

of the bus, behind the rear wheels; or between the front and rear axles. The entrance door is ahead of the front wheels. This type is also known as "transit-style school bus."



Front Engine Style



Rear Engine Style

Multifunction School Activity Bus (MFSAB)

A Multifunction School Activity Bus (MFSAB) shall mean a school bus whose purposes do not include transporting students to and from home or school bus stops, "as defined in 49 CFR 571.3." This subcategory of school bus meets all FMVSS for school buses except the traffic control requirements. MFSAB may be any Type A, C, or D.



Special Needs School Bus

A Special Needs School bus shall mean any Type A, C, or D school bus as defined in this section, which has been modified to transport students requiring the use of a Wheelchair/Mobility Aid Position or Lift.

TABLE OF TYPE AND CAPACITY

TYPE(S)	CAPACITY
Type A-I Converted Van Cutaway Van	16 - 17, 18 - 20
Type A-II Cutaway Van (Dual Wheels)	16 - 18, 20 - 23
Type A-II Cutaway Van (Dual Wheels)	24, 30
Type C - Conventional Flat Face Cowl	29, 35, 41, 47, 53, 59, 65, 71, 77
Type D – Transit Type Front & Rear Mounted Engine	41, 47, 53, 59, 65, 71, 77, 83, 84, 89

SCHOOL BUS BODY AND CHASSIS SPECIFICATIONS

AIR CLEANER

- A. A dry element air cleaner shall be provided.
- B. All diesel engine air filters shall include a latch-type restriction indicator that retains the maximum restriction developed during operation of the engine. The indicator should include a reset control so the indicator can be returned to zero when desired.

AISLE

All emergency doors shall be accessible by a twelve inch (12") minimum aisle. Aisle shall be unobstructed at all times by any type of barrier, seat, wheelchair or tiedown, unless a flip seat is installed and occupied. A flip seat in the unoccupied (up) position shall not obstruct the twelve inch (12") minimum aisle to any side emergency door.

AXLE

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

BACK-UP WARNING ALARM

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

BRAKES: GENERAL

- A. The chassis brake system shall conform to the provisions of FMVSS Nos. 105, Hydraulic and Electric Brake Systems, 106, Brake Hoses, and 121, Air Brake Systems, as applicable. All buses shall have either a parking pawl in the transmission or a park brake interlock that requires the service brake to be applied to allow release of the parking brake.
- B. The anti-lock brake system (ABS), provided in accordance with FMVSS No. 105, Hydraulic and Electric Brake Systems or No. 121, Air Brake Systems, shall provide wheel speed sensors for each front wheel and for each wheel on at least one rear

axle. The system shall provide anti-lock braking performance for each wheel equipped with sensors (Four Channel System).

- C. All brake systems shall be designed to permit visual inspection of brake lining wear without removal of any chassis component(s).
- D. The brake lines, booster-assist lines, and control cables shall be protected from excessive heat, vibration and corrosion and installed in a manner that prevents chafing.
- E. The parking brake system for either air or hydraulic service brake systems may be of a power-assisted design. The power parking brake actuator should be a device located on the instrument panel within reach of a seated 5th percentile female driver. As an option, the parking brake may be set by placing the automatic transmission shift control mechanism in the "park" position.
- F. The power-operated parking brake system may be interlocked to the engine key switch. Once the parking brake has been set and the ignition switch turned to the "off" position, the parking brake cannot be released until the key switch is turned back to the "on" position.

BRAKES: HYDRAULIC

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

BRAKES: AIR

- A. The air pressure supply system shall include a desiccant-type air dryer installed according to the manufacturer's recommendations. The air pressure storage tank system may incorporate an automatic drain valve.
- B. The chassis manufacturer shall provide an accessory outlet for air-operated systems installed by the body manufacturer. This outlet shall include a pressure protection valve to prevent loss of air pressure in the service brake reservoir.
- C. For air brake systems, an air pressure gauge shall be provided in the instrument panel capable of complying with Commercial Driver's License (CDL) pre-trip inspection requirements.
- D. Air brake systems shall include a system for anti-compounding of the service brakes and parking brakes.