS - 35 THROUGH 83 PASSENGER

F.1. GENERAL

1.1. GENERAL REQUIREMENTS

- 1.1.1. The requirements for gross vehicle weight ratings, gross axle weight ratings (front and rear) and tire sizes and load ranges, as specified in TABLE NOS. 9-16, pages 68-72, for each chassis are minimum requirements. The requirements are for school buses with standard equipment. The added weights of optional equipment, such as air conditioning, luggage racks, lifts for the physically impaired and other heavy accessories were not considered in establishing the capacity ratings to be certified for the chassis. If additional optional equipment is ordered which necessitates increased capacity ratings of either axles, springs or tires, it is the responsibility of the vendor to furnish them so that proper certification can be made on the vehicle.
- 1.1.2. The above requirements are not applicable for chassis only which are to be used by the State of Texas for remounting of bus bodies.

1.2. COLOR

The chassis, including bumpers and wheels, shall be painted Black*; cowl, fenders and hood shall be painted School Bus Yellow**.

*Federal Standard No. 595a, Color 17038.

**Federal Standard No. 595a, Color 13432. Hood may be coated with non-reflective Yellow.

F.2. CHASSIS FRAME AND RELATED COMPONENTS

2.1. CHASSIS FRAME SIDE MEMBERS

- 2.1.1. Each frame side member shall be of one-piece construction. If the frame side members are extended, such extension shall be designed, furnished, and guaranteed by the installing manufacturer. The installation shall be made by either the chassis or body manufacturer. Extensions of frame lengths are permissible only when such extensions are comparable in strength and configuration to the rail and welded on behind the hanger of the rear spring. This specification does not permit wheelbase extensions. Any welding, or heating (for frame straightening, or repairs), and the drilling of holes in chassis frame members shall be in accordance with the chassis manufacturer's recommendations.

2.2. BUMPER, FRONT

- 2.2.1. The front bumper shall be furnished by the chassis manufacturer and must extend to the outer edges of the body at the bumper top line (to assure maximum fender protection). The front bumper on the 83 passenger bus shall be heavy duty transit type, not less than 0.1875 inch by 9.75 inch steel. It must be of sufficient strength to permit pushing a vehicle of equal gross weight without permanent distortion to the bumper, or vehicle.

2.3. FUEL TANK

- 2.3.1. All buses except the 35 passenger capacity buses shall be furnished with a fuel tank having a minimum capacity of 60 gallons. The 35 passenger bus shall be furnished with a 30 gallon (minimum) capacity fuel tank.
- 2.3.2. Each tank (including fuel tanks provided under Options) shall be constructed of 16 gauge terneplate or equivalent and shall be equipped with baffles. Each tank may be mounted on either the right or left side of the chassis. All fuel tanks shall be in accordance with requirements of FMVSS No. 301-75 as applicable to school buses as well as current Design Objectives of the SBMI.
- 2.3.3. When so specified in the Invitation for Bids, the 83 passenger buses shall be furnished with fuel tank (or tanks) having a minimum capacity of 90 gallons installed by the chassis manufacturer, with this option (No. 9).
- 2.3.4. An access port with cover plate shall be installed above the fuel sending unit. It shall be of sufficient size to service fuel sending units and fuel pumps installed in the fuel tank.

2.4. STEERING, POWER

- 2.4.1. Bus chassis shall be furnished with manufacturer's standard power steering.
- 2.4.2. The steering gear shall be approved by the manufacturer and designed to assure safe and accurate performance when the vehicle is operated with maximum load and at maximum speed. The mechanism must provide for easy adjustment for lost motion. No changes shall be made in the steering apparatus which are not approved by the chassis manufacturer.

F. CHASSIS SPECIFICATIONS - 35 THROUGH 83 PASSENGER

F.3. AXLES, SUSPENSION AND RELATED COMPONENTS

3.1. AXLES

- 3.1.1. The axle capacity for each size chassis is shown in TABLE NOS. 9-16, pages 68-72. Increased axle capacities shall be furnished to accommodate optional equipment such as diesel engines or other heavy accessories as required.
- 3.1.2. Rear axle ratios shall be compatible with required engines and gradeability requirements for school buses driven at governed top rated road speeds of 55 MPH minimum.

3.2. BRAKES

- 3.2.1. Hydraulic service brakes, emergency stopping system, and parking brakes for each 35, 47 and 53 passenger school bus chassis shall meet the requirements set forth in FMVSS No. 105-83. Schools may order hydraulic brakes as optional equipment on 59, 65, and 71 passenger buses.
- 3.2.2. Air brakes - Each 59, 65, 71, and 83 passenger chassis shall be equipped with full air brake and parking brake systems as standard equipment. Full air brake systems shall meet the requirements of FMVSS No. 121 as applicable to school buses.
 - 3.2.2.1. Air compressor on 83 passenger bus shall have minimum 12 cu.ft. capacity.
 - 3.2.2.2. Air tank(s) on 83 passenger bus shall be equipped with automatic waterdrain valves.
 - 3.2.2.3. When so specified in the Invitation for Bids, four automatic slack adjusters shall be furnished and installed, two at the front and two at the rear. (For air brake equipped buses only.)
 - 3.2.2.4. When so specified in the Invitation for Bids, automatic moisture ejectors shall be furnished and installed. (For air brake equipped buses only.)

3.3. SHOCK ABSORBERS

- 3.3.1. Chassis shall be equipped with heavy-duty, double-acting front shock absorbers of sufficient size to adequately stabilize the loaded bus over rough roads. Rear shock absorbers are not required on Texas school buses of these sizes.

3.4. SPRINGS

- 3.4.1. Springs or suspension assemblies shall be of ample resiliency under all load conditions and of adequate strength to sustain the loaded bus without evidence of overload. Springs or suspension assemblies shall be designed to carry their proportional share of the gross vehicle weight as shown in TABLE NOS. 9-16. Rear springs shall be of the progressive type. If leaf type front springs are used, stationary eyes shall be protected by a fullwrapper leaf in addition to the main leaf.

3.5. TIRES AND WHEELS

- 3.5.1. Tires - All standard tires shall be the steel belted radial tubeless type. All tires and tubes shall be new and the tread style furnished shall be the tire manufacturer's standard design and the brand normally furnished on regular production orders unless otherwise specified in the Invitation for Bids. All tires shall be "Original Equipment Line Quality". Schools may order bias ply or tube type tires as optional equipment on 35-71 passenger buses. For tire size and load range for each size chassis, see TABLE NOS. 9-16, pages 68-72.
- 3.5.2. Each chassis shall be equipped with dual rear wheels.
- 3.5.3. When so specified in the Invitation for Bids, each chassis (35 through 83 passenger) shall be equipped with a properly installed spare wheel or rim complete with carrier, but less tire and tube.
- 3.5.4. Wheels shall be steel disc type as standard on all Texas School Buses.
- 3.5.5. When specified in the Invitation for Bids, the 35-71 passenger bus chassis shall be equipped with cast spoke wheels. (See Options 38 and 39, page 12.)

3.6. HUBODOMETER

- 3.6.1. Each chassis shall be equipped with one hubodometer, such as Accu-Trak, Standard Car Truck, Park Ridge, IL 60068, Engler Instruments, 250 Culver Ave., Jersey City, NJ 07305 or Veeder-Root, Hartford, CT 06102. Hubodometers shall be calibrated in miles and installed by the manufacturer with standard mounting bracket (preferably on the right) at the rear axle drive wheel before the bus is delivered to the school.

F.4. ENGINE AND RELATED COMPONENTS

4.1. ENGINE - Approved engines listed in each table for the various size buses are the engines for which the Vendor has requested approval and are usually the smallest engine in terms of performance that will meet the requirements listed below. Other approved engines which the Vendor may provide with a given chassis will be listed in an Approved Product List (APL). The APL will be updated as new engines or additional versions of current engines are approved. PLEASE NOTE THAT ONLY THOSE ENGINES APPROVED AS SPECIFIED BELOW AND LISTED EITHER IN THE TEXAS SCHOOL BUS SPECIFICATION OR IN THE CLASS 070-B-87 APL WILL BE ACCEPTABLE FOR SCHOOL BUSES.

4.1.1. Engines for 35 through 71 passenger buses shall be the gasoline type unless otherwise specified in the Invitation for Bids. The engine for the 83 passenger bus shall be a 4-cycle diesel. Approved engines are listed in table Nos. 9-16 and the Class 070-B-87 APL.

4.1.2. When so specified in the Invitation for Bids, the 35, 47, 53, 59, 65, or 71 passenger bus chassis shall be furnished with 4-cycle diesel engine (Option 7). Each diesel engine shall be equipped with a full-flow oil filter and a primary and a separate, secondary fuel filter installed between fuel tank and injector pumps.

4.1.3. Power Requirements - Each bus shall be furnished with an engine that meets or exceeds the following minimum criteria (see Note below Paragraph 4.1.4.2.), when tested with all accessories on and operating, at the GVWR required for a given bus capacity:

4.1.3.1. Acceleration from 0 to 50 mph in 60 seconds or less.

4.1.3.2. Gradeability of 1.5% minimum at 50 mph.

4.1.3.3. Gradeability of 5.0% minimum at 25 mph.

4.1.3.4. Startability of 20% minimum.

4.1.3.5. Top speed of 55 mph minimum at the Manufacturer's rated rpm for the governed engine.

4.1.4. Approval of Engines - School bus engines for 35 through 83 passenger buses will be approved as follows:

4.1.4.1. Favorable vote by a majority of the members of the School Bus Committee after an evaluation of the engine in an operating school bus for a period of at least 3 months.

NOTE: Vendors and Manufacturers desiring to offer an engine for approval should first submit a computer scan of the engine to the Specification Section (see 4.1.4.2. below), and then, if found to meet or exceed the five requirements listed in 4.1.3. above, contact the SPGSC Purchaser, TEA School Bus Committee Representative, and a Texas School District to arrange for an order of a school bus powered by the test engine for purposes of this evaluation.

and

4.1.4.2. Submit to the Specification Section, a timely computer scan (not the typed results of a scan) showing that the engine meets or exceeds each and every one of the requirements listed above in F.4.1.3. under the following conditions:

(i) GVWR equal to or greater than the bus capacity for which the engine is to be used. (Note, a separate scan is not required for a smaller capacity bus furnished with an engine of equal or greater horsepower and torque. We will assume, for example, that if an engine meets the performance requirements in a 71 passenger bus, then that same engine with equal or greater horsepower and torque, will be capable of acceptable performance in a bus of lesser GVWR (i.e., will meet or exceed the five requirements above when the driveline reduction ratio (rear end ratio) and other parameters are properly specified - which is the responsibility of the Vendor furnishing the bus).

(ii) Minimum front area of 75 square feet for 35 - 83 passenger buses.

(iii) AT-545 or MT-643 automatic transmission, as applicable.

(iv) Radial Tires of the size specified in the table for the particular bus capacity.

F. CHASSIS SPECIFICATIONS - 35 THROUGH 83 PASSENGER

- (v) Air resistance coefficient = 0.5500 or relative drag coefficient = 88, whichever the Manufacturer uses.
- (vi) All engine accessories on and operating including fan clutch, alternator, power steering pump, air compressor, and any other powered accessories.
- (vii) Other parameters shall be the Manufacturer's standard values for the coefficient of friction on smooth concrete, driveline efficiency, and other parameters.

NOTE: THE VALUES OF DISPLACEMENT, HORSEPOWER, AND TORQUE LISTED IN THE FOLLOWING TABLES UNDER EACH MANUFACTURER ARE NOT MINIMUM VALUES AND ARE NOT TO BE CONSTRUED AS SUCH. THE ONLY MINIMUM REQUIREMENTS FOR THE PERFORMANCE OF ENGINES IN THE 35 THROUGH 83 PASSENGER SCHOOL BUSES IN THE STATE OF TEXAS ARE THE FIVE REQUIREMENTS LISTED IN PARAGRAPH F.4. (Obviously, in this specification there are additional requirements for engines, either implied or specified, separate from the above performance requirements.)

4.2. ENGINE WARNING SYSTEM

- 4.2.1. Shall be provided for the 35 through 83 passenger diesel powered bus and shall be factory installed. Audible (which may also be visual) signals shall indicate to the driver when the oil pressure is too low and/or the engine temperature is too high for safe operation. These signals shall begin within 8 seconds or less after the condition begins in order that the engine can be shut down before permanent damage occurs to the engine. A manual engine shut-down device is preferred.

4.3. AIR CLEANER

- 4.3.1. Each chassis shall be equipped with a factory installed heavy-duty maximum capacity, replaceable dry element type air cleaner.

4.4. COOLING SYSTEM

- 4.4.1. The cooling system radiator shall be heavy-duty with increased capacity to cool the engine at all speeds in all gears. The cooling system fan shall be heavy-duty reinforced type with a fan clutch. Thin pressed fan blades are not acceptable.

4.5. EXHAUST SYSTEM

- 4.5.1. The exhaust pipe, muffler, and tailpipe shall be mounted under the bus and attached to the chassis frame.
- 4.5.2. The tailpipe shall be constructed of seamless or electrically welded tubing of 16 gauge steel or equivalent, and shall extend at least 5 inches beyond the chassis frame. The size shall not be reduced after it leaves the muffler.
- 4.5.3. The exhaust system shall be properly insulated from gasoline fuel tanks and tank connections by a securely attached metal shield at any point where it is 12 inches or less from tank or tank connections.
- 4.5.4. The noise level shall neither exceed EPA "Noise Emission Standards" nor 90 dB(A) at nearest occupant of the bus.

4.6. GOVERNOR

- 4.6.1. A governor set to the manufacturer's recommended maximum engine speed (RPM) shall be installed by the chassis manufacturer.

4.7. OIL FILTER

- 4.7.1. An oil filter with replaceable element or cartridge type shall be provided and shall be connected by flexible oil lines if it is not of built-in or engine-mount design. Oil filter shall have an oil capacity of at least one quart.

4.8. TACHOGRAPH

- 4.8.1. A tachograph containing a combination clock/speedometer/recorder shall be installed, when so specified in the Invitations for Bids. (See Option 24, pg. 11)

F.5. TRANSMISSION AND RELATED COMPONENTS

5.1. CLUTCH (For manual transmissions)

- 5.1.1. The clutch torque capacity shall be not less than 10 percent in excess of maximum net torque output of engine. All chassis of 35, 47, 53, and 59 passenger capacity buses shall be equipped with a clutch of 12 inch minimum diameter. Chassis of 65 and 71 passenger capacity buses shall be equipped with a clutch of 13 inch minimum diameter or a clutch of equivalent performance.

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5.2. DRIVE SHAFT GUARD

- 5.2.1. Each drive shaft section shall be equipped with protective metal guard or guards to prevent the shaft from whipping through the floor or dropping to the ground when broken.

Exception: Drive shaft guard is not required on rear engine, rear drive bus.

5.3. STANDARD TRANSMISSIONS

NOTE: The School District will designate either Automatic or Manual Transmission on the School Bus Requisition Form for each 35-71 passenger bus ordered.

- 5.3.1. Unless otherwise specified in the Invitation for Bids, the standard type transmission may be furnished on all 35 through 71 passenger buses but not the 83 passenger bus which requires an automatic transmission (See below). The transmission shall be the synchromesh (all gears except first and reverse) type. It shall be of sturdy construction, and the input torque capacity shall be at least 10 percent above the maximum net torque developed by the engine. Its design shall provide for four forward and one reverse speeds for 35, 47, and 53 passenger size chassis, and five forward (direct in fifth) and one reverse speeds for 59, 65, and 71 passenger size chassis. See Note above.

5.4. AUTOMATIC TRANSMISSION

- 5.4.1. Unless otherwise specified in the Invitation for Bids, 35 through 71 passenger buses may be furnished with a minimum four forward speed type automatic transmission. The transmission shall be the Allison AT 545, or equal, which has the approval of the Commission and the Education Agency. See Note above.
- 5.4.2. The 83 passenger bus chassis shall be furnished with an automatic transmission with a minimum of 4-forward speeds. The transmission shall be the Allison MT-643 or equal, which has the approval of the State Purchasing and General Services Commission and the Texas Education Agency.

F.6. ELECTRICAL SYSTEM

6.1. ALTERNATOR

- 6.1.1. The alternator with rectifier shall have an electrical output of at least 90 amperes (100 AMPS for 83 passenger) in accordance with SAE rating with a minimum charging rate of 40 amperes at the manufacturer's recommended engine idle speed (12-volt system), and shall be ventilated and voltage controlled and, if necessary, current controlled. Dual belt drive shall be used with the alternators provided on the 35 through 83 passenger buses.
- 6.1.2. When so specified in the Invitation for Bids, the bus chassis shall be equipped with a minimum 100 ampere alternator with a minimum charging output of at least 50 amperes at manufacturer's recommended engine idle speed (12 volt system) and shall be ventilated and voltage controlled and, if necessary, current controlled. Drive shall be dual belt system. (See Option 3.) This item is required on 83 passenger buses.
- 6.1.3. Wheelchair lift equipped buses shall be furnished with alternators of a minimum 105 amperes which will generate 50 AMPS at idle speed.
- 6.1.4. Air conditioned buses shall be furnished with 130 ampere alternators, minimum with at least 58 AMPS at idle speed.

6.2. BATTERY

- 6.2.1. The storage batteries furnished with each chassis shall be of sufficient capacity to supply current for adequate operation of the engine starter, lights, signals, heater, and all other electrical equipment required.
- 6.2.2. The batteries furnished with gasoline engines shall have a potential of 12 volts and shall have a minimum performance level as follows: BCI cold cranking capacity of no less than 360 amperes @ 0°F with a minimum 100 minute reserve capacity.
- 6.2.3. The batteries required for diesel engines (single or dual 12 volt or dual 6 volt) shall have a minimum performance level as follows: Cold cranking capacity of not less than 450 amperes @ 0°F with a minimum 130 minute reserve capacity (BCI rating).
- 6.2.4. The preferred battery mounting location for gasoline powered buses is outside the body shell under the hood in an adequate carrier and readily accessible for maintenance and removal from above or outside. (See Paragraph E.2.3. for requirements of diesel powered buses and other battery mounting location.)
- 6.2.5. The battery cables shall be one piece and of sufficient length to allow pull out or lift out of the battery for servicing or removal and arranged so as to prevent damage to the battery posts when removed.

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6.3. HORNS

- 6.3.1. Each bus shall be equipped with horn or horns of standard make. Each horn shall be capable of producing audible sounds in a range between 82 and 102 decibels.
- 6.3.2. The sound level measurements shall be made at a distance of 50 feet directly in front of the vehicle in accordance with SAE J377, Performance of Vehicle Traffic Horns.

6.4. INSTRUMENTS AND INSTRUMENT PANEL

The bus shall be equipped with the following nonglare illuminated instruments (controlled by an independent rheostat* switch), and gauges mounted for easy maintenance and repair and in such a manner that each is clearly visible to the seated driver. Indicator warning lights in lieu of gauges are not acceptable.

- (1) Speedometer
- (2) Odometer
- (3) Fuel Gauge
- (4) Oil Pressure Gauge
- (5) Water Temperature Gauge
- (6) Ammeter or Voltmeter with graduated charge and discharge indications
- (7) Vehicle manufacturer's standard Keyed Ignition Switch shall be provided.
- (8) Upper Beam Headlamp Indicator
- (9) Vacuum Gauge (Air Pressure Gauge where air brakes are used)
- (10) Glow Plug Indicator Light (for diesel buses with glow plugs only)

*Note: If the intensity of the body-installed panel lamps is to be controlled, then the intensity control shall not be accomplished by the same rheostat that controls the chassis instrument lamps, unless the body company designs and installs the rheostat to accomplish both.

6.5. LAMPS

- 6.5.1. Each school bus shall be equipped with at least two white headlamps meeting the requirements of FMVSS No. 108. These lamps shall be furnished with a dimmer switch located at the far left of the steering column.
- 6.5.2. Each school bus shall be equipped with adequate parking lamps operated by a switch in common with the headlamps.

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TABLE NO. 9

35 Passenger Bus

Refer to General Requirements, Page 3

ITEM	1987 Min. Rqmts	Chevrolet B6P042	Ford B600	GMC B6P042	NIC 1753**
GVWR, lbs	18400	22000	18400	22000	20500
Front Axle Capacity, lbs	5000	7500	6000	7500	5000
Rear Axle Capacity, lbs	15000	15000	15000	15000	15500
Front GAWR, lbs	5000	7000	6000	7000	5000
Rear GAWR, lbs	12400	15000	12400	15000	15500
Wheelbase, in.	149	149	151	149	152
Cowl-to-Axle, in.	125	125	127	125	127
Cowl-to-Frame End, in.	217	228	231	228	217
Engine CID*	***	350-V8	370-V8	350-V8	**
SAE Net Horsepower	***	165	163	165	**
SAE Net Torque, lb-ft	***	275	286	275	**
Transmission Fwd. Gears	4	4	4	4	4
Front Disc Brake Rotor, in.	as shown	14.75 x 1.31	14.75 x 1.33	14.75 x 1.31	15 x 1.43
Rear Brake Lining, in.	as shown	15 x 5	15 x 5 x .75	15 x 5	15x1.43 Disc
Tire Size-Load Range	9R-22.5F	9R-22.5F	9R-22.5F	9R-22.5F	9R-22.5F
Rim Size, in.	6.75	7.5	6.75	7.5	6.75

*See Option 7, page 11 and DIESEL TABLE below.

TABLE NO. 10

47 Passenger Bus

Refer to General Requirements, Page 3

ITEM	1987 Min. Rqmts.	Chevrolet B6P042	Ford B 600	GMC B6P042	NIC 1753**
GVWR, lbs	20200	22000	20200	22000	21500
Front Axle Capacity, lbs	6000	7500	6000	7500	6000
Rear Axle Capacity, lbs	15000	15000	15000	15000	15500
Front GAWR, lbs	6000	7000	6000	7000	6000
Rear GAWR, lbs	14200	15000	14200	15000	15500
Wheelbase, in.	189	189	193	189	193
Cowl-to-Axle, in.	165	165	169	165	168
Cowl-to-Frame End, in.	268	268	280	268	274
Engine CID*	***	350-V8	370-V8	350-V8	**
SAE Net Horsepower	***	165	163	165	**
SAE Net Torque, lb-ft	***	275	286	275	**
Transmission Fwd. Gears	4	4	4	4	4
Front Disc Brake Rotor, in.	as shown	14.75 x 1.31	14.75 x 1.31	14.75 x 1.31	15 x 1.43
Rear Brake Lining, in.	as shown	15 x 5	15 x 5 x .75	15 x 5	15x1.43 Disc
Tire Size-Load Range	9R-22.5F	9R-22.5F	9R-22.5F	9R-22.5F	9R-22.5F
Rim Size, in.	6.75	7.5	6.75	7.5	6.75

*See Option 7, page 11 and DIESEL TABLE below.

DIESEL ENGINES (*Option 7)

35 and 47 Passenger	1987 Min. Requirements	Ford B600	GMC/Chevrolet B6P042 35 Pass. 47 Pass.	NIC 1753
Engine Displacement, Liters	***	8.2N	8.2N	6.9N
SAE Net Horsepower	***	151.9	138 157	153.3
SAE Net Torque, lb-ft	***	344	312 338	312

**Furnished with diesel engine only (Option 7).

***See minimum power requirements in Section F.4.1.3., page 64.

Engines listed here are approved to meet or exceed power requirements under normal operating conditions. Other engines must be submitted for approval by the Commission. See Section F.4.1.

F. CHASSIS SPECIFICATIONS - 35 THROUGH 83 PASSENGER

TABLE NO. 11

53 Passenger Bus

Refer to General Requirements, Page 3

ITEM	1987 Min. Rqmts.	Chevrolet B6P042	Ford B600	GMC B6P042	NIC 1753***
GVWR, lbs	20200	22000	20200	22000	21500
Front Axle Capacity, lbs	6000	7000	6000	7000	6000
Rear Axle Capacity, lbs	15000	15000	15000	15000	15500
Front GAWR, lbs	6000	7000	6000	7000	6000
Rear GAWR, lbs	14200	15000	14200	15000	15500
Wheelbase, in.	217	218	217	218	218
Cowl-to-Axle, in.	193	194	193	194	193
Cowl-to-Frame End, in.	295	295	323	295	305
Engine CID**	****	350-V8	370-V8	350-V8	***
SAE Net Horsepower	****	165	163	165	***
SAE Net Torque, lb-ft	****	275	286	275	***
Transmission Fwd. Gears	4	4	4	4	4
Front Disc Brake Rotor, in.	as shown	14.75 x 1.31	14.75 x 1.33	14.75 x 1.31	15 x 1.43
Rear Brake Lining, in.	as shown	15 x 5	15 x 5 x .75	15 x 5	15x1.43(Disc)
Tire Size-Load Range	9R-22.5F	9R-22.5F	9R-22.5F	9R-22.5F	9R-22.5F
Rim Size, in.	6.75	7.5	6.75	7.5	6.75

**See Option 7, page 11, and DIESEL TABLE below.

TABLE NO. 12

59 Passenger Bus (Full Air Brake Standard)

Refer to General Requirements, Page 3

ITEM	1987 Min. Rqmts.	Chevrolet B6P042	Ford B700	GMC B6P042	NIC 1753***
GVWR, lbs	24160	25580	24160	25580	24500
Front Axle Capacity, lbs	7500	7500	8000	7500	7500
Rear Axle Capacity, lbs	17000	19000	17500	19000	17000
Front GAWR, lbs	7500	7500	8000	7500	7500
Rear GAWR, lbs	16160	18080	16160	18080	17000
Wheelbase, in.	235	235	237	235	236
Cowl-to-Axle, in.	211	211	213	211	211
Cowl-to-Frame End, in.	323	323	346	323	329
Engine CID**	****	350-V8	370-V8	350-V8	***
SAE Net Horsepower	****	165	163	165	***
SAE Net Torque, lb-ft	****	275	286	275	***
Transmission * Fwd. Gears	4 5	4 5	4 5	4 5	4 5
Front Brake Lining, in.	15 x 3.5	15 x 4	15 x 4	15 x 4	15 x 3.5
Rear Brake Lining, in.	16.5 x 6	16.5 x 7	16.5 x 7	16.5 x 7	16.5 x 6
Tire Size-Load Range	10R-22.5F	10R-22.5F	10R-22.5F	10R-22.5F	10R-22.5F
Rim Size, in.	7.5	7.5	7.5	7.5	7.5

*Direct in fourth gear (automatic) or fifth gear (manual).

**See Option 7, page 11, and DIESEL TABLE below.

DIESEL ENGINES (**Option 7)

53 and 59 Passenger	1987 Min. Requirements	Ford B600 B700 53 Pass. 59 Pass.	GMC/Chevrolet B6P042	NIC 1753
Engine Displacement, Liters	****	8.2N	8.2N	6.9N
SAE Net Horsepower	****	151.9	157	153.3
SAE Net Torque, lb-ft	****	344	338	312

***Furnished with diesel engine only (Option 7).

****See minimum power requirements in Section F.4.1.3. , page 64.

Engines listed here are approved to meet or exceed power requirements under normal operating conditions. Other engines must be submitted for approval by the Commission. See Section F.4.1.

F. CHASSIS SPECIFICATIONS - 35 THROUGH 83 PASSENGER

TABLE NO. 13

65 Passenger Bus (Full Air Brake Standard)

Refer to General Requirements, Page 3

ITEM	1987 Min. Rqmts.	Chevrolet B6P042	Ford B700	GMC B6P042	NIC 1753***
GVWR, lbs	25500	25580	25500	25580	26000
Front Axle Capacity, lbs	7500	7500	8000	7500	9000
Rear Axle Capacity, lbs	17000	19000	17500	19000	17000
Front GAWR, lbs	7500	7500	8000	7500	9000
Rear GAWR, lbs	17000	18080	17500	18080	17000
Wheelbase, in.	254	254	255	254	254
Cowl-to-Axle, in.	229	230	231	230	229
Cowl-to-Frame End, in.	349	349	377	349	359
Engine CID**	****	366-V8	370-V8	366-V8	***
SAE Net Horsepower	****	195	163	195	***
SAE Net Torque, lb-ft	****	315	286	315	***
Transmission * Fwd. Gears	4 5	4 5	4 5	4 5	4 5
Front Brake Lining, in.	15 x 3.5	15 x 4	15 x 4	15 x 4	15 x 3.5
Rear Brake Lining, in.	16.5 x 6	16.5 x 7	16.5 x 7	16.5 x 6	16.5 x 6
Tire Size-Load Range	10R-22.5F	10R-22.5F	10R-22.5F	10R-22.5F	10R-22.5F
Rim Size, in.	7.5	7.5	7.5	7.5	7.5

*Direct in fourth gear (automatic) or fifth gear (manual).

**See Option 7, page 11, and DIESEL TABLE below.

TABLE NO. 14

71 Passenger-Short W/B Bus (Full Air Brake Standard)

Refer to General Requirements, Page 3

ITEM	1987 Min. Rqmts.	Chevrolet B6P042	Ford B700	GMC B6P042	NIC 1753***
GVWR, lbs	26500	26500	27000	26500	28000
Front Axle Capacity, lbs	7500	7500	8000	7500	9000
Rear Axle Capacity, lbs	19000	19000	21000	19000	19000
Front GAWR, lbs	7500	7500	8000	7500	9000
Rear GAWR, lbs	19000	19000	19000	19000	19000
Wheelbase, in.	254	254	255	254	254
Cowl-to-Axle, in.	229	230	231	230	229
Cowl-to-Frame End, in.	349	349	377	349	359
Engine CID**	****	366-V8	370-V8	366-V8	***
SAE Net Horsepower	****	195	163	195	***
SAE Net Torque, lb-ft	****	315	286	315	***
Transmission * Fwd. Gears	4 5	4 5	4 5	4 5	4 5
Front Brake Lining, in.	15 x 3.5	15 x 4	15 x 4	15 x 4	15 x 3.5
Rear Brake Lining, in.	16.5 x 7	16.5 x 7	16.5 x 7	16.5 x 7	16.5 x 7
Tire Size-Load Range	10R-22.5G	10R-22.5G	10R-22.5G	10R-22.5G	10R-22.5G
Rim Size, in.	7.5	7.5	7.5	7.5	7.5

*Direct in fourth gear (automatic) or fifth gear (manual).

**See Option 7, page 11, and DIESEL TABLE below.

DIESEL ENGINES (**Option 7)

65 and 71 Passenger SWB	1987 Min. Requirements	Ford B700 65 Pass. 71 Pass.	GMC/Chevrolet B6P042	NIC 1753
Engine Displacement, Liters	****	8.2N 8.2T	8.2N	6.9N
SAE Net Horsepower	****	151.9 188.7	157	153.3
SAE Net Torque, lb-ft	****	344 426	338	312
Front GAWR, lbs	9000	9000	9000	9000

***Furnished with diesel engine only (Option 7).

****See minimum power requirements in Section F.4.1.3., page 64.

Engines listed here are approved to meet or exceed power requirements under normal operating conditions. Other engines must be submitted for approval by the Commission. See Section F.4.1.

TABLE NO. 15

71 Passenger-Long WB Conventional Bus (Full Air Brake Standard)

Refer to General Requirements, Page 3

ITEM	1987 Min. Reqs.	Chevrolet B6P042	Ford B700	GMC B6P042	NIC 1753***
GVWR, lbs	28000	28000	28000	28000	28000
Front Axle Capacity, lbs	9000	9000	9000	9000	9000
Rear Axle Capacity, lbs	19000	19000	21000	19000	19000
Front GAWR, lbs	9000	9000	9000	9000	9000
Rear GAWR, lbs	19000	19000	19000	19000	19000
Wheelbase, in.	274	274	275	274	276
Cowl-to-Axle, in.	250	250	251	250	251
Cowl-to-Frame End, in.	368	368	387	368	387
Engine CID**	****	366-V8	370-V8	366-V8	***
SAE Net Horsepower	****	195	163	195	***
SAE Net Torque, lb-ft	****	315	286	315	***
Transmission * -Auto	4	4	4	4	4
Fwd. Gears -Manual	5	5	5	5	5
Front Brake Lining, in.	15 x 4	15 x 4	15 x 4	15 x 4	15 x 4
Rear Brake Lining, in.	16.5 x 7	16.5 x 7	16.5 x 7	16.5 x 7	16.5 x 7
Tire Size-Load Range	10R-22.5G	10R-22.5G	10R-22.5G	10R-22.5G	10R-22.5G
Rim Size, in.	7.5	7.5	7.5	7.5	7.5

*Direct in fourth gear (automatic) or fifth gear (manual).

**See Option 7, page 11, and DIESEL TABLE below.

***Furnished with diesel engine only (Option 7).

DIESEL ENGINES (** Option 7)

71 Passenger LWB	1987 Min. Requirements	Ford B700	GMC/Chevrolet B6P042	NIC 1753
Engine Displacement, Liters	****	8.2T	8.2N	6.9N
SAE Net Horsepower	****	188.7	157	153.3
SAE Net Torque, lb-ft	****	426	338	312
Front GAWR, lbs	9000	9000	9000	9000

**** See minimum power requirements in Section F.4.1.3., page 64.

Engines listed here are approved to meet or exceed power requirements under normal operating conditions. Other engines must be submitted for approval by the Commission. See Section F.4.1.

TABLE No. 16

83 Passenger Rear Engine Bus (Full Air Brake)

Refer to General Requirements, Page 3

ITEM	1987 Min Reqsmts	Blue Bird	Thomas
GVWR, lbs	34000	34000	36200
Front Axle Capacity, lbs	13200	13200	13200
Rear Axle Capacity, lbs	23000	23000	23000
Front GAWR, lbs	13200	13200	13200
Rear GAWR, lbs	23000	23000	23000
Wheelbase, in.	265	285	265.7
Engine Displacement, Liters	**	10.4	10.4
SAE Net Horsepower	**	193.0	190.8
SAE Net Torque, lb-ft	**	485.3	485.3
Automatic Transmission *	MT 643	MT 643	MT 643
Front Brake Lining, in.	16.5 x 5	16.5 x 5	16.5 x 6
Rear Brake Lining, in.	16.5 x 7	16.5 x 7	16.5 x 8.68
Brake Lining Area, sq. in.	881	754	988
Tire Size-Load Range	11.00Rx22.5H	11.00Rx22.5H	11.00Rx22.5H
Rim Size, in.	8.25	8.25	8.25

* Direct in fourth gear.

** See minimum power requirements in Section F.4.1.3., page 64.

Engines listed here are approved to meet or exceed power requirements under normal operating conditions. Other engines must be submitted for approval by the Commission. See Section F.4.1.

Note to School Districts: "Texas Motor Vehicle Laws, V. C. S. 6701d-11. Regulating operation of vehicles on highways;

WEIGHTS AND LOADS OF VEHICLES;

Sec. 2. (a) Except as otherwise provided by law, no person may drive, operate or move---, on any highway, any vehicle---of a size or weight exceeding the limitations stated in this act, ---or transport thereon any load---exceeding the dimensions or weight prescribed in this act.

WEIGHT OF LOAD

Sec. 5. (a) Except as otherwise provided by law, no commercial motor vehicle, truck-tractor, trailer or semi-trailer, nor combination of such vehicles, shall be operated over, on, or upon the public highways---having a weight in excess of---

(1) ---a greater weight than twenty thousand (20,000) pounds carried on any one axle, including all enforcement tolerances;---

There is a possibility that a fully loaded 83 passenger school bus may exceed the above weight limit on a single rear axle.

G. WHEELCHAIR LIFT SPECIFICATIONS

The following lift specifications cover one type wheelchair lift, and special requirements for passenger safety and wheelchair retention.

G.1. (OPTIONS 34, 35, 36) - FLOOR-MOUNTED WHEELCHAIR LIFT, ELECTRIC (HYDRAULIC OR MECHANICAL) (To be furnished only when specified in the Invitation for Bids for 15-71 passenger buses.)

1.1. GENERAL

- 1.1.1. This section describes a floor mounted, 12 VDC electric-hydraulic or electric-mechanical operated wheelchair lift with a minimum 800 pounds lifting capacity. The vertical lift (platform travel) shall be a minimum of 30 inches. Design of lift shall be one which is self-contained with mounting directly to the existing vehicular body floor.
- 1.1.2. All parts which are not specifically mentioned, that are necessary for the unit to be complete and ready for operation or which are normally furnished as standard equipment, shall be furnished by the successful bidder. All parts shall conform in strength, quality, and workmanship to industry standards.
- 1.1.3. The wheelchair lift described in the following paragraphs shall be installed by bus body manufacturer or authorized dealers of lift manufacturers.
- 1.1.4. Repair manual, parts list and instructions for adjustment of hydraulic valves, mechanical parts, and electrical equipment, shall be furnished with each lift.
- 1.1.5. Wheelchair lift equipped buses shall be provided with alternators of a minimum (100 ampere rating for 15-19 passenger bus) (105 AMPS for 35-71 passenger) and at least 50 amperes at the engine manufacturer's recommended idle speed (RPM).
- 1.1.6. New school buses with wheelchair lifts (ramps are not approved in Texas) shall display universal handicapped symbols on the front of one side and the rear of the other side below the window line. These emblems shall be white on blue, shall not exceed 12 inches in size, and may be reflectorized.

1.2. FRAME

Frame of lift shall be constructed of heavy-duty steel and designed to support platform extension, toe board and other parts necessary for proper operation, plus a minimum of 800 pounds additional weight. Installation shall be such that vibrations will be minimal.

1.3. PLATFORM - AUTOMATIC FOLDING TYPE

- 1.3.1. The platform shall be of sturdy construction and covered with minimum 0.125 inch safety plate steel or 0.125 inch expanded metal (open grate) with maximum 0.75 inch openings. Minimum dimensions of platform shall be not less than 29 inches in width and 43 inches long. Any portion of platform in the folded (travel position) which obstructs window vision shall be covered with expanded metal.
- 1.3.2. Action of lift must be power up and controlled descent, with slow (gentle) movement. Design of platform must be such that it will be level at all times during raising and lowering action. Load limit switch shall also be installed on platform to prevent accidental folding while loaded with wheelchair passenger.
- 1.3.3. Safety rails, minimum 0.125 inch by 1 inch height on both sides shall be provided. The front of lift shall have a folding type safety rail not less than 3 inches in height. Safety rail folding action may be either manual or automatic.
- 1.3.4. Toe board, angled approximately 8 degrees below horizontal, shall be installed.

1.4. HYDRAULIC CYLINDERS AND COMPONENTS

- 1.4.1. Hydraulic cylinders (on electric-hydraulic lifts) shall be installed for lift operations. Piston rod diameter of each cylinder shall be not less than 0.75 inch. Cylinders shall have a minimum of 34 inches extension action and capability for lifting a minimum of 800 pounds.
- 1.4.2. The hydraulic system shall be equipped with adjustable valves to control speed of cylinders used in each separate action of lift. The system shall also be equipped with either a relief valve or other mechanical means to allow the platform to be lowered and raised for entrance or exit of wheelchair passengers in case of power failure. A bypass valve, or other means, shall be provided to prevent the lifting of the bus by over extending the hydraulic cylinders.
- 1.4.3. Reservoir for hydraulic oil shall be furnished and installed in an accessible location to allow easy checking of oil level and filling as necessary. Oil capacity and type to be as recommended by manufacturer of lift.
- 1.4.4. Hose, hose fittings and hydraulic fittings shall meet the requirements of SAE J517d, J516b, J514j, respectively, for nominal size(s) furnished.

G. WHEELCHAIR LIFT SPECIFICATIONS

- 1.4.5. Weather and dust protection shall be provided for exposed hydraulic cylinders, pumps and any other parts requiring such protection for proper durable operation.

1.5. ELECTRICAL SYSTEM

- 1.5.1. Motor shall be heavy-duty, 12 VDC type with shaft running on bearings. The motor, electric wiring, switches and any connections or components likely to pose a safety hazard shall be enclosed in insulated housing(s) to protect passengers and equipment.
- 1.5.2. Wiring and wiring connectors shall meet requirements of SAE J561b.

1.6. SHIELDS, SAFETY

Safety shields (full height of lift), or equally effective devices, shall be provided on lift to completely cover hydraulic cylinders, frame of lift or any mechanical assemblies to protect passengers from moving parts (scissor action) of lift. Design and material for safety shields shall be that recommended by bus body or lift manufacturer. The effectiveness of the safety shields will be the responsibility of the company or firm installing wheelchair lift.

1.7. WHEELCHAIR LIFT CONTROLS

- 1.7.1. Controls for each movement of lift shall be through a remote pendant-type control or equivalent, with automatic return-to-off switches. Electrical cables shall be good quality copper, covered by heavy-duty rubberized sheath and of sufficient length to allow operation of lift from inside and outside of bus.
- 1.7.2. Safety switch shall be installed at or near service doors to prevent operation of lift, except when all special service doors are substantially open.

1.8. MOUNTING

- 1.8.1. The lift shall be mounted on right side (curb side) of vehicle to body floor and securely bolted in place. Floor frame shall be reinforced as required to support lift and load. Lift shall be positioned approximately 36 inches behind main entrance door for 35 through 71 passenger buses leaving sufficient space for one regular bus seat or one wheelchair. **NOTE: If body is designed so space specified above is not available, lift shall be mounted as far forward as practical to minimize floor space loss.** Tail pipe may be routed anywhere between frame rails to provide clearance for the lift.

Exception: See Option (36) - School District may specify rear curb side mounting of lift and wheelchair positions for the 35 - 71 passenger buses only.

- 1.8.2. Chassis springs and suspension shall be adjusted as necessary to compensate for the additional weight of buses equipped with wheelchair lifts. The sides of the bus shall be within ± 2 inches of each other when measured from comparable points on each side to the ground, with the bus empty of people and parked on a level hard surface (such as concrete).

1.9. DOORS, SPECIAL SERVICE

- 1.9.1. The special service door(s) may be the standard double swingout doors or sliding door (with glass) furnished by vehicle manufacturers on vehicles used for converted van buses (15 passenger capacity), or the special service doors shall be constructed of zinc coated steel (G-60), minimum 0.0396 inch thickness and meeting ASTM Specification A-525. Door widths may be either standard widths or as required for lift furnished. The doors shall extend from the window header to the bottom of floor line.
- 1.9.2. Doors, other than vehicle manufacturer's standard, shall be installed using piano or butt type hinges and attached to body by means of rivets or bolts, nuts and lock washers. **NOTE: Neither metal screws nor self-tapping bolts are acceptable (except for alignment purposes).** When self-tapping bolts are used to align doors, they shall be tack-welded at the head.
- 1.9.3. Exterior side(s) of special service doors shall have two rub rails with end caps at approximately the same level as side rub rails. The rub rails and installation shall be in accordance with requirements outlined in Paragraphs C.2.8. and E.2.9.
- 1.9.4. The door(s) opening operation may be either manual, vacuum, pneumatic or electrical. Controls for doors, other than manually operated, shall be located in driver's compartment and designed to allow easy manual opening in case of an emergency. A **flashing amber signal light**, mounted near the other dashboard instruments, shall warn the driver when the ignition switch is activated and the special service doors are not completely closed.

G. WHEELCHAIR LIFT SPECIFICATIONS

- 1.9.5. Drip rails shall be furnished full length over special service doors.
- 1.9.6. Doors, when closed and lift is in travel position, shall be water and weather tight.
- 1.9.7. A device shall be provided on the swing-out type door to hold it (them) in the fully opened position.

G.2. PASSENGER SAFETY AND WHEELCHAIR RETENTION DEVICES

2.1. LAMP, INTERIOR, LIFT COMPARTMENT

- 2.1.1. The lift compartment shall have one interior lamp installed in roof panel, above center of lift compartment, to illuminate platform area. Lamp shall be minimum 15 candlepower.
- 2.1.2. The lamp shall be one of the approved lamps listed in Paragraph E.1.4.4.2., of this specification.

2.2. PAINTING

- 2.2.1. Exterior side of special service doors shall be primed and painted in accordance with painting requirements in Paragraph E.1.8., of this specification.
- 2.2.2. Interior side of door(s) shall be painted manufacturer's standard color but must match interior color of bus.

2.3. WHEELCHAIR LOCK(S) (RETAINERS) AND SEAT BELTS

- 2.3.1. Wheelchair locks, adjustable type for varying chair widths from 13 inches to 30 inches, shall be provided for wheelchair capacity specified on face of the Invitation for Bids.
- 2.3.2. The wheelchair lock(s) shall be of heavy-duty steel* and designed to permit quick locking/release of chair wheels. The wheelchair lock(s) may be designed to lock each chair wheel individually or both wheels simultaneously by means of a lever control or other device located between the two wheel locks. Each wheelchair lock combination shall be capable of withstanding a minimum force of 5000 pounds.

***Exception:** See option 37 - For unusual wheelchairs which cannot be locked in conventional restraints (steel), school districts may order webbed belt type restraints which meet the above strength requirements and which are approved in writing by the Specification Section.

- 2.3.3. Preferred placement of wheelchair lock(s) which may provide for side facing wheelchairs, is in the front section of bus body, securely mounted to side of body. The locks shall be positioned so as to provide an aisle width sufficient for moving large wheelchairs from their locking locations to the wheelchair lift and to the emergency door. In no case shall the aisle in this area be less than 30 inches. Wheelchair positions in other than the front section of bus shall be as recommended by body manufacturer to provide number of wheelchair spaces which are specified in the Invitation for Bids. In buses which have an interior width of at least 90 inches, 30 inch minimum width seats may be used on either or both sides where necessary to construct the required 30 inch aisle. For buses with less than 90 inch interior widths, 26 inch minimum seats may be used where necessary to construct the required 30 inch minimum aisle if this cannot be done with 30 inch minimum width seats.

EXCEPTION: See Option (36) School district may specify rear mounting of wheelchair lift and wheelchair positions for 35 - 71 passenger buses.

NOTE: Number of wheelchair positions required will be specified on face of the Invitation for Bids. Successful bidder shall provide locks mounted (positioned) to meet requirements of Paragraph G.2.3.2.

- 2.3.4. Seat belts shall be provided for each wheelchair (number required to be in accordance with chair capacity specified on face of the Invitation for Bids). The seat belt assemblies shall conform to FMVSS No. 209 for buses. The belt assembly furnished shall be equipped with reel-type retractors incorporated as part of each mounting bracket.

2.4. FLOOR COVERING

- 2.4.1. Aisle floor covering shall be the same as required in Paragraphs E.2.4.3. of this specification. Floor in area of wheelchairs and front of lift shall be smooth and free of projections.

H. AIR CONDITIONING SPECIFICATIONS

(Option 1 and 2) for 15 - 19 passenger school bus bodies.
(To be furnished only when specified in Invitation for Bids.)

H.1. SPECIAL REQUIREMENTS

Small school buses ordered with Option 1 or 2, Air Conditioning, shall be furnished with the following accessories:

- 1.1. Alternator with a minimum rating of 100 amperes shall provide a minimum 50 amps at manufacturer's recommended engine idle speed.
- 1.2. Plywood floor covering, minimum 5/8 inch nominal thickness, installed over existing or manufacturer's standard steel floor for insulation (See Paragraph C.2.3.1. for plywood requirements).
- 1.3. Windshield and all windows tinted to reduce light transmittance by approximately 30% (See also Option 10).

H.2. GENERAL

- 2.1. This specification outlines performance requirements for the efficient air conditioning of small vehicle type school buses.
- 2.2. Air conditioners furnished to meet the requirements of this specification shall be the mechanical vapor compression refrigeration type. The refrigerant for the system must be nontoxic, nonflammable, and nonexplosive. The air conditioner shall conform to SAE J639, SAFETY PRACTICES FOR MECHANICAL VAPOR COMPRESSION REFRIGERATION EQUIPMENT OR SYSTEMS USED TO COOL PASSENGER COMPARTMENTS OF MOTOR VEHICLES.
- 2.3. Any item not mentioned in the components section, H.4., below, which is necessary for complete operation or installation shall be furnished.
- 2.4. Air conditioning units furnished under this specification shall be of the current year's production.

H.3. REQUIREMENTS

- 3.1. Cooling capacity (in BTU/hr. @ 95 degrees F) shown below is approximate rating only for small vehicle type school buses. The BTU/hr rating for each bus size, with full passenger capacity, shall be of sufficient capacity to maintain a minimum interior temperature of 75 degrees F or lower throughout the entire passenger compartment while traveling at 30 miles per hour, with an exterior ambient temperature of 100 degrees F. The air conditioner unit(s) shall be capable of maintaining an 80 degree F interior temperature with the bus engine running at idle with an exterior ambient temperature of 100 degrees F. Interior cooling will be measured at 50 percent relative humidity:

SIZE	BTU/HR RATING (Minimums)	
	STANDARD COOLING	EXTRA COOLING
15 passenger (614 cu. ft. approx.)	19,245	33,500
16-19 passenger (790 cu. ft. approx.)	25,660	40,000

NOTE: The air conditioning system furnished to provide the minimum cooling capacity above may be accomplished by either one or two evaporator coils.

- 3.2. Each air conditioner shall produce sufficient energy for simultaneous cooling, circulating, cleaning, and dehumidifying the air stream.
- 3.3. Air Flow Rate - Flow rate shall be a minimum of 450 CFM for the 15 passenger bus and a minimum of 900 CFM for the 16-19 passenger bus with standard cooling. The values shall be 900 CFM and 1200 CFM, respectively for the 15 - 19 passenger buses, when the extra cooling option (2) is ordered.

H.4. COMPONENTS

- 4.1. **Compressor** - The compressor shall be the chassis engine mount type and compatible with engine RPM. Oiling of all moving parts shall be accomplished automatically. An automatic (electric) clutch shall be provided on the compressor. Compressor shall have not less than a 10 cubic inch displacement. A larger displacement shall be furnished if required for each unit provided.
- 4.2. **Condenser** - The condenser shall be mounted as recommended by manufacturer of unit. Construction of the condenser shall be of nonferrous metal tubes and metal fins securely bonded to the condenser tubing. Fittings and joints shall be brazed.

H. AIR CONDITIONING SPECIFICATIONS

- 4.3. **Refrigerant Dryer** - An adequate dryer shall be installed in the refrigerating circuit.
- 4.4. **Evaporator (Cooling Coil)** - The cooling coil shall be of the copper-tube, metal-fin type with the fins securely bonded to the tubes. Fittings/joints shall be brazed or welded.
- 4.5. **Blower Unit** - The blower unit shall be of heavy-duty design and shall circulate air over the evaporator to cool passenger compartment. Fans may be of the centrifugal or axial type and quiet in operation. Fan motor(s) shall have bearings of the permanent lubrication type and designed to operate on the 12 volt system of the vehicle.
- 4.6. **Controls** - A control box or panel (located in the driver's compartment) shall be permanently installed to house inside temperature and fan speed(s) controls.

H.5. IDENTIFICATION

Each unit shall have affixed a legible and durable nameplate with the following information:

- 5.1. Name and address of manufacturer.
- 5.2. Cooling capacity (BTU/hr).
- 5.3. Type of refrigerant and recommended operating charge.

H.6. INSTALLATION

- 6.1. Installation of the air conditioning system(s) shall be by the bus body company or by an authorized factory air conditioning dealer who normally stocks, sells, installs, and services a unit of the type being furnished.
- 6.2. Poor or shoddy installation will be grounds for immediate rejection of the complete bus.

H.7. PERFORMANCE TESTING

Portions of ASHRAE 16-69, **Methods of Testing for Rating Room Air Conditioners**, will be used to test:

- 7.1. Cooling capacity.
- 7.2. Recirculation and ventilation of air quantity.

H.8. AVAILABILITY OF SERVICE AND REPAIR PARTS

- 8.1. An adequate supply of repair parts must be carried in stock within the State of Texas. Bidder shall include with each bid (or have on file with the Purchasing Division of this Commission) a list of companies or individuals, and their addresses, who stock repair parts and who can perform service on the products furnished.

H.9. INSTRUCTION BOOKS

- 9.1. The supplier shall furnish one copy of **complete installation, maintenance, and operating instructions** for each different model, size and type of equipment furnished to each shipping destination. The instructions shall accompany the equipment when shipped. If a parts list is required by the ordering agency, the agency should contact the vendor supplying the equipment.

AVAILABILITY OF SPECIFICATIONS

Copies of this specification may be obtained from:

SPECIFICATION SECTION
State Purchasing and General Services Commission
P.O. Box 13047
Austin, Texas 78711-3047

REQUEST FOR ASSISTANCE SCHOOL BUSES

(Note to School Districts: You may want to communicate with the State Purchasing and General Services Commission concerning problems you are having with your school buses on this sheet. However, you first should attempt to have the complaint corrected by the body vendor or chassis dealer, whichever is applicable. Please refer to the "Note to School Districts" under the Warranty and Service paragraph in the General Information, Requirements, and Conditions Section of the School Bus specification for names and/or titles of individuals in the various organizations to contact for service. Then, if you are not satisfied with the repairs or corrections made, or if nothing is done to alleviate the problem, please use the following to inform us.)

Date _____ School District _____

(Address) _____ (City) _____ Texas _____ (Zip)

Phone No.: _____ Name to contact _____
(Area Code)

BC Number _____	Date Delivered _____
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Passenger Capacity (please circle one): 15 16 19 35 47 53 59 65 71 83

Body Make (please check): Blue Bird Carpenter Collins Mid-Bus Thomas
Ward Wayne

Chassis Make (please check): Chevrolet Dodge Ford GMC Navistar Int'l

I have have not contacted body vendor or chassis dealer.

[illegible]

Nature of Complaint or Problem (be as specific as you can): _____

(Use additional sheets if required.)

Please mail to: Specifications/Inspections Section
State Purchasing and General Services Commission
P.O. Box 13047
Austin, Texas 78711

MAJOR COMPONENTS CHART

MAJOR COMPONENTS	15	16-19	35	47	53	59	65	71-S	71-L	83	PAGE
ALTERNATOR (MINIMUM AMPS)	PASSENGER 75 AMP (diesel 60)	PASSENGER 75 AMP (diesel 60)	PASSENGER 90 AMP	PASSENGER 90 AMP	PASSENGER 90 AMP	PASSENGER 90 AMP	PASSENGER 90 AMP	PASSENGER 90 AMP	PASSENGER 90 AMP	PASSENGER 100 AMP	34,66
OPTIONAL	100 AMP	100 AMP	100 AMP	100 AMP	100 AMP	100 AMP	100 AMP	100 AMP	100 AMP	Special Option 130 AMP	10,11
DIESEL	MFG	MFG	450	450	450	450	450	450	450	450	
STD	STD	STD	130	130	130	130	130	130	130	130	
BATTERY (MINIMUM CCA) (MINIMUM RESERVE)	360	360	360	360	360	360	360	360	360	NA	34,66
GASOLINE	100	100	100	100	100	100	100	100	100		
STD	HYDRAULIC	HYDRAULIC	HYDRAULIC	HYDRAULIC	HYDRAULIC	AIR	AIR	AIR	AIR	AIR	
BRAKES	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	31,63
DIESEL	OPT	OPT	OPT	OPT	OPT	OPT	OPT	OPT	OPT	STD	
GASOLINE	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	32,64
STD	21	21	30	60	60	60	60	60	60	60	
FUEL TANK (NOMINAL GALLONS)	30	30	NA	NA	NA	NA	NA	NA	NA	90	31,62
OPTIONAL	MFG STD	MFG STD	45,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	
STANDARD	MFG STD	MFG STD	40,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	28,57
HEATER (BTU/HR MINIMUM)	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	
AUXILIARY	7.50X20E	8.25X20E	8.25X20E	8.25X20E	8.25X20E	9.00X20E	9.00X20F	10.00X20F	10.00X20F	10.00X20F	
Bias Ply	LT235/85R16E	LT215/85R16D	8.75R-16.5E	8.75R-16.5E	9R-22.5F	10R-22.5F	10R-22.5F	10R-22.5G	10R-22.5G	11R-22.5H	32,63
STD Radial (Tubeless)	STD 3-SPEED	STD 3-SPEED	STD 4-SPD	STD 4-SPD	STD 4-SPD	STD 4-SPD	STD 4-SPD	STD 4-SPD	STD 4-SPD	STD 4-SPD	
TRANSMISSION, AUTOMATIC	STD 3-SPEED	STD 3-SPEED	STD 4-SPD	STD 4-SPD	STD 4-SPD	STD 4-SPD	STD 4-SPD	STD 4-SPD	STD 4-SPD	STD 4-SPD	33,66
U-BOLTS	4	4	6	6	6	8	8	8	8	8	21,45
STEEL DISC	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD	
WHEELS	NA	NA	OPT	OPT	OPT	OPT	OPT	OPT	OPT	NA	32,63
CAST SPOKE	NA	NA	OPT	OPT	OPT	OPT	OPT	OPT	OPT	NA	

LEGEND: NA - Not Available; OPT - Optional; STD - Standard