



**NATIONAL SCHOOL TRANSPORTATION ASSOCIATION**

**Midwinter Meeting  
January 21 – 25, 2012**

Wailea Beach Marriott Resort & Spa  
Wailea, Maui, HI

**Safety & Security Committee  
Meeting Handouts**

## **Safety & Security Committee Meeting Agenda**

Tuesday, January 24

9:00am-10:15am

Wailea Beach Marriott Resort & Spa

Maui, Hawaii

1. Call to Order, Meeting Chairman Tim Flood
2. Review/Approval of December 9, 2011 Minutes
3. Review of Action Items from previous meeting
  - a. Anti-Bullying presentation
  - b. Picture of School Bus Safety Zone
  - c. CDL renewal
4. Sleep Apnea Update
  - a. NSTA comments filed, Dec. 28
  - b. MCSAC/MRB joint subcommittee meeting, Jan 5-6
  - c. Meeting with Anne Ferro
    - i. Next steps
5. School Bus Safety Competition
  - a. Competition revisions
  - b. Event details
  - c. Promotion
  - d. Other
6. New business
  - a. Chinese Safety Committee
7. Old Business
  - a. Chain of custody follow-up
  - b. TSA/DVD mailing to school districts
8. Next Call Date, February 2012?
9. Adjourn

**Safety & Security Committee Meeting  
Minutes**

Friday, December 9, 2011  
11:00am EST

**Committee Members**

Chairman Gary Catapano, Bill Loshbaugh, Selina Pittenger, Dave Wehmeyer

**Board Member Participants**

Tim Flood, President-Elect, Donnie Fowler, Immediate Past-President, Gail Hyser

**Staff**

David Hobson; Rachel McCleery

**Consultants**

Becky Weber, Prime Policy

**Guests:**

Roger Howsman, Blue Bird Corp; Michelle McDermott, Durham; Ronald Reid, Transportation Security Administration (TSA); Rick Smith, SynTec Seating;

**Call to Order**

Chairman Catapano called the meeting to order at 11:05am

**Introduction of new Participants**

Chairman Catapano welcomed NSTA members who were participating on the committee for the first time:

Roger Howsman, Michelle McDermott, and Rick Smith

**Review/Approval of Minutes**

Chairman Catapano called for approval of the minutes. Hearing no objections, the chairman noted that if there were any discrepancies of Safety and Security minutes to please notify Rachel and David.

### **School Bus Security**

Chairman Catapano introduced Ronald Reid, Transportation Security Specialist in the Highway Motor Carrier Security Division of the Transportation Security Administration. Mr. Reid was invited to join the committee in order to address school bus security issues. Chairman Catapano stated that school bus theft has been occurring more often than usual. In order to raise awareness of theft and other related activities, Mr. Reid reviewed the TSA Highway Passenger Security School Bus brochure. He also stressed that phoning in any suspicious activity to First Observer is crucial. Please contact Rachel for the full brochure.

Mr. Reid also discussed the TSA DVD mailing on school bus security that was sent to school districts across the country. Members may request a DVD through Mr. Reid and may obtain his contact information from Rachel.

Mr. Reid also stated he hopes the TSA continues to be involved with NSTA members and participate on future Safety and Security calls and meetings. Mr. Reid dropped off the call.

### **Review of Action Items from previous meeting**

Rachel reviewed the action items from the previous Safety and Security minutes and gave an update on their progress. The office is still waiting to hear back from Kathy Furneaux regarding her anti-bullying presentation, and also to acquire an accurate picture of the school bus danger zone to be posted on the website. Rachel was pleased to announce that NHTSA updated their School Bus page to include the National School Transportation Association as a reference for web users. You may view that here: <http://www.nhtsa.gov/School-Buses>

### **Sleep Apnea Update/MLB Hearing**

David, Donnie, and Chairman Catapano reviewed the Dec. 7 joint meeting of the Motor Carrier Safety Advisory Committee (MCSAC) and the Medical Review Board (MRB). The purpose of the meeting was to develop a recommendation for the Federal Motor Carrier Safety Administration (FMCSA) related to sleep apnea. At the end of the day a recommendation was developed wherein a Medical Examiner (ME) is to refer any driver with a BMI of 35 or greater to go through an evaluation for sleep apnea. The ME is to issue a 60 day conditional card to cover the period of the evaluation assuming the ME feels the driver may safely resume their duties to operate a commercial motor vehicle (CMV). A second and separate part of the recommendation is that a driver who is impacted by the 35 or greater BMI rule, may be suspended based upon several factors. David noted that NSTA staff is trying to obtain the exact language. These two recommendations have been presented to FMCSA staff for review. Discussion ensued as to what NSTA's role should be in moving forward. A suggestion was made to send out a survey to contractor members in order to gauge how many of their drivers would be impacted by this regulation. NSTA staff will wait until after the Government Relations Committee and from NSTA leadership addresses the issue before moving forward with any action or step.

It is anticipated that a guidance document will be issued by FMCSA to the ME community. The time period for such an action is uncertain, but it is highly likely that this issue will be 'fast-

tracked' within the FMCSA Department of Transportation (DOT) as Secretary LaHood is well aware of this action. Subsequently, there will be formal rule- making with notice posted in the Federal Register giving all affected parties an opportunity for comment. The time frame for this is also uncertain, however, NSTA Staff will be in attendance at the MCSAC meetings that are set to take place early February

### **CDL License Renewal**

Effective January 30, 2012, states will begin to include—within the commercial driver motor vehicle report (MVR)—the DOT physical certification status. After drivers go for a DOT physical they'll need to submit the certificate to the BMV by either mail/fax/in-person. Drivers applying or renewing their CDL must have a copy of their Medical Card Examination certificate before going to the BMV or State Driver Licensing Agency (SDLA). Chairman Catapano reviewed the full notice and provide a summary for use by the NSTA membership. Please contact Rachel if you would like a copy of the document. This summary will be posted on the contractor portion of the website and will be included in the next newsletter.

### **School Bus Safety Competition**

Bill reported that things are running smoothly with the 2012 School Bus Safety Competition plans. He made minor changes to clarify language in the competition booklet and will send to NSTA staff. It is expected that by mid-January amendments to entrance requirements in order to level the playing field for drivers working for contractors versus those for the public sector would be made. It is the goal that competition booklets will also be released in mid-January.

### **Next Meeting Date?**

The next Safety and Security meeting will take place at the Midwinter Meeting on Tuesday, January 24 in the morning. Rachel will send out a notice to committee members after the first of the year if February 15 will work for the following meeting. It is anticipated that staff will report on the MCASC hearings and other new developments in the sleep apnea regulations. Tim Flood will chair the meeting in Gary's absence.

Chairman Catapano adjourned the meeting 12:26pm

**Respectfully Submitted,**

**Rachel McCleery**

**December 21, 2011**

# DOT Commercial Driver License / Medical Card Regulation Change

## Attention School Bus Operators

Effective January 30, 2012, the states will begin to include on commercial driver motor vehicle report (MVR) the DOT physical certification status. After drivers go for a DOT physical they'll need to submit the certificate to the BMV by either mail/fax/in-person. Drivers applying or renewing their CDL must have a copy of their Medical Card Examination certificate before going to the BMV (or State Driver Licensing Agency SDLA).

### New Commercial Driver License (CDL) Applicants:

- When new driver applicants go to the BMV for a temporary CDL driving permit, the driver will need to have taken a DOT physical and have with them a copy of their medical examination certificate.

### Existing CDL Holders:

- When going to have their DOT Physical certification updated drivers will now be required to submit a copy of the Medical Card Certification card to the BMV by either mail/fax/in-person.
- When notifying a driver their CDL is to expire make sure they have a copy of their valid medical examination certificate to take with them.
- When at the BMV the driver will be asked to select one of four "Certification Categories". (see below)
- Every time drivers have a new DOT physical they must provide a copy of the medical certification card to the BMV and return a copy to the location for their qualification file.
- Some states are in the process of sending out Certification forms to all Commercial Driver License (CDL) holders advising drivers to self-certify the type of commercial driving they perform. Please advise drivers to follow the instructions on the form.

### After January 30<sup>th</sup>, 2014:

- Drivers will no longer be required to carry a copy of their "Medical Card".
- CDL holders without medical certification status information on their MVR will designated "Not Certified" to operate a CMV.
  - The SDLA jurisdiction will downgrade the CDL within 60 days to standard operator status.

### Certification Categories:

1. Non-Excepted Interstate - **Recommended**
  - Engaged in interstate commerce and meet 49 CFR Part 391 requirements
2. Excepted Interstate – **Not to be Selected**
  - Engaged in interstate commerce and exempt from 49 CFR Part 391 requirements Ex; political subdivision vehicles or emergency vehicles
3. Non-Excepted Intrastate – **Only if not driving outside state boundaries during commercial travel**
  - Engaged in intrastate commerce and subject to State DOT requirements
4. Excepted Intrastate – **Not to be selected**
  - Motor carriers exempted while engaged in intrastate commerce and excepted from all State safety requirements.

For additional information contact your State's Department of Motor Vehicles  
For a complete list of State DMV's go to <http://www.dmvlist.com>

December 21, 2011

Docket Clerk

Federal Docket Management System (FDMC)

U.S. Department of Transportation

1200 New Jersey Avenue SE., West Building, Room W12-140

Washington, DC 20590.

RE: Docket Number FMCSA-2006-26367

The National School Transportation Association appreciates the opportunity to provide comments to the joint subcommittee that is addressing the issues related to Obstructive Sleep Apnea [OSA] as the Agency considers a potential notice-and-comment rulemaking.

NSTA is a not-for-profit association of private businesses providing transportation services to public school districts and private schools across the country. Our members range from single bus owners to large multi-national corporations operating thousands of school buses in many states. Private carriers operate about one-third of the nation's school bus fleet. All are committed to providing safe, efficient and economical transportation for America's school children.

The National School Transportation Association, representing school bus companies that provide student transportation service under contract to public school districts, understands the concerns that have prompted FMCSA's Medical Review Board (MRB) and Motor Carrier Safety Advisory Committee (MCSAC) to issue recommendations regarding medical examination and qualification of commercial drivers with a body mass index (BMI) of 35 or more. We understand FMCSA has these recommendations under immediate review for issuance of potential guidance and subsequent rulemaking. While we appreciate the safety considerations that prompted this recommendation, we want to ensure that FMCSA is aware of the unique characteristics of school transportation as it relates to the issue and how our employees and industry will likely be impacted.

As private operators of school buses, NSTA members are subject to the FMCSRs when they provide interstate transportation for student activities or similar charter trips. According to FMCSA estimates, only about one percent of school bus operations are interstate activity trips subject to the regulations. NSTA estimates from member surveys that about four percent of school bus trips are activity trips, both interstate and intrastate.

The fact that less than five percent of school bus operations involve activity trips does not mean that only five percent of a carrier's driver force is used for those trips. Because activity trips are typically assigned on a rotating basis, most if not all drivers at a location are eligible to take them; therefore, most private fleets require the majority of their drivers to meet FMCSA qualifications. Among respondents to a 2008 NSTA survey, an average 83% of the driver force is eligible for interstate trips under the employers' policies or union contracts, and an average 17% of the drivers actually made an interstate trip during the previous year.

Private sector school bus operators employ approximately 175,000 drivers; the bulk of the school bus driver force--375,000 drivers--is employed by public school districts, making them exempt from the FMCSR medical standards. If 83% of private sector drivers are required to be medically qualified by employers, the universe affected by the recommendation is approximately 145,250 drivers. If 30% of the universe meets the BMI level (extrapolated from estimates of the incidence in the commercial driver population), more than 43,500 current drivers would be required to undergo testing. At a conservative \$1,000 per driver, the cost to the drivers or the industry just to screen would be approximately \$43.5 million in the first year. These costs do not include the potential treatment costs of the diagnosed population, which NSTA is attempting to ascertain.

The private sector school bus industry is composed overwhelmingly of small businesses, with almost 75% owning fewer than 100 buses, and 66% owning fewer than 50 buses. FMCSA has previously used \$7,000,000 annual revenue to designate a small business in the bus industry. Estimated annual revenue per school bus is about \$60,000; therefore, a company that operates 116 school buses or fewer qualifies as a small business. The cost of sleep apnea testing would average almost two percent of revenue for these companies. The costs of treatment would be on top of this figure.

NSTA is concerned that the recommendation may have other negative unintended consequences as well. Some companies may decide that the cost of the requirement is not supported by the revenue from activity trips, and will decline to provide that service. This will leave schools without school buses for athletic teams and other student groups, pushing them into less safe transportation options.

Because public employers are exempt from the FMCSRs, driver candidates who are unwilling to go through obstructive sleep disorder testing, or who reject or cannot afford treatment, may simply decline employment with a private contractor and go to a public district instead. Not only will this exacerbate a driver shortage for private contractors and potentially impact the viability of the private school bus contracting industry, it will increase the number of drivers who are beyond the reach of all federal safety requirements other than CDL and drug/alcohol testing.

FMCSA's primary mission is to prevent commercial motor-vehicle related fatalities and injuries using data-driven regulations that balance motor carrier safety with industry efficiency. The agency must also evaluate the costs and benefits of imposed regulations. While NSTA acknowledges the views of the medical community on the impacts of sleep apnea and other sleep disorders, we believe there are valid operational differences between school bus operations and other commercial carrier operations which should be taken into account when considering applying the recommendations to all commercial drivers. The safety record of school bus drivers in regulated service—not a single fatal crash in interstate activity trips in at least the past twenty years—and the annual cost of compliance should also be fully considered.

NSTA is committed to the safety of the children we transport every day. Our commitment is evident in a recent University of Michigan report which shows that during the period 2004 through 2008, the involvement of private school bus contractors in fatal crashes decreased by 26%, while the involvement of public operators increased. NSTA urges FMCSA to evaluate fully the impact of any guidance or rulemaking resulting from the joint MRB/MCSAC recommendation for OSD screening and treatment and the private school bus industry.

We look forward to partnering with you to evaluate this important issue and thank you for allowing us to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "David Hobson". The signature is fluid and cursive, with a large initial "D" and "H".

David Hobson

Executive Director

National School Transportation Association

December 22, 2011

Docket Clerk

Dockets Management Facility

U.S. Department of Transportation,

1200 New Jersey Avenue, SE., West Building

Ground Floor, Room W12-140,

Washington, DC 20590-0001.

RE: Docket ID Number FMCSA-97-2349

The National School Transportation Association appreciates the opportunity to comment on the Supplemental Notice of Proposed Rulemaking (SNPRM) related to the Unified Registration System and the proposals to improve the registration process for entities that register with FMCSA.

NSTA is a not-for-profit association of private businesses providing transportation services to public school districts and private schools across the country. Our members range from single bus owners to large multi-national corporations operating thousands of school buses in many states. Private carriers operate about one-third of the nation's school bus fleet.

As we noted in 2005 and again in 2007 in regard to the NPRM on the Unified Registration System, private school bus operators occupy a unique position among motor carriers. Many of their operations are exempt from regulation, but in other ways they are treated as commercial carriers. This makes use of the URS more complex for school bus companies than for other motor carriers. Therefore, NSTA is seeking clarification on the following items of the proposed registration form:

- 1) As we understand the rule, school bus operations (home-to-school-to-home routes) continue to be exempt. Therefore, a for-hire school bus contractor would register only if he or she provides charter transportation such as school activity trips; and would check the box on the proposed form in Sec. 17a for Charter and Special Operations. We would appreciate clarification from FMCSA that under the sections on the form that ask for the number of vehicles and the number of drivers that will be operating in the United States, the contractor need enter only the portion of his vehicles and drivers that are used in charter operations, and not the portion that are used in school bus operations.

- 2) Please clarify whether in question 36, Government Funding Status, government financial assistance includes a contract between a municipality and a school bus contractor for school transportation service, if such contract includes activity transportation.

For additional information on school bus operations we refer you to our comments of June 18, 2007 on the NPRM docket No. FMCSA-2007-27871.

Thank you for the opportunity to comment. For further information or clarification, please contact me at 800-560-1654.

Sincerely,

David F. Hobson

Executive Director

National School Transportation Association

**42<sup>nd</sup> Annual**  
**School Bus Driver**  
**International**  
**Safety Competition**

**July 14-15, 2012**

**PFISTER HOTEL**

**MILWAUKEE, WISCONSIN**

**Sponsored by the National School Transportation**  
**Association**

**Draft 12/11**

# **42nd Annual School Bus Driver International Safety Competition**

## ***2012 ENTRANCE REQUIREMENTS***

1. The School Bus Driver International Safety Competition will be limited to a maximum of 150 entries. There are not limitations on the number of contestants from each contractor or school district, if all other entrance requirements are met.
2. Each state or province is allowed two contestants in each school bus class or a total of six (6). A driver is only eligible to enter one class of competition. Each state or province that has competition for conventional, transit and small bus can enter one public and one private sector contestants in each school bus class. The highest score in each school bus class for a public sector carrier and the highest score in each school bus class for a private sector carrier are eligible to compete in the International Competition.
3. In order to be eligible they must have competed in a state or province competition in the school bus class that they are entering in the International Competition during the last year. For future competition, if a state or province is unable to hold competition in this current year because of budget and travel restrictions, a request for participation can be made by the state agency responsible for school transportation or a competition chair for a state or provincial association. The request for participation should include information concerning the reason a competition was not held, any alternate competition during the year such as a public or private sector competition in which participation was extended to all public or private sector within the state or province. Also, certification of the scores, that would qualify individuals under the International Competition rules. The request should be presented to NSTA for consideration. Participation in a competition would have to have occurred in 2011 or 2012.
4. In those states or provinces where the public and private sectors hold separate competitions, the individual with the highest score from each competition and each school bus class will be eligible to compete. If the top winner in their respective class is unable to participate the second place winner may compete. In the case of a single competition, only one winner in the same class, public or private will be allowed to participate representing the state or province.
5. NSTA is to be provided with information on the date, location and a list of the top ten (10) public sector winners in each school bus class and the top ten (10) private sector winner in each school bus class. Drivers can not be approved for competition, until this documentation is submitted.

6. In the case of a contractor only competition, information must be provided that the competition was open to all contractors in the state or province and properly advertised and all contractors could participate. If a state or province had no competition, as a result of budget or travel restrictions, information on eligibility for most recent state or provincial competition must be provided to indicate the top ten (10) winners in each class.
7. In the case where the individual with the highest score representing a public entity or private sector carrier cannot participate in the International Competition then the next highest score from the public sector or the next highest score from the private sector class would be eligible provided they meet the requirements above.
8. In order to qualify for competition a driver must hold a valid Commercial Driver's License (CDL) and meet any other licensing or certification requirement for a school bus driver from the State/Province where he/she is employed. In addition, he/she must not have had a preventable school bus accident (as defined by the National Safety Council Safe Driver Award Program) since September 1, 2011.
9. No public entity or contractor winner will be eligible unless he/she meets the above criteria for State/Province Competition during the last year.
10. The International Competition will have the following class of competition:
  - School Bus Conventional type vehicle 65 passenger or larger
  - School Bus Transit type vehicle 65 passenger or larger
  - School Bus Small type vehicle 19-25 passenger

A contestant must enter the school bus class of competition in which he/she won the state or province competition.

10. All contestants must report to the competition registration desk between 2:00 p.m. and 5:00 p.m. on Saturday, July 14<sup>th</sup>, 2012. Contestants must report for orientation and testing by 6:00 p.m. on July 14, 2012. All contestants must report by 7:00 a.m. on July 15<sup>th</sup>, 2012 for field competition. Registration and testing must be completed prior to 7:00 a.m. on July 15<sup>th</sup> in order to compete. The registration and testing location will be at the Pfister Hotel in Milwaukee, Wisconsin. The location of the driving competition will be provided at registration and orientation.
11. The registration fee for each contestant is \$50.00 (U.S. Currency). Do not send any money until your eligibility is confirmed. The fee will be refunded if the contestant is unable to attend and NSTA is notified by July 2<sup>nd</sup>, 2012.
12. State/Province competitions scheduled after the June 25<sup>th</sup> application deadline may have

spaces reserved for its winners by writing the NSTA office. The request must be in writing and state the number of spots to be reserved, date of competition and name and phone number of the State/Province official contact.

## **REGULATIONS:**

Contestants are to report for the following competition activities:

- Registration 2:00-5:00 p.m. July 14, 2012
- Orientation/Testing 6:00 p.m. July 14, 2012
- Driving Competition 7:00 a.m. July 15, 2012  
*Late arrival to any of the above activities may disqualify the contestant. Shuttle buses will be provided from the hotel to the competition site. If you wish to drive yourself, driving directions will be provided at registration.*
- Awards Ceremony 7:15 p.m. July 15, 2012

1. Contestants will be required to remain in the driver preparation area until called for competition. Drivers are not allowed on the course or adjacent to any of the events.
2. Various states/provinces have different laws and regulations; the competition rules will apply, even though they may differ from the laws and regulations that the contestant normally operates under.
3. It is understood that elementary students are on the bus from the time the driver leaves the starting line and the driver must conduct him/herself accordingly. In all events the doors must remain closed unless the rules of an event require the door to be opened.
4. Contestants will drive in the order of the contestant number provided at registration on Saturday, for the school bus class of competition that they entered. If a contestant is not available at the time they are scheduled to drive they may be disqualified. The driver must report to the start line within (5) minutes of the announcement.
5. Each contestant will be allowed a maximum of six (6) minutes to familiarize him/herself with the instrumentation and controls of the bus prior to the operation of the vehicle to be driven in competition. The driver may request assistance, from a competition official, in the adjustment of mirrors and seats within the manufactured specifications.
6. Vehicles in the competition will have the rear windows covered with a nontransparent material.

7. The contestant may be timed at selected events. The contestants' accumulated time for the timed events will be used to determine ranking in the case of a tie in the final total score.

No changes will occur on the course set-up once competition starts. However, the Competition Director may determine to disqualify any event during competition and apply the point value equally to all contestants.

8. Contestants may contact a representative of the competition at the final event in the course, if they feel that an interference or problem affected their competition. If interference or a problem is confirmed and the score of the individual competitor is affected, a determination will be made as to whether to allow a re-run of that event. If a re-run is granted, an official of the competition will escort the competitor directly to the event involved. If a re-run is allowed, the score of the re-run will become the official score and not the previous score that was recorded before the re-run. Any concern must be reported immediately after the competition is completed and before leaving the competition vehicle. The determination by the competition officials will be final relative to the concern. Once the scores have been finalized and winners announced no grievance or changes in the score will occur.
9. No scores will be provided prior to the Awards Ceremony on Sunday evening, July 15, 2012. A Scoring Summary will be provided on the NSTA Web site, approximately one week after competition. No individual score sheets will be available at the close of the awards presentation.

#### Disqualifications:

Any of the following may result in disqualification of a contestant:

1. Any misconduct on the part of a participant or spectator such as the following:
  - Unprofessional behavior
  - Speeding and/or unsafe driving on the course
  - Use of drugs
  - Use of any alcohol during or immediately prior to the competition.
2. Any contestant who knowingly accepts signals from anyone may be automatically disqualified. For this reason, all spectators will be required to stay a minimum of 50 feet from the perimeter of each event. A spectator area will be provided.
3. Failure to maintain proper driving position, (i.e. firmly in the driver's seat, hands on the wheel, etc.)
4. A contestant is not allowed to place his/her head out the window Modifications of the driver's seat in any way, other than the manufacturer's standards, that could help the

driver, will disqualify the driver and may disqualify any other driver prior to the discovery. Drivers may use a driving cushion. No attachments to the brake or gas pedal will be permitted.

5. Any bus for competition shall have mirrors that are normally used during the normal daily route. Mirrors can be adjusted to provide the driver vision that would normally be required for the safe operation of the vehicle and getting the maximum field of vision. Mirrors can only be adjusted within the recommended mirror box standards and not adjusted to just see the ground. During vehicle preparation before competition, drivers can use markers on the ground to adjust the mirrors, such as small cones, rulers, etc.
6. Failure to wear the seat belt properly will disqualify the driver. Placement of the shoulder harness behind the back is not permitted.
7. No smoking, eating or drinking beverages will be allowed during the driving competition.
8. Drivers who fail to operate vehicle with headlights on during competition will be disqualified.
9. No communication devices will be allowed on the bus during competition or to be operated while driving on the course. (AM, FM, Disk Player, 2-way, CB, cell phones, Bluetooth's, Blackberries, etc.) Cell phones, Bluetooth's, Blackberries are not permitted during competition.
10. Drivers are required to produce a valid School Bus Driver's License or Certificate required by the State in which they normally operate.
11. Entry into the scoring area by a contestant or driving coach is not permitted.

**The Competition Committee will make the  
final determination on any disqualification.**

## ***COMPETITION EVENTS***

Each of the following sections includes the title of the event, a description of the course, instructions and the scoring procedures, including score sheets. The better understanding the contestants have of the information, the more successful they are likely to be during the competition. The sequence of events in this publication is not necessarily the sequence of events in the International Competition; nor will all the events necessarily be included.

### **SUMMARY OF POSSIBLE POINTS PER EVENT**

<b>EVENT</b>	<b>POINTS</b>
General Knowledge Written Test	100
Vehicle Inspection Written Test	100
Offset Alley	50
Railroad Crossing & Clearance	75
Straight Line	50
Diminishing Clearance	50
Back up Stall	50
Right Turn Event	50
Parallel Parking	50
Elementary Student Loading	75
Curb Line	50
Stop Line	25
Surprise Event (optional)	50
<b><i>TOTAL POSSIBLE POINTS</i></b>	<b><i>775</i></b>

## ***GENERAL KNOWLEDGE TEST / VEHICLE INSPECTION TEST***

***Total Possible Score 200 points***

### ***PURPOSE OF TEST***

A school bus driver must be familiar with many laws and regulations, which he/she must faithfully observe. Experts in the school transportation industry have established these laws and regulations over many years. Contestants for the International Competition are encouraged to study their state/province rules, regulations and state laws for school bus drivers. Since many state/province laws and regulations vary, the following documents should be studied for best practices, established by national publications. The driver needs to be knowledgeable in the requirements by law in the daily inspection of the school bus, before transporting students. The test will evaluate the contestants' knowledge of laws regarding pre-trip inspection, as well as the knowledge of vehicle components and knowledge of "why" we check certain items.

Publications to study for the International Competition written test are as follows:

American Red Cross Community First Aid & Safety  
Contact: You're local American Red Cross Office

### ***2010 National School Transportation Specifications & Procedures***

Contact: Central Missouri State University  
Missouri Safety Center  
Humphrey 201  
Warrensburg, MO 64093  
(660) 543-4830  
[www.safetycenter.ucmo.edu](http://www.safetycenter.ucmo.edu)

### ***Commercial Driver License Manual***

Available from your state Motor Vehicle Administration

### ***INSTRUCTIONS***

This test will be composed of a combination of 50 true or false and/or multiple-choice questions. These statements will be based on the publications mentioned above and on common sense. Examples on the following page are of the general type that will be used.

**Scoring**

A total time limit of **30 minutes** has been established for the General Knowledge Test/Vehicle Inspection Test. Each test question answered incorrectly or not completed will result in a charge of four demerits for the written test.

Examples of Test Questions:

	True	False
1. Smoking is permitted on a school bus when all students are off the bus.	_____	_____

- \_\_\_\_\_ 1. A stop sign means:
- a. Slow down to at least 10 mph
  - b. Slow down to at least 5 mph
  - c. Proceed cautiously if there is no traffic within 100 yards.
  - d. Come to a complete stop.

## **OFFSET ALLEY**

Maximum Score: 50 points

### **PURPOSE OF TEST**

This event is designed to evaluate a driver's ability to handle the bus under actual and simulated driving conditions. An offset alley is set up to determine the contestant's ability to drive his/her bus through the offset lanes with a minimum of hesitation and without touching the barriers or flag tips. The offset may be a right or left offset as determined by the Competition Director. This is a timed event; you will have three (3) minutes to complete the event. Time starts once the front bumper enters the first set of barricades and ends once the rear bumper exits the last set of barricades.

### **INSTRUCTIONS FOR ALL TRANSIT AND CONVENTIONAL BUSES OVER 29 FEET IN LENGTH**

Two sets of parallel barriers, 10 feet long are set up with tips the width of the bus to the nearest foot plus two (2) feet apart. The right barrier flag tips of the first set are placed in a direct line with the left barrier flag tips of the second set (the offset barriers). The distance between the two sets of barriers (from the end of the first set to the beginning of the second set) will be the length of the bus plus three (3) feet for buses over 29 feet long.

### **INSTRUCTIONS FOR ALL BUSES UNDER 29 FEET IN LENGTH**

Two sets of parallel barriers, 10 feet long are set up at the width of the bus to the nearest foot plus two (2) feet apart. The right barrier flag tips of the first set are placed in a direct line with the left barrier flag tips to the second set. The distance between the two sets of barriers (from the end of the first set to the beginning of the second) will be the length of the bus plus two (2) feet (29 ft. or under)

The directions of the offset (left or right) will be determined on the day of the Competition.

### **Scoring**

The following demerits will be charged for each instance of touching any of the flag tips:

1 <sup>st</sup> instance	7 demerits
2 <sup>nd</sup> instance	21 demerits
3 <sup>rd</sup> instance	42 demerits
4 <sup>th</sup> instance	50 demerits

For each instance of stopping the forward motion of the bus, charge eight (8) demerits

(not to exceed 16 demerits)

1 <sup>st</sup> instance	8 demerits
2 <sup>nd</sup> instance	16 demerits
Backing up the bus during event	50 demerits
Touching a barrier	50 demerits

**Failure to:**

Complete this event	50 demerits
Wear a seat belt	50 demerits
Door closed during event	50 demerits
Drive with headlights on	50 demerits
Complete event in required time	50 demerits

# OFFSET ALLEY TEST

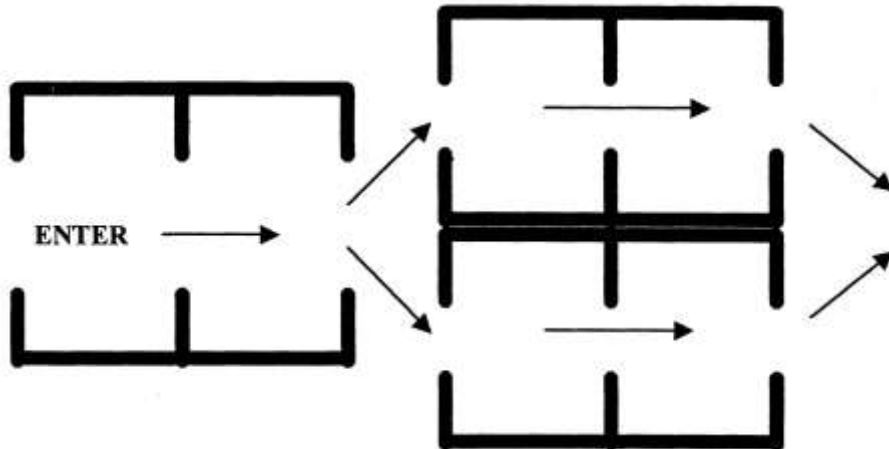
Contestant # \_\_\_\_\_ Event Judge \_\_\_\_\_  
 Maximum Score: 50 points  
 Demerits: \_\_\_\_\_  
 Score Earned: \_\_\_\_\_

## DEMERITS

Each instance of stopping forward motion of the bus (8) (16) maximum of 16 demerits	(8 demerits)	_____
For each instance of flag tip touched (7) (21) (42) (50) not to exceed 50 points	(7 demerits)	_____
Backing During the Event	(50 demerits)	_____
Touching a Barrier	(50 demerits)	_____
<b>Failure to:</b>		
Complete the Event	(50 demerits)	_____
Drive with the headlights on	(50 demerits)	_____
Wear seat belt properly	(50 demerits)	_____
Keep door closed during event	(50 demerits)	_____
Complete event in time limit	(50 demerits)	_____

Actual Time \_\_\_\_\_ Min. \_\_\_\_\_ Sec.

Indicate which flag tip or barrier has been touched



## ***RAILROAD CROSSING & CLEARANCE***

Maximum Score: 75 points

### ***PURPOSE OF TEST***

The railroad crossing represents one of the greatest hazards insofar as mass casualties or fatalities are concerned. This test evaluates the driver's degree of care and knowledge of the laws, rules and relations when required to operate a school bus across railroad tracks. The test also evaluates the driver's ability to determine the clearance of the tracks with the back of the vehicle.

### ***INSTRUCTIONS***

A simulated railroad crossing is laid out as follows:

- A two lane roadway crossing one parallel set of tracks
- Railroad crossing signs properly positioned to the right side of the roadway

### ***Scoring***

Drivers are judged from the time they approach the crossing until they reach the other side of the crossing. They will be checked on use of directional signals and mirrors, stopping the bus, opening the door and window, checking the tracks, driving across the railroad tracks, etc. Recommended procedures outlined in "Operation Lifesaver" publications will be used for the basis of scoring:

Failure to complete the event	75 demerits
Failure to wear seat belt	75 demerits
Backs up during procedure	75 demerits
Failure to drive with headlights on	75 demerits
Stops closer than 15 feet from tracks	25 demerits
Failure to check both up and down tracks	25 demerits
Improper use of "School Bus Flashers"	25 demerits
Failure to clear back of bus at least 15 feet of the track after crossing but not more than 50 ft.	25 demerits
Stop further than 50 feet from tracks on approach	10 demerits
Failure to keep bus in same gear while crossing tracks	10 demerits
Failure to open door before crossing	10 demerits
Failure to open window, shut off noisy equipment	10 demerits
Failure to check left outside mirror on approach	5 demerits
Failure to check right outside mirror on approach	5 demerits
Failure to check inside mirror on approach	5 demerits
Failure to check left outside mirror before crossing tracks	5 demerits
Failure to check right outside mirror before crossing tracks	5 demerits
Failure to check inside mirror before crossing tracks	5 demerits
Failure to close door after crossing tracks	5 demerits
Failure to cancel signals	5 demerits

## ***RAILROAD CROSSING & CLEARANCE TEST***

Contestant # \_\_\_\_\_ Event Judge \_\_\_\_\_

Maximum Score: 75 points

Demerits: \_\_\_\_\_

Score Earned: \_\_\_\_\_

### **DEMERITS**

Failure to check left outside mirror	(05 demerits)	_____
Failure to check right outside mirror	(05 demerits)	_____
Failure to check inside rearview mirror	(05 demerits)	_____
Stops closer than 15 feet from tracks	(25 demerits)	_____
Stops further than 50 feet from tracks	(10 demerits)	_____
Failure to open door at crossing	(10 demerits)	_____
Failure to open window, shut off noisy equip.	(10 demerits)	_____
Failure to check up and down tracks	(25 demerits)	_____
Improper use of 8 light school bus flashers	(25 demerits)	_____
Failure to keep bus in same gear while crossing tracks	(10 demerits)	_____
Failure to close door after crossing track	(05 demerits)	_____
Failure to check left outside mirror before crossing	(05 demerits)	_____
Failure to check right outside mirror before crossing	(05 demerits)	_____
Failure to check inside rearview mirror before crossing	(05 demerits)	_____
Failure to cancel signals	(05 demerits)	_____
Failure to complete the event	(75 demerits)	_____
Failure to wear seat belt	(75 demerits)	_____
Failure to clear tracks (min 15/max 50)	(25 demerits)	_____
Backs up during event	(75 demerits)	_____
Failure to drive with headlights on	(75 demerits)	_____

## ***STRAIGHT LINE***

Maximum Score: 50 points

### ***PURPOSE OF TEST***

To determine the driver's ability to maneuver the right wheels of school bus over a straight path of a given width.

### ***INSTRUCTIONS***

The right wheels of the bus must travel the indicated path without striking or moving the markers with any wheel. The bus must be operated in a continuous forward motion. The distance between the markers is the width of the rear duals plus three (3) inches.

### ***Scoring:***

For each instance of jerky or uneven movement of bus (Maximum of 20 demerits.)	2 demerits
For each instance of stopping forward motion of bus (Maximum of 20 demerits.)	4 demerits
Each instance where wheel touches or knocks a marker off (Maximum of 50 points.)	5 demerits
Drives either side of pair of markers (Maximum of 50 points)	10 demerits
Failure to complete the event	50 demerits
Failure to wear seat belt	50 demerits
Failure to have door closed during event	50 demerits
Backing up during event	50 demerits
Failure to drive with headlights on	50 demerits

**STRAIGHT LINE TEST**

Contestant # \_\_\_\_\_

Event Judge \_\_\_\_\_

Maximum Score: 50 points

Demerits: \_\_\_\_\_

Score Earned: \_\_\_\_\_

**DEMERITS**

Each instance of jerky or uneven movement of bus (2) (2) (2) (2) (2) (maximum of 20 demerits)	(2 demerits)	_____
Each instance of stopping forward motion (4) (4) (4) (4) (4) (maximum of 20 demerits)	(4 demerits)	_____
Each instance where bus touches or knocks marker off (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (maximum of 50 demerits)	(5 demerits)	_____
Drives to either side of pair of markers (10) (10) (10) (10) (10) (maximum of 50 demerits)	(10 demerits)	_____
<b>Failure to:</b>		
Complete the event	(50 demerits)	_____
Wear seat belt	(50 demerits)	_____
Keep door closed during event	(50 demerits)	_____
To drive with headlights on	(50 demerits)	_____
Back up during the event	(50 demerits)	_____

## ***DIMINISHING CLEARANCE TEST***

Maximum Score: 50 points

### ***PURPOSE OF TEST***

The contestant is required to drive the bus in a straight line with diminishing clearances while driving in a smooth and continuous manner.

### ***INSTRUCTIONS***

For the purpose of conducting this test, five pairs of parallel standards are set up. Each pair of standards, however, is parallel to the next. The distance between each pair of standards is 25 feet. The width of each pair varies as follows:

First pair of standards	Width of bus plus 10 inches
Second pair of standards	Width of bus plus 8 inches
Third pair of standards	Width of bus plus 6 inches
Fourth pair of standards	Width of bus plus 4 inches
Fifth pair of standards	Width of bus plus 2 inches

Note: The measurement is from flag tip to flag tip. The alley is set up to allow for the course to diminish equally on both sides.

### ***Scoring***

Contestants will be scored on the following:

Each instance of jerky or uneven movement (Maximum of 10 demerits)	2 demerits
Each instance of stopping forward movement of bus (Maximum of 20 demerits)	4 demerits
Each instance of bus touching flag tips (Maximum of 50 demerits)	10 demerits
Striking standard with bus	50 demerits
Failure to complete the event	50 demerits
Failure to wear seat belt	50 demerits
Backing up during the event	50 demerits
Keep door closed during event	50 demerits
Failure to drive with headlights on	50 demerits

***DIMINISHING CLEARANCE TEST***

Contestant # \_\_\_\_\_

Event Judge \_\_\_\_\_

Maximum Score: 50 points

Demerits: \_\_\_\_\_

Score Earned: \_\_\_\_\_

DEMERITS

Each instance of jerky or uneven movement of bus (2 demerits)  
(2) (2) (2) (2) (2) maximum of 10 demerits \_\_\_\_\_

Each instance of stopping forward motion of bus (4 demerits)  
(4) (4) (4) (4) (4) maximum of 20 demerits \_\_\_\_\_

Each instance of bus touching flag tip (10 demerits)  
(10) (10) (10) (10) (10) maximum of 50 demerits \_\_\_\_\_

Bus strikes flag standard (50 demerits) \_\_\_\_\_

Backing up bus during event (50 demerits) \_\_\_\_\_

***Failure to:***

Complete the event (50 demerits) \_\_\_\_\_

Wear Seat Belt (50 demerits) \_\_\_\_\_

Keep door closed during event (50 demerits) \_\_\_\_\_

Drive with headlights on (50 demerits) \_\_\_\_\_

## **BACK UP STALL**

Maximum score: 50 points

### **PURPOSE OF THE TEST**

This test is designed to evaluate the driver's ability to back the bus into a stall. A stall the width of the bus plus two (2) feet is provided into which the driver must back their bus into without touching the upright standards and without crossing over the stall limit marker lines. Depth perception is tested by penalizing the driver for backing up too close to the rear barrier, or parking the bus too far from the rear barrier, or not having the bus centered in the stall.

### **INSTRUCTIONS**

Two parallel yellow ropes on the ground the width of the bus plus two (2) feet identify each stall. Each front corner of the stall will be marked by upright standards that will not interfere with the backing of the bus. In order to limit the driver's maneuvering room, a front wheel limitation line will be placed on the ground perpendicular to the stall parallel marker lines. The distance from the front stall standards to the wheel limitation line will be as follows:

Transit	Length of bus plus 1'
Conventional	Length of bus plus 4'
Van-type bus	Length of bus plus 4'

The approach to the back-up stall will be made from the right side only. A three (3) minute time limit starts when the front bumper passes the first upright standard. The bus must be parked in the stall, *with the parking brake set*, and the horn sounded, within the two-minute time limit. Each contestant will be permitted one back-up before demerits are charged for excessive backing.

Upon completion of this event, the bus should be parked as near to the center of the stall as possible. Centering of the bus in the stall will be determined by the relationship of the center of the front and rear bumpers the center of the stall, but with only the farthest distance off center (front or back) being used to compute demerits.

There will be a one-foot free zone four to five feet in front of the rear barriers in the center of the stall and demerits will be charged if the bus is parked ahead or behind the free zone. After the bus is measured, the contestant will exit the stall between the upright standards.

### **Scoring**

The following are demerits for this event:

Tire tread touches the wheel limitation line	50 demerits
Bus touches the front upright standards	50 demerits

Tire touches stall sidelines	50 demerits
Touching the rear barrier	50 demerits
Failure to park the bus, set parking brake and sound the horn within the 2-minute time limit.	50 demerits
Failure to pull out between the front upright standards	50 demerits
Failure to keep door closed	50 demerits
Failure to wear seat belt	50 demerits
Failure to drive with headlights on	50 demerits
Failure to complete event	50 demerits
Per instance of forward motion after the first back-up (not to exceed 42 demerits)	6 demerits
Bus parked more than 1' off the center line, front or rear (greatest only)	2 demerits
Bus parked forward of 1' free zone and each 6" or fraction thereof, (not to exceed 50 demerits)	5 demerits
Bus parked behind 1' free zone and each 6" or fraction thereof (not to exceed 50 demerits)	10 demerits

**BACK UP ALLEY TEST**

Contestant # \_\_\_\_\_

Event Judge \_\_\_\_\_

Maximum Score: 50 points  
 Demerits: \_\_\_\_\_  
 Score Earned: \_\_\_\_\_

DEMERITS

Tire tread touches the wheel limitation line	(50 demerits)	_____
Bus touches the front upright standards	(50 demerits)	_____
Tire touches the stall sideline	(50 demerits)	_____
Bus extends into or over rear barrier	(50 demerits)	_____
Failure to pull out between the front upright standards	(50 demerits)	_____
Failure to park bus and sound horn within three(3) minute time limit (Time starts when front bumper passes upright standard)	(50 demerits)	_____
Each instance of forward motion after the first back up (0)(6) (12) (18) (24) (30) (36) (42) maximum of 42 demerits	(06 demerits)	_____
Bus parked more than 1" off center line each inch or fraction thereof (greatest only) (2) (4) (6) (8) (10) (12) (14) maximum of 14 demerits	(02 demerits)	_____
Forward of the one-foot free zone-5 demerits for each 6" or fraction thereof (5) (10) (15) (20) (25) (30) (35) (40) (45) (50) maximum of 50 demerits	(05 demerits)	_____
Bus parked behind one-foot free zone-10 demerits for each 6" or fraction thereof (10) (20) (30) (40) (50)	(10 demerits)	_____
<b>Failure to:</b>		
Complete the event	(50 demerits)	_____
Wear seat belt	(50 demerits)	_____
Keep door closed during event	(50 demerits)	_____
Drive with headlights on	(50 demerits)	_____

## ***RIGHT TURN EVENT***

Maximum Score: 50 points

### ***PURPOSE OF THE TEST***

This test is designed to determine the driver's ability to properly execute a right turn.

### ***INSTRUCTIONS***

A lane will be provided in which the driver will make the approach to the corner. The lane is marked on the right with a curb line 50 feet long or more. The driver will approach the corner giving the correct directional signal at least 100 feet from the turn as required by law. The contestant shall continue to steer the bus in a straight line until ready to execute the right turn. The point at which the turn begins is determined by the driver's ability to judge a predetermined relationship with the corner. The bus may not be stopped during the event. The turn must be executed without touching the curb line. The arc will be determined on the day of competition.

### ***THIS WILL BE A TIMED EVENT. The contestant shall be allowed 20 seconds.***

The time will start when the right rear dual enters or passes the start of the first score template and will end when the back tire enters or passes the start of the second score template.

### ***Scoring***

Scoring will be based on the method in which the driver enters and recovers from the turn. The tire's tread will be used. A maximum of 25 demerits will be deducted per template.

If any tire touches the curb at any time	50 demerits
Failure to wear seat belt	50 demerits
Failure to keep door closed during event	50 demerits
Failure to complete event	50 demerits
For backing the bus	50 demerits
Failure to complete in the 20 seconds	50 demerits
Failure to drive with headlights on	50 demerits
Failure to activate the right directional signal at least 100 feet from turn	25 demerits
Each instance of stopping during event (maximum of 50 points)	10 demerits
Failure to cancel right directional signal	5 demerits

***Right Turn Event continued...***

The right rear outside tire should pass through the scoring template at the beginning and completion of the arc of the turn. Measurement will be taken from the curbside of each template and the following demerits shall be charged depending on the travel path of the tire.

0" to 6"	0 demerits
6" to 9"	10 demerits
9" to 12"	20 demerits
More than 12"	25 demerits

## ***RIGHT TURN EVENT TEST***

Contestant # \_\_\_\_\_ Event Judge \_\_\_\_\_  
 Maximum Score: 50 points  
 Demerits: \_\_\_\_\_  
 Score Earned: \_\_\_\_\_

### **DEMERITS**

Failure to activate the right directional signal at least 100 feet.	(25 demerits)	_____
Each instance of stopping during event (10) (10) (10) (10) (10) maximum of 50 points	(10 demerits)	_____
Failure to cancel right directional signal	(05 demerits)	_____
Tire touches curb line anytime	(50 demerits)	_____

#### Scoring for Template:

Entering Turn:

Tire travels over scoring template:

*(not to exceed 25 points per template)*

0"-6"	(00 demerits)	_____
6"-9"	(10 demerits)	_____
9"-12"	(20 demerits)	_____
more than 12"	(25 demerits)	_____

#### Recovering from turn:

Tire travels over scoring template:

*(not to exceed 25 points per template)*

0"-6"	(00 demerits)	_____
6"-9"	(10 demerits)	_____
9"-12"	(20 demerits)	_____
more than 12"	(25 demerits)	_____

#### ***Failure to:***

Complete the event	(50 demerits)	_____
Wear Seat Belt	(50 demerits)	_____
Door closed during the event	(50 demerits)	_____
Complete event within time limit <i>(20 seconds after dual wheel enters plate until start of second plate)</i>	(50 demerits)	_____
Drive with headlights on	(50 demerits)	_____
Backing up the bus during event	(50 demerits)	_____

## ***PARALLEL PARKING***

### ***PURPOSE OF TEST***

This event is designed to evaluate the contestant's ability to park the bus parallel to a curb without touching barriers placed at both ends of the parking area, without touching the curb and within 18 inches of the curb. It is also designed to judge the contestant's ability to drive the bus out of the parking area without touching the barriers or the curb.

### ***INSTRUCTIONS***

A section of rope will represent the curb, unless a natural curb is available. Two barriers will be set at right angles to the curb line, extending out eight feet from the curb. The distance between the two barriers will be:

1. For all transits, the length of the bus plus six feet.
2. For all conventional and small buses, the length of the bus plus seven feet.

A measurement will be made to determine how close the bus is parked to the curb line, and for determining the number of demerits to be charged. This is a timed event. The contestant is allowed three (3) minutes from the time the front bumper of the bus first passes the rear barrier of approach. The contestant must have the bus parked, set parking brake, and sound the horn within the three (3) minute limit.

Backing in: The contestant will be permitted to back up twice before demerits are charged.

Pulling out: The contestant will be permitted to back up twice before demerits are charged.

**Scoring:** Scoring will be based on the method in which the driver enters and exits a stall.

Failure to park the bus, set parking brake and sound the horn within the three (3) minute time limit	50 demerits
Bus touching front or rear barrier at anytime	50 demerits
Failure to wear seat belt	50 demerits
Keep the door closed during event	50 demerits
Failure to drive with headlights on	50 demerits
Failure to complete event	50 demerits

#### **Score for Backing In:**

Failure to use right turn signal before entering	50 demerits
First instance of touching curb with tire	50 demerits
For each instance of backing more than twice (not to exceed 25 demerits)	5 demerits

**Scoring for Zones parallel to curb:**

Zone 1	0" to 3" from curb	0 demerits
Zone 2	3" to 6" from curb	3 demerits
Zone 3	6" to 9" from curb	6 demerits
Zone 4	9" to 12" from curb	9 demerits
Zone 5	12" to 15" from curb	12 demerits
Zone 6	15" to 18" from curb	15 demerits
Over 18" from the curb		50 demerits

**Scoring for Pulling Out:**

Failure to use left turn signal		50 demerits
Each instance for backing more than twice (not to exceed 25 demerits)		5 demerits
First instance of touching the curb with tire		50 demerits
Failure to cancel directional signal		10 demerits

# PARALLEL PARKING TEST

Contestant # \_\_\_\_\_ Event Judge \_\_\_\_\_  
 Maximum Score: 50 points  
 Demerits: \_\_\_\_\_  
 Score Earned: \_\_\_\_\_

## DEMERITS

### Entering the Parking Zone

Check each instance of backing the bus and charge 5 demerits each instance over two backs.

(0) (0) (5) (10) (15) (20) (25) not to exceed 25 demerits	(05 demerits)	_____
Bus touches any barrier	(50 demerits)	_____
Tire touches the curb line	(50 demerits)	_____
Parking Zone:		
Bus parked 0"-3"	(00 demerits)	_____
Bus parked 3"-6"	(03 demerits)	_____
Bus parked 6"-9"	(06 demerits)	_____
Bus parked 9"-12"	(09 demerits)	_____
Bus parked 12"-15"	(12 demerits)	_____
Bus parked 15"-18"	(15 demerits)	_____
Bus parked (over 18")	(50 demerits)	_____

### Exiting the Parking Zone:

Check each instance of backing up the bus and charge 5 demerits for each instance over two backs.

(0) (0) (5) (10) (15) (20) (25) not to exceed 25 demerits	(05 demerits)	_____
Bus touches any barrier	(50 demerits)	_____
Tire touches the curb line	(50 demerits)	_____

### Failure to:

Park the bus and sound horn within 3-minute limit	(50 demerits)	_____
Drive with the headlights on	(50 demerits)	_____
Wear seat belt	(50 demerits)	_____
Keep door closed during event	(50 demerits)	_____
Activate directional signal (entering/exiting)	(50 demerits)	_____
Cancel directional signal	(10 demerits)	_____

## ***ELEMENTARY STUDENT LOADING***

Maximum Score: 75 points

### ***PURPOSE OF TEST***

Loading of elementary students can be one of the most life threatening maneuvers a school bus driver performs. This test is designed to evaluate the driver's alertness to the loading of elementary passengers and to determine their ability to remember and perform several other important functions incidental to such loading. Such items include proper use of directional signals, yellow warning lights, mirrors, red crossover lights and the stop arm.

### ***INSTRUCTIONS***

A rope to represent the edge of roadway or curb will mark the loading area. For loading passengers the contestant will pull into the loading area. The contestant will utilize the yellow warning lights (100 feet) prior to entering the loading zone. The contestant will then use the red crossover lights and stop arm when stopped to load students.

During the maneuver the contestant will be judged for mirror use before and after the stop, proper use of lights, smooth stopping, lane position while stopped, transmission in neutral with parking brake set before door is opened. The contestant must stop at least 10 feet back from the student, but not more than 15 feet, and out at least 6 ft to the left from student.

### ***Scoring:***

Failure to wear seat belt	75 demerits
Failure to complete event	75 demerits
Backing up the bus during event	75 demerits
Failure to place bus in neutral and set parking brake before door is opened	75 demerits
Failure to activate yellow lights	75 demerits
Failure to activate red crossover lights	75 demerits
Failure to deactivate red crossover lights	75 demerits
Failure to drive with headlights on	75 demerits
Failure to perform proper mirror checks (5 points for each mirror)	25 demerits
Failure to keep door closed in motion	25 demerits
Failure to perform mirror check after stop and before moving	25 demerits
Bus stopped closer than 10 feet from student (back from student)	10 demerits
Bus parked more than 15 feet from student(back from student)	10 demerits
Jerky or sudden stop	10 demerits

**ELEMENTARY STUDENT LOADING TEST**

Contestant # \_\_\_\_\_ Event Judge \_\_\_\_\_  
Maximum Score: 75 points  
Demerits: \_\_\_\_\_  
Score Earned: \_\_\_\_\_

**DEMERITS**

Failure to perform proper mirror checks (5-point mirror checks)	(25 demerits)	_____
Failure to activate yellow warning lights	(75 demerits)	_____
Failure to wear seat belt	(75 demerits)	_____
Failure to complete events	(75 demerits)	_____
Backing up the bus during event	(75 demerits)	_____
Failure to drive with headlights on	(75 demerits)	_____
Keep the door closed while in motion	(25 demerits)	_____
Jerky or sudden stops	(10 demerits)	_____
Bus stopped closer than 10 feet from student (back from student)	(10 demerits)	_____
Failure to stop more than 15 ft from student (back from student)	(10 demerits)	_____
Failure to place transmission in neutral & set parking brake before opening door	(75 demerits)	_____
Failure to perform proper mirror check before moving after stop (5-point mirror check)	(25 demerits)	_____
Failure to deactivate red crossover lights and stop arm if not automatically cancelled by closing door	(75 demerits)	_____

## ***CURB LINE PARK***

Maximum score: 50 points

### ***PURPOSE OF TEST***

To test the skills of the driver to make a loading or unloading maneuver that requires pulling into a curb parking zone that has a limited distance.

### ***INSTRUCTIONS***

The event will be set up to simulate a limited curb length between other parked vehicles. The loading area will be marked by barriers which will be spaced three (3) times the length of the bus that is 29 ft. or longer. For buses under 29 ft. in length three (3) times the length of the bus. The contestant must pull into the curb and pull out without backing up. This is a timed event. The contestant will have two (2) minutes from the time the front bumper of bus passes the rear barrier until the bus is properly parked and the horn is sounded.

The contestant will be judged on use of right turn signal when pulling in and the left turn signal when pulling out. Proper use of mirrors will also be judged. The 5-point mirror check should be made. The contestant will be scored if the tire hits the curb line. A measurement will be made at the loading area to determine how close the bus is parked to the curb line. The contestant must place bus in neutral, apply park brake and sound horn.

***Scoring:*** The contestant will be scored on the following items:

Failure to wear seat belt	50 demerits
Failure to complete event	50 demerits
Failure to keep door closed during event	50 demerits
Failure to drive with headlights on	50 demerits
Failure to place bus in neutral, apply park brake and sound horn within 2 minutes	50 demerits
Hits either back or front barrier	50 demerits
Hitting the curb with tire	50 demerits
Furthest bus measurement from curb	
0" to 12"	0 demerits
12" to 18"	20 demerits
18" and over	50 demerits
Backing up in event	50 demerits
Failure to use right turn signal	10 demerits
Failure to cancel right turn signal	10 demerits
Failure to left turn signal	10 demerits
Failure to cancel left turn signal	10 demerits

***CURB LINE PARK TEST***

Contestant # \_\_\_\_\_ Event Judge \_\_\_\_\_  
 Maximum Score: 50 points  
 Demerits: \_\_\_\_\_  
 Score Earned: \_\_\_\_\_

		DEMERITS
Hits either back or front barrier	(50 demerits)	_____
Hitting the curb with tire	(50 demerits)	_____
Furthest measurement from curb		
0" to 12"	(00 demerits)	_____
12" to 18"	(20 demerits)	_____
18" and over	(50 demerits)	_____
Failure to use right turn signal before entry	(10 demerits)	_____
Failure to perform 5-point mirror check before entry	(25 demerits)	_____
Failure to cancel right turn signal	(10 demerits)	_____
Failure to place bus in neutral gear, apply park brake and sound horn within 2 min. time limit.	(50 demerits)	_____
Failure to use left turn signal when leaving	(10 demerits)	_____
Failure to perform 5-point mirror check on leaving	(25 demerits)	_____
Failure to cancel left turn signal after event	(10 demerits)	_____
Backing up during event	(50 demerits)	_____
 <b><i>Failure to:</i></b>		
Wear seat belt	(50 demerits)	_____
To complete event	(50 demerits)	_____
Drive with headlights on	(50 demerits)	_____
Keep door closed during event	(50 demerits)	_____

**Actual Time: \_\_\_\_\_ Min. \_\_\_\_\_ Sec.**

## ***STOP LINE TEST***

Maximum Score: 25 points

### ***PURPOSE OF THE TEST***

This test determines the contestant's depth perception, ability to use crossover mirrors and ability to bring the bus to a smooth complete stop.

### ***INSTRUCTIONS***

A stop line four feet long is established. A yellow rope will be used to mark the line. The contestant should bring the bus to a complete stop as close to the stop line as possible. Only one stop will be allowed. The contestant should bring the bus to a complete stop as close to the line as possible. The stop line may be in sequence with another event, such as the right turn or the railroad grade crossing. The contestant will sound the horn after the stop is made and the vehicle has been placed in neutral gear and the park brake set.

### ***Scoring***

Measurement for scoring the stop line will be taken from the front surface of the bumper to the edge of the line closest to the bus. Measurement will be taken any place on the bumper that is the closest to the line. The bus must stop two (2) inches or less from the stop line to avoid demerits being given.

0" to 2"	0 demerits
over 2" to 4"	3 demerits
over 4" to 6"	6 demerits
over 6" to 8"	9 demerits
over 8" to 10"	12 demerits
over 10" to 12"	15 demerits
over 12" to 14"	18 demerits
over 14" to 16"	21 demerits
over 16"	25 demerits

Stops with bumper beyond line	25 demerits
Failure to complete event	25 demerits
Backs up during event	25 demerits
Failure to wear seat belt	25 demerits
Failure to keep door closed	25 demerits
Failure to drive with headlights on	25 demerits
Failure to perform mirror check when entering event	25 demerits
Failure to perform mirror check when leaving event	25 demerits

**STOP LINE TEST**

Contestant # \_\_\_\_\_ Event Judge \_\_\_\_\_

Maximum Score: 25 points

Demerits: \_\_\_\_\_

Score Earned: \_\_\_\_\_

DEMERITS

0"-2"	(00 demerits)	_____
Over 2" to 4"	(03 demerits)	_____
Over 4" to 6"	(06 demerits)	_____
Over 6" to 8"	(09 demerits)	_____
Over 8" to 10"	(12 demerits)	_____
Over 10" to 12"	(15 demerits)	_____
Over 12" to 14"	(18 demerits)	_____
Over 14" to 16"	(21 demerits)	_____
Over 16"	(25 demerits)	_____
Stops with bumper beyond stop line	(25 demerits)	_____
Failure to complete event	(25 demerits)	_____
Backs up during event	(25 demerits)	_____
Failure to wear seat belt	(25 demerits)	_____
Failure to keep door closed	(25 demerits)	_____
Failure to drive with headlights on	(25 demerits)	_____

## ***SURPRISE EVENT***

Maximum Score: 50 pts.

The Competition Committee may select a surprise event for the competition. The event would be announced at the Orientation Meeting on Saturday evening. The event would be designed to test the ability of a driver to react to an unplanned event.

## ***School Bus Driver International Safety Competition Grand Champions***

1971	Larry Beckstrom, California	1999	Patti Cox, Georgia – Conventional
1972	Roger Sill, California		John Cain, California – Transit
1973	Dan Perry, California		Lynn White, Ontario, Canada – Small Bus
1974	Roger Sill, California	2000	James L. Roark, II, Florida – Conventional
1975	Bob Ives, Kansas		Brent Carman, California – Transit
1976	James McKeel, Kansas		Lynn White, Ontario, Canada – Small Bus
1977	Nelson Benedict, Ohio	2001	Jerry Kinney, Michigan – Conventional
1978	J. Burton Haerr, III, Ohio		David Martin, Oregon – Transit
1979	Bob Ives, Kansas		Larry Hannon, Pennsylvania – Small Bus
1980	George Powell, New Mexico	2002	Bob Drouin, Ontario, Canada – Conventional
1981	Sarah Fanton, Massachusetts		Brent Carman, California – Transit
1982	Ruth Hatfield, West Virginia		Suzanne Gettings, New York – Small Bus
1983	Ron Peterson, Kansas	2003	Mark Corker, Kansas – Conventional
1984	Alex MacDonald, Washington		Brent Carman, California – Transit
1985	Darrel Wagoner, West Virginia		Bob Hutson, Kansas – Small Bus
1986	Ranell Tyler, Texas	2004	Melvin Meinhart, Colorado – Conventional
1987	Nick Darnell, Ohio		Osgood Simpkins, Virginia – Transit
1988	Donald Edwards, Pennsylvania		James Huddleston, Kentucky – Small Bus
1989	Larry Hannon, Pennsylvania	2005	Larry Hannon, Pennsylvania – Conventional
1990	Sylvia Swords, Texas		Osgood Simpkins, Virginia – Transit
1991	Phyllis Meides, New York		Bob Hutson, Kansas – Small Bus
1992	Don Hawkins, New Hampshire	2006	Larry Hannon, Pennsylvania – Conventional
1993	Roger Kerns, Kentucky		Dana Opp, Michigan -- Transit
1994	Don Hawkins, New Hampshire - Conventional		Jaye Jaye Knickelbein, Kentucky – Small Bus
	Kent Hawkins, Utah – Transit	2007	George Soverns, Pennsylvania – Conventional
1995	Don Hawkins, New Hampshire – Conventional		Alfred Boyce, Colorado – Transit
	Jack Clary, Washington – Transit		Jaye Jaye Knickelbein, Kentucky – Small Bus
1996	Lawrence Hannon, Pennsylvania – Conventional	2008	Cindy Shipley, Colorado – Conventional
	Kent Hawkins, Utah – Transit		Chris Fritz, Colorado – Transit
1997	Bob Carroll, Florida – Conventional		Brent Carman, California – Small Bus
	Kent Hawkins, Utah – Transit	2009	Larry Hannon, Pennsylvania – Conventional
1998	Shirley Miller, Texas – Conventional		Danny Mack Stegall, Missouri – Transit
	John L. Martin, California – Transit		Brandy Ellen Acevedo, California – Small Bus
	Debra Huntington, New York – Small Bus	2010	

