**Section 438.APPENDIX F Special Requirements for Buses (Vehicles Manufactured to Transport 11 or More Passengers, Including the Driver)**

a) The requirements of this Appendix apply to the following types of buses listed in subsections (a)(1) through (a)(5). Any bus that is not listed in subsections (a)(1) through (a)(5) will be inspected according to either 92 Ill. Adm. Code 441, 443 and 445 (Inspection Procedures for School Buses); 92 Ill. Adm. Code 436 (Inspection Procedures for MFSABs that are manufactured on or after July 1, 2012 and that are owned or operated by or for schools K-12) or the appendix G Inspection Manual (49 CFR 399.appendix G).

1) Buses designed to transport 11-15 persons, including the driver;

2) Buses registered as charitable vehicles (except motorcoach-style buses and MFSABs that are manufactured on or after July 1, 2012 and that are owned or operated by or for schools K-12);

3) MFSABs manufactured prior to July 1, 2012 and owned or operated by a public or private school (K-12);

4) Religious organization buses (except motorcoach-style buses and MFSABs that are manufactured on or after July 1, 2012 and that are owned or operated by or for schools K-12); and

5) Senior citizen transport vehicles designed to transport 11-15 persons, including the driver.

b) In addition to Appendix A through Appendix E of this Part, buses listed in subsection (a) shall comply with the following:

1) EMERGENCY EXITS

A) IDENTIFICATION, INTERIOR

PROCEDURES/SPECIFICATIONS:

If the bus has a GVWR of more than 10,000 lbs., all exits that are labeled either "Emergency Door" or "Emergency Exit" are required to be marked with concise operating instructions describing each motion necessary to unlatch and open the exit. These operating instructions must be located within 6 inches of the release mechanism. (See 49 CFR 571.217 (S5.5.1).)

When a release mechanism is not located within an occupant space of an adjacent seat, a label shall be placed within the occupant space that indicates the location of the nearest release mechanism. (See 49 CFR 571.217 (S5.5.1).)

Buses with a GVWR of 10,000 lbs. or less are exempt from emergency exit labels and operating instructions. (See 49 CFR 571.217 (S5.5.1).)

If the bus is equipped with an emergency release handle for the service entrance door, concise operating instructions must be present within 6 inches (16 cm) of the release mechanism.

REJECT VEHICLE IF:

Emergency exits are not properly identified.

B) ALARMS AND LOCKS

PROCEDURES/SPECIFICATIONS:

If the bus is equipped with an emergency door lock, e.g., vandal lock, the bus must be equipped with the following:

The engine starting system shall not operate while any emergency exit door is locked from either inside or outside the bus. An alarm cut-off or "squelch" control is prohibited.

An audible alarm shall alert the driver when the engine is running and any emergency exit door is locked.

Exception: Buses with a GVWR of 10,000 lbs. or less are manufactured so that vandal locks are not necessary (i.e., the locking and unlocking of the vehicle's doors are controlled from the interior of the vehicle). However, if any bus is equipped with a vandal lock, the provisions of subsection (b)(1)(B) will apply.

REJECT VEHICLE IF:

Bus is not equipped with an alarm when the emergency door is locked.

Bus' engine starts while emergency door is locked.

C) OBSTRUCTIONS

PROCEDURES/SPECIFICATIONS:

Emergency exits must maintain an opening of at least 19 inches high by 13 inches wide.

REJECT VEHICLE IF:

Emergency exits are obstructed.

D) PROPER OPERATION

PROCEDURES/SPECIFICATIONS:

Operate emergency exit doors and windows.

REJECT VEHICLE IF:

Emergency exit door or window does not readily open and close.

2) FIRE EXTINGUISHER

PROCEDURES/SPECIFICATIONS:

Buses must be equipped with a fully charged fire extinguisher with a minimum rating of 10BC. The fire extinguisher must be mounted in bracket and readily accessible to the driver.

REJECT VEHICLE IF:

Fire extinguisher:

Is missing;

Does not meet the minimum rating of 10BC;

Is not fully charged;

Is not mounted in a bracket; or

Is not readily accessible to the driver.

3) LETTERING (EXTERIOR AND INTERIOR)

PROCEDURES/SPECIFICATIONS:

No bus inspected under this Section can display the words "SCHOOL BUS" at any location on the bus.

MFSABs that are owned or operated by or for public school districts, private schools or school transportation contractors (K-12) are subject to the following:

The MFSAB's weight and maximum passenger capacity recommended by the manufacturer shall be painted on the exterior of the body to the left of the service door in letters at least 2 inches high.

The name of the owner or the entity for which the MFSAB is operated, or both, shall be painted in a contrasting color on both sides, centered as high as practicable below the window line, in letters at least 4 inches high on the exterior of the body.

An identification number shall be painted as high as practicable on both the front and rear exterior surface of the MFSAB in letters at least 4 inches high.

"NO STANDEES" is required on the interior bulkhead above the windshield in letters at least 2 inches high.

MFSABs will also be required to display the decal "TO COMMENT ON MY DRIVING CALL" or "TO REPORT ERRATIC DRIVING CALL", followed by the area code and phone number of the MFSAB owner. The decal must be white with black lettering and black numerals that measure one inch high. The decal shall be located on the rear window glazing below the rear seat back, on the MFSAB body below the rear window line, or on the rear bumper. The decal must be visible to the motoring public from the rear of the bus and cannot obstruct any required lettering or numerals. The decal cannot be located on any emergency door glazing or any emergency window glazing. Magnetic signs are prohibited.

Exception: If an MFSAB is being presented for inspection by a dealer or a manufacturer prior to delivery to the owner, the "TO COMMENT ON MY DRIVING CALL" or "TO REPORT ERRATIC DRIVING CALL" decal is optional. (If the decal is not present when the MFSAB is purchased, the decal must be applied by the MFSAB owner.)

Decals may be used instead of painting.

REJECT VEHICLE IF:

"SCHOOL BUS" is displayed at any location on the bus.

Required lettering is not present.

Required lettering is not painted on or is not displayed in decals.

4) LIGHTS AND LENSES

PROCEDURES/SPECIFICATIONS:

Inspect the bus for the presence of the following prohibited lights or lenses:

Functioning strobe light (not required to be removed).

Yellow and/or red alternately flashing warning lights.

Red lenses on the front of the bus.

REJECT VEHICLE IF:

Bus is equipped with prohibited lighting.

PROCEDURES/SPECIFICATIONS:

Inspect religious organization buses for the presence of an optional 4-light unison flashing amber signal system.

Two lights at the front and two at the rear of the bus may be mounted as high and as widely spaced laterally on the same level as is practicable.

Each light must be a sealed beam at least 5½ inches in diameter and have sufficient intensity to be visible at 500 feet in normal sunlight.

The system shall be actuated only by means of a manual switch.

There shall be a device for indicating to the driver that the system is operating properly or is inoperative.

REJECT VEHICLE IF:

Religious organization buses' warning lights, if installed:

Are not amber in color;

Do not operate in unison; or

Do not meet size, type or location requirements.

Device for indicating to the driver that the system is operating properly is not present or is inoperative.

5) SEATS, PASSENGER AND DRIVER

PROCEDURES/SPECIFICATIONS:

Inspect the driver's seat for proper operation of adjusting mechanism and to see that it is securely anchored to floor.

Inspect each passenger seat to make sure it is securely anchored to the floor.

REJECT VEHICLE IF:

Driver's seat does not adjust.

Seats are not securely anchored to floor.

6) STEPS AND FLOOR COVERING

PROCEDURES/SPECIFICATIONS:

If a center aisle is present, the entrance steps and aisle must be free of rips and holes.

REJECT VEHICLE IF:

A center aisle is present and the entrance steps or aisle floor covering is ripped, torn or has holes.

7) STOP SIGNAL ARM PANEL AND NATIONAL SCHOOL BUS GLOSSY YELLOW: PROHIBITED ITEMS

PROCEDURES/SPECIFICATIONS:

Inspect the bus for the presence of the following prohibited items:

Stop signal arm panel; and

Paint that resembles national school bus glossy yellow.

REJECT VEHICLE IF:

Stop signal arm panel or paint that resembles national school bus glossy yellow is present on the bus.

8) WHEELCHAIR LIFT, RAMP, SECUREMENT ANCHORAGES AND DEVICES

PROCEDURES/SPECIFICATIONS:

If the bus is equipped with an operating lift or ramp, wheelchair securement anchorages and wheelchair securement devices must be present.

REJECT VEHICLE IF:

Vehicle is equipped with an operating lift or ramp but wheelchair securement anchorages or securement devices are missing.

9) HAND SANITIZER DISPENSER (OPTIONAL)

PROCEDURES/SPECIFICATIONS:

Dispenser must be securely installed in the driver/entry area, either behind the handrail or just to the right of the driver on the vertical portion of the dash in a location where hand sanitizer cannot drip or leak onto the entryway or passenger walkway. The dispenser must not be mounted as to cause a catch point to passengers as they enter or exit the bus.

Dispenser must be labeled with the words "sanitizer" or "hand sanitizer".

REJECT VEHICLE IF:

Dispenser is not securely installed in the driver/entry area, either behind the handrail or just to the right of the driver on the vertical portion of the dash.

Dispenser is installed in a location where it drips or leaks onto the entryway or passenger walkway.

Dispenser is mounted in a way to cause a catch point to passengers as they enter or exit the bus.

Required label is missing.

10) DRIVER PROTECTIVE BARRIER (OPTIONAL)

PROCEDURES/SPECIFICATIONS:

A driver protective barrier panel may be installed directly behind the driver. The panel must be mounted to the wall of the bus as flush as practicable. If installed, the passenger seat directly behind the driver must be rendered inoperative (this can be accomplished by removing the lower seat cushion) to comply with FMVSS 571.222. If the lower seat cushion is removed, all exposed seat frame must be padded in compliance with FMVSS 571.302. The panel shall be constructed of clear material compliant with FMVSS 571.302, such as polycarbonate. The end of the barrier panel exposed to the passenger compartment shall be secured to a padded stanchion extending from floor to the ceiling. The stanchion shall be attached to the roof bow or a reinforced panel in the ceiling and a solid connection point on the floor. The barrier panel shall be in compliance with FMVSS 571.302 and FMVSS 571.222.

REJECT VEHICLE IF:

The barrier is installed in a location other than directly behind the driver or not flush to the wall of the bus. The passenger seat directly behind the driver is operative with a barrier installed or the lower seat cushion has been removed with padding installed that is not in compliance with FMVSS 571.302. Barrier is not constructed, secured, or padded in compliance with FMVSS 571.222 and 571.302.

11) COVID-19 RELATED LETTERING/SIGNAGE (OPTIONAL)

PROCEDURES/SPECIFICATIONS:

Lettering/signage that relates to COVID-19 (e.g., assigned seating for students, social distancing, face coverings, guidelines adopted by the bus operator, etc.) may be installed on the interior of the bus. The lettering may be installed on the forward face of seat backs or seat cushions, ceiling, or bulkhead and shall not interfere with other required lettering.

REJECT VEHICLE IF:

Lettering or signage is installed on the exterior of the bus or in a place other than the forward face of seat backs or seat cushions, ceiling, or bulkhead.

Lettering or signage obstructs other required lettering.

(Source: Amended at 45 Ill. Reg. 4916, effective April 5, 2021)