



WSP/OSPI Inspection Interpretations (July 2023)

1. Inspection Timeframes:

Summer: 3/15—8/31, Winter: 11/1—3/14.

2. Lighting:

It has been brought to our attention that some buses are arriving with lighting on both sides of the bus (see below) that does not meet our specifications. Some buses were inadvertently issued initial inspection forms with these lights on them before we became aware of them. These lights will need to be removed.



3. Pole Vaults:

- a. It is recommended that pole vaults be transported in “modified” exterior storage compartments whenever possible.
- b. Transporting pole vaults that are *securely* fastened (no bungee cords) underneath passenger seats next to the interior wall or to the outer seat legs is



acceptable if no portion of the poles extend in front of an emergency exit or into the bus aisle.

4. Axles (page 11, 2022 Spec. Manual)

- The front axle shall have oil bath hubs or maintenance free sealed greased bearings.

5. Passenger Compartment Air Conditioning (Optional) (page 30, 2022 Spec Manual)

- **Item C(2).** Evaporators and ducting systems shall be designed and installed to be free of projections or sharp edges. Ductwork shall be installed so that exposed edges face the front of the bus and do not present sharp edges. If separate components, the evaporators shall be installed in the front and/or rear bulkheads. Combination rooftop-mounted Evaporator/Condenser units with interior ducting for heat and air conditioning is acceptable. Interior ducting must be above the passenger window line.

6. Interior (page 34, 2022 Spec. Manual)

- **Item 5.**
- Individual student seating identification may be placed above windows in the passenger compartment.
- Seating identification shall be securely fastened and placed on the surface immediately above the windows. Seat assignment identification shall not be placed on the ceiling.
- Seating identification can be cardstock or index cards inserted in laminate pockets, dry erase cards, etc. The cardstock/paper/material used shall be plain and neutral in color e.g., white, beige, soft pastels, no neon colors.
- If using multiple cards, these shall not exceed 30 square inches collectively.
- If using removable ink markers like dry erase or soluble ink above the windows, total area used will not exceed 30 square inches.
- MFSABs are exempt from this requirement.

7. Lamps & Signals (page 35, 2022 Spec. Manual)

- **New Item 9.** Auxiliary Fog Lamps (Optional). If used, fog lamps shall be installed in accordance with current law.



8. Low Speed Sound Generator (page 64, 2022 Spec. Manual)

1. BEVs will be equipped with a low-speed sound generator to warn other vehicles and pedestrians of the school bus's approach e.g., when approaching intersections and crosswalks. The sound generator will remain on when the school bus is in any drive gear except reverse.
2. The low-speed sound generator shall not emit sound while the bus is completely stopped, with the transmission in Neutral or Park, and with the parking brake set e.g., while loading and unloading.

9. Item 19. Placement of Reflective Markings (page 74, 2022 Spec Manual) New page. Insert Reflective Tape Marking illustration as page 76.

10. New Item. Adopt Colorado Rack and Load Test requirement for all buses ordered after September 1, 2023.

Colorado Rack and Load Test – is designed to verify the structural integrity and crashworthiness of school bus design. The test simulates a rollover crash by applying a constant load along the full length of the bus body. This ensures that all pushout windows and emergency exits will be fully functional after an accident occurs. If the school bus should rollover, the Colorado Rack Test ensures that the strength of the passenger cage has sufficient strength to withstand a rollover. For a school bus to be in compliance with the Colorado Rack and Load Test, the structure of the bus cannot deflect more than 5 $\frac{1}{8}$ inches, and all emergency exits must still be operational.

