

a. *Rear-facing CSRS (infant-only)*

These seats are designed for infants from birth to twenty or twenty-two pounds (manufacturer's instructions) and who usually are less than 26 inches in length. These seats are used in rear-facing position at a 45 degree recline, which provides support to the infant's head, neck and back.

b. *Convertible CSRS (Rear-Facing)*

Rear-facing infant position is designed for children from birth to twenty pounds, one year of age (manufacturer's instructions), weighing up to twenty pounds and usually less than 26 inches in length. Many CSRSs are now available to accommodate larger children (30 to 35 lbs.) in the rear-facing position. Note: See manufacturer's guidelines for weight and height restrictions. It is recommended that children ride rear facing as long as recommended or allowed by the CSRS manufacturer.

c. *Convertible CSRSs (Forward-Facing)*

Forward-facing CSRSs with five-point harness, T-Shield or tray-shield are designed for children above twenty to sixty pounds. (Rear-facing position should be maintained for as long as recommended or advised by the manufacturer.) Some forward-facing-only seats are available to accommodate larger children. Note: Some CSRSs cannot be installed properly in a twenty-inch bus seat (i.e., tray-shield and some convertible seats).

d. *Car Beds*

A car bed for infants up to 20 pounds allows the infant to lie flat. The use of a car bed should be predicated on the advice of a physician or an appropriate medical support professional (e.g., physical/occupational therapist) and approved by qualified personnel at an IEP team meeting.

e. *Specialized Positioning*

Specialized positioning seats are used only when a child does not fit in a standard CSRS or has a particular condition warranting more support. As per NHTSA's, "Child Passenger Safety Training Instructor Guide for School Buses," tether straps are not required in school buses; however, some special needs CSRSs require a tether strap. (See manufacturer's instructions and all NHTSA curricula to determine the specifics.)

f. Safety Vests

The decision to use a vest should be made by an IEP team that includes qualified personnel and the parent, and the use of safety vests should be noted on the IEP. Vest selection should be appropriate for the size and needs of the child. Proper fit must account for seasonal changes in clothing. Pre-school children, due to their age, weight, physical development and their overall mental ability, should be securely fitted with a crotch strap supplied by the manufacturer. (Only vests required under FMVSS 213 will have a crotch strap supplied by the manufacturer. It is not optional.) Safety vests must be used only on school bus seats. The entire seat directly behind the child in the seat-mounted vest must be unoccupied or have restrained occupants. Vests shall be anchored, as specified by the manufacturer.

g. Wheelchairs

All decisions regarding the use of wheelchairs in the school bus must be made by an IEP team that includes qualified personnel and the parent and should be noted on the IEP. School buses must be properly equipped to accommodate wheelchairs or other mobility devices before transporting passengers who require such devices. (See the Specially Equipped School Bus Specifications section, this document.)

C. Bus Seat Designated for a Child Safety Restraint System

The transportation provider should ensure installation and use in accordance with the following NHTSA guidelines:

1. Locations of school bus seats designated for CSRSs should start at the front of the vehicle to provide drivers with quick access to the CSRS occupants.
2. CSRS anchorages on school bus seats should meet all applicable FMVSSs.
3. The non-adjustable end of the lap belt should be positioned at the center for a CSRS placed next to the window; or, at the aisle for a CSRS placed next to the aisle.
4. The non-adjustable end of the lap belt must not extend more than one to two inches from the seat.
5. When ordering new school buses, the maximum spacing specified under FMVSS No. 222, School Bus Passenger Seating and Crash Protection, (within 24 inches space from the seating reference point) is recommended for seats designated for CSRSs to provide adequate space for the CSRSs.

6. The combined width of CSRSs and/or other passengers on a single seat does not exceed the width of the seat.
7. If other students share seat positions with CSRSs, the CSRSs are placed in the window-seating position, excluding emergency exit windows.

D. Medical Equipment

All decisions regarding medical equipment in the school bus should be made in accordance with state laws and regulations. Decisions regarding medical equipment should be the joint decision of trained personnel who are knowledgeable about the type of medical assistance and support a pre-school child may need while in a school bus. Decisions should be made by qualified team members in attendance at IEP meetings, including the parent. The IEP document should include all the appropriate information. Safe transportation specifications should be documented on the IEP. Some special considerations and recommendations are as follows:

1. All medical support equipment shall be secured at the mounting location to withstand a pulling force of five times the weight of the item.
2. Latched compartments are the preferred methods of transport.
3. All medical equipment should be secured below the window.
4. Oxygen equipment (liquid or gas) shall be approved by the manufacturer for transport and should be securely mounted to the bus and fastened to prevent damage and exposure to intense heat levels.

Note: Refer to the SPECIALLY EQUIPPED SCHOOL BUS SPECIFICATIONS section.

E. Special Considerations

Because of the dependency of young children and the need to make decisions on a case-by-case basis, the following section on special considerations is provided for guidance on a variety of issues related to the transportation of pre-school children.

1. Equipment Maintenance: Procedures should be established for scheduled maintenance, cleaning and inspection of all equipment, including CSRSs. Procedures should be in place to assure that all equipment is checked regularly for recalls and for product expiration dates. Procedures must be in place for cleaning CSRSs according to manufacturers' instructions. Proper disposal of outdated equipment is important.

Note: A recall list may be found at www.nhtsa.dot.gov.

2. Radios/Two Way Communication and Cell Phones

Refer to the SPECIALLY EQUIPPED SCHOOL BUS SPECIFICATIONS section.

SALE AND DISPOSAL OF USED PUPIL TRANSPORTATION EQUIPMENT

Mississippi Code Sections Ann. §37-7-451 through 37-7-457 provide authority for the Disposition of Property Not Needed for School Purposes. This has been considered a legal means of selling school buses that are no longer needed in the transportation program. Advertisement for competitive bids on the sale of this equipment is required under the above sections. In the event that one school district sells transportation equipment to another school district, it is necessary to comply with the provisions of Section 37-41-101(5), MS Code of 1972, amended. It is not necessary to obtain approval from the Mississippi Department of Education to dispose of said equipment.

The procedures outlined in this section should be used in order to assure the proper disposal of school buses that are sold or otherwise removed from the local education agency's school bus fleet.

If the bus is sold to another local education agency, private school, or other educational agency that will continue to use the vehicle as a school bus, only the name of the school system and the tag should be removed. If the bus is sold or traded to a dealer, only the tag should be removed. The school bus dealer will remove the name of the school district.

Federal and state law requires that school buses be equipped with signal lamps and other visual signals and markings that clearly identify the vehicle as a school bus. School buses are also equipped with specialized equipment that are designed to protect students, school bus drivers, and motorists. These visual markings, signals, and other specialized equipment, which include amber and red flashing lights, stop signs, warning signs on the rear of the bus, school bus lettering, and crossing control arms, are peculiar to school buses and may not be used on other vehicles, except as provided under Mississippi law. Accordingly, the disposal of school buses requires measures above and beyond those necessary for the disposal of other school district vehicles.

To avoid possible liability, improve security, and also ensure compliance with the law, the following procedures should be followed when disposing of buses that will no longer be used as school buses:

- A. Disable the overhead amber and red flashing lamps, stop arm(s), and crossing arm used for loading and unloading students.
- B. Remove all references to the entire name of the school district on the sides of the

bus, not just the name of the county or city.

- C. Remove the words "SCHOOL BUS" on the front and rear of the bus.
- D. Remove the tag from the vehicle before the sale.

Mississippi Code Ann. §63-7-79

1. Any person who owns or operates a used school bus for the purpose of transportation or use of any kind on the public roads and highways of the State of Mississippi, other than for school purposes, shall change the color of such bus from the regular school bus color of yellow or national school bus chrome to a color in contrast to this color before such bus can be used or operated on the highways or public roads in Mississippi.
2. The vendor or owner of any school bus shall inform the purchaser in writing at or prior to the time of the sale of any bus not to be used for school purposes as to the requirements of this section.
3. Any person who shall violate the provisions of this section shall, upon conviction thereof, be fined not less than twenty-five dollars (425.00) nor more than one hundred dollars (\$100.00).