**Section 441.APPENDIX C Bumper, Rear through Drive Shaft Guard**

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| a) | BUMPER,REAR |  |
|  | PROCEDURES/SPECIFICATIONS:Channel steel at least 18 inches (4.55 mm) (approximately 3/16 inch) thick with a minimum 8.9 inches (225 mm) black face, full wrap around and attached so as to prevent hitching rides (i.e., "nonhitchable").Shall be attached so that removal is possible by commonly available hand tools.Shall be of strength to permit bus being pushed by another vehicle without permanent distribution. |
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|  | AGENCY NOTE: | "Nonhitchable" is defined as the rear of the bus being designed and maintained to prevent or discourage riding or grasping rear of bus so as to "hitch" rides. |
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|  | REJECT VEHICLE IF:Rear bumper does not meet requirements. Not solidly attached. Sharp edges are present. Rear bumper is hitchable. |
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| b) | CERTIFICATE ANDREGISTRATIONCARDHOLDER |  |
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|  | PROCEDURES/SPECIFICATIONS:At least one card holder with a transparent face no less than 5.9 inches by 3.9 inches (150 mm by 100 mm) shall be securely affixed to the inside header panel out of students' easy reach. |
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|  | REJECT VEHICLE IF:Certificate and registration card holder does not meet requirements. |
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| c) | CERTIFICATIONLABEL (FEDERAL) |  |
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|  | PROCEDURES/SPECIFICATIONS:Inspect federal certification label if the chassis (incomplete vehicle) was manufactured on or after June 1, 1971. The certification label may be supplemented by an alterer's certification.The manufacturer's label must contain the following information: |
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|  | 1) | Name of vehicle (bus) manufacturer and the month and year in which manufacture of the vehicle was completed; |
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|  | 2) | Name of incomplete vehicle (chassis) manufacturer and the month and year in which he performed his last manufacturing operation on the incomplete vehicle; |
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|  | 3) | Gross vehicle weight rating, or ratings (GVWR); |
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|  | 4) | Gross axle weight ratings (GAWR); |
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|  | 5) | The statement, "This vehicle conforms to all applicable federal motor vehicle safety standards in effect in (month/year)"; |
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|  | 6) | The vehicle identification number (VIN); |
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|  | 7) | The vehicle's classification (usually "BUS"). (49 CFR 567.5) |
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|  | Alterer's certification: A certified vehicle might have been altered before its purchase for use as a school bus. The alterations may have included, but are not limited to, classification changes, gross weight rating changes, or changes to the application/effective date of a federal motor vehicle safety standard. If any such alteration occurred, the bus must carry an additional federal label that identifies the alterer, shows when alteration was completed, "as altered" GVWR, GAWR and classification (if changed). It must also state that the altered vehicle conforms to all applicable federal motor vehicle safety standards in effect in (month/year). (49 CFR 567.7) |
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|  | REJECT VEHICLE IF:A required label is absent, defaced, destroyed, not riveted, or not permanently affixed. "Permanently affixed" means the label cannot be removed without destroying or defacing it.A certification label does not contain the required statement and all other information required for that label. |
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| d) | CROSSING CONTROLARM |  |
|  | PROCEDURES/SPECIFICATIONS: |
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|  | 1) | Required on school buses manufactured after December 31, 1997. |
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|  | 2) | Must meet or exceed SAE J1133. |
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|  | 3) | Must be capable of full operation between, and including, the temperatures -40º F and 160º F. |
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|  | 4) | The arm, when activated, must extend a minimum of five feet from the front face of the bumper. |
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|  | 5) | The arm must be mounted on the far right side (entry side) of the front bumper. |
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|  | 6) | Appropriate brackets shall be used to attach the arm to the front bumper for proper operation and storage. |
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|  | 7) | All component parts must meet or exceed any applicable federal motor vehicle safety standards in effect at the time of manufacture. |
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|  | 8) | The arm must extend at the same time the stop arm panel extends. An independent "on/off" switch is prohibited. |
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|  | 9) | If the driver can stop the arm from extending with the use of an optional override switch, the arm sequence must automatically reset once the service door is closed. |
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|  | 10) | Red lights and/or red reflectors are prohibited. |
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|  | REJECT VEHICLE IF:If equipped, arm does not meet requirements. |
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| e) | DEFROSTERS |  |
|  | PROCEDURES/SPECIFICATIONS:Using heat from heaters and circulation from fans, defrosting equipment shall keep the windshield, the windows to the left of the operator, and the glass in the service door clear of fog, frost, and snow. Must conform to federal standards 49 CFR 571.103. (Auxiliary fans are not considered to be a defrosting and defogging system). |
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|  | REJECT VEHICLE IF:Defrosting system does not function properly.Auxiliary fans are not securely mounted or blades are not protected. |
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| f) | DRIVE SHAFTGUARD |  |
|  | PROCEDURES/SPECIFICATIONS:Shall be of sufficient strength to protect each segment of the drive shaft and prevent it from going through the floor or dropping to the ground if broken. |
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|  | REJECT VEHICLE IF:Drive shaft guard is missing, not firmly attached, or does not properly protect each segment of the drive shaft. |
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(Source: Amended at 22 Ill. Reg. 11889, effective June 29, 1998)