# Your New School Bus Inspection Manual and Program Updates

FAPT 2008

School Bus Inspector Certification Program

The committee recommended that the 100 question on-line inspector certification test become an open book test.

Rationale The committee agreed with the proposal and its objective because inspectors are encouraged to use the manual in real world daily work, as it is not probable that any person could memorize everything in the manual. Additionally it is in keeping with the current “open book” provision for the 30-question recertification test.

•District Transportation Driver Trainers can now be Test Administrators

- School Bus Inspector Recertification Program

- The committee recommended the following: 1) allow the 30 question recert test to be taken as many times as necessary in order to pass the test. 2) Request that the FAPT Technician Qualifications Committee distribute literature during the FAPT Technician's Summer Workshops outlining inspection manual revisions. 3) Post inspection manual revisions on the FAPT website. 4) Distribute literature during FAPT Service and Parts Managers Meetings outlining inspection manual revisions. 5) Distribute literature during FAPT Summer Conferences outlining inspection manual revisions. 6) Request that the DOE publish technical assistance notes (TANs) outlining inspection manual revisions and notify districts, via email, of the availability of these TANs.

- Rationale One of the main purposes of the recertification test is to establish a objective method of ensuring inspectors are up-to-date in their knowledge of changes made in the inspection manual.

# Underneath Bus, Tailpipe

- The committee recommended revising language in the Inspection Manual to *"Inspect condition of tailpipe and ensure that it extends beyond the rear bumper and exits to the left of the left frame rail, if equipped with regenerative type exhaust system. (See specifications for Type D Rear engine exceptions starting 1998, and deletion of length requirements and exhaust downturn (all types) in 2008.)"*

## Section B, Outside Bus

*(Headlights, Turn Signals, Hazard, Side Marker, Brake Lights, Tail Lights, Backup Lights, Backup Alarm (if equipped), and Park Lights)*

- The committee recommended the addition of language as follows: "*Headlights, Turn Signals, Hazard, Side Marker, Brake Lights, Tail Lights, Backup Lights, Backup Alarm (if equipped), Park Lights, and LED Type Lights.*" The committee also recommended that the following item be added to page 71: *"j. LED Type Lights" "Check all Light Emitting Diode (LED) elements in all LED type lights."* And the following language to be added in the Repair (or note) if: column: *"If any led element fails to operate."* And the following language to be added to the Out of Service if: Column: *"If 25% or more of the LED elements in any LED type light are not working."* The committee also recommended removing any other language in this section that refers to LED type lights.

- Section A, Inside Bus *(Driver's Seat and Belt)*

- The committee recommended the addition of the following language to the inspection manual: Page 45; in the "*Inspection Procedures*" column, add "*Driver's seat belt webbing is to be bright orange or lime green in color starting 2008*."
- Add to Repair or Note: Seat belt webbing is incorrect color (not bright orange or lime green beginning 2008)

- Rationale: Inspectors need to ensure that driver's seat belt webbing is the correct color. This can become an issue if incorrect color replacement parts are used later in the service life of a bus.

- Section A, Inside Bus (*Passenger Seats)*
- The Committee recommended adding the following language in the “Repair (or note) if” column on page 52, under item h. Passenger Securement Devices (if equipped): *“Each two part seat belt assembly (if equipped) is not separately color coded to aid in proper connection.”*
- Rationale: To develop inspection criteria to ensure seat belt assemblies that are replaced during the service life of the bus are of a color that will comply with minimum specifications.
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- Inspection procedures and OOS criterion for temperature gauges (revised)
- Rationale: Transmission temperature gauge criterion was added since many buses now have those.

# ABS Warning light

- ABS Warning Light check (revised) to include system check
- Rationale: The wording “System fails to operate per manufacturer’s specifications” was added to the Out-of-service criterion.

# Additions

- Inspection procedures and criterion for electrically controlled mirrors (added)
- Daytime Running Lamps criterion (added)
- Noise Abatement Switch criterion (added)

- Webbing Cutter check and OOS criterion (revised)
- Rationale: A webbing cutter is required to be mounted within easy reach of a seated driver. The term “seated and belted-in driver” was added.

# Coolant

- Note concerning manufacturers recommendations for coolant (added)
- Rationale: With so many different coolants in use today, the manual now encourages maintenance departments to follow the engine manufacturer's recommendations for coolant condition, additives and PH levels.

# Air Cleaner

- Engine Air Cleaner Inspection Note (added), Repair or note and OOS criteria (revised)
- Rationale: Any problem with the engine air intake system that could cause a leak is now considered out-of-service.

# Brake Adjustment Procedures

- Front and Rear Brake Adjustment procedures (revised)
- Rationale: Manual slack adjusters (MSA) require frequent adjustment. Automatic slack adjusters (ASA) should only be manually adjusted under certain limited circumstances. The inspection form and the procedures within the manual were revised to reflect the correct procedures for both types of slack adjusters.