



**CSA
Group**

D250-12

School buses



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School buses



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Contents

Technical Committee on School Buses *vii*

Preface *x*

1 Scope *1*

2 Reference publications *1*

3 Definitions *4*

4 General requirements *5*

4.6 Compliance label *6*

5 Chassis requirements *6*

5.1 Batteries *6*

5.2 Brakes *6*

5.3 Front bumper *6*

5.4 Colour *7*

5.5 Drive shaft *7*

5.6 Engine exhaust system *7*

5.6.1 General *7*

5.6.2 Type A buses *8*

5.6.3 Type B, C, and D buses *8*

5.7 Front fenders *8*

5.8 Frame *8*

5.9 Fuel system *8*

5.10 Alternator *9*

5.11 Gross vehicle weight *9*

5.12 Horn *9*

5.13 Instruments and instrument panel *9*

5.14 Power and gradability *10*

5.15 Shock absorbers *10*

5.16 Steering gear and linkage *10*

5.17 Tires and rims *10*

5.18 Turning radius *10*

6 Body requirements *10*

6.1 Aisles *10*

6.2 Bus sizes *11*

6.3 Rear bumper *11*

6.4 Colour *11*

6.5 Retroreflective marking *12*

6.5.1 Rear *12*

6.5.2 Sides *12*

6.5.3 Material specifications *12*

6.6 Construction of body *12*

6.6.1 General *12*

6.6.2 Type A2, B, C, and D buses *13*

6.7 Defroster system *13*

6.8 Service door *14*

6.8.1 General *14*

6.8.2	Service door emergency release	14
6.8.3	Type A buses	15
6.8.4	Type B, C, and D buses	15
6.8.5	Handrail	15
6.9	Emergency exits	16
6.9.1	General	16
6.9.2	Emergency doors	16
6.9.3	Roof hatches	17
6.9.4	Rear windows	17
6.9.5	Side windows	17
6.10	Emergency equipment	17
6.10.1	General	17
6.10.2	Advanced warning devices	18
6.11	Fire extinguisher	18
6.11.1	Type	18
6.11.2	Operating mechanism	18
6.11.3	Pressure gauge	18
6.11.4	Mounting	18
6.12	First aid kit	18
6.13	Floor covering	19
6.14	Heater system	19
6.15	Identification	19
6.16	Inside height	20
6.16.1	Type A1 bus	20
6.16.2	Type A2, B, C, and D buses	20
6.17	Insulation	20
6.18	Interior	20
6.19	Lamps, reflectors, and signals	20
6.19.1	Turn signals and stop lamps	20
6.19.2	Alternating flashing warning lamps	21
6.19.3	Floor level side marker lamps	22
6.19.4	Interior lamps	22
6.19.5	Exterior lamps	22
6.19.6	Strobe lamp	22
6.19.7	Exit lamp	22
6.20	Locked compartment	22
6.21	Operator's manual	23
6.22	Mirrors	23
6.22.1	General	23
6.22.2	Interior rear-view mirrors	23
6.23	Body mounting	23
6.24	Noise suppression	24
6.25	Rub rails	24
6.26	Seat belt for driver	25
6.27	Seating	26
6.27.1	General	26
6.27.2	Covering material	26
6.27.3	Type B, C, and D buses	26
6.28	Steps	27
6.28.1	Surfaces	27
6.28.2	Height	27
6.28.3	Additional requirements for Type B, C, and D buses	27
6.29	Stirrup steps (Type C and D buses)	28
6.30	School bus stop arm	28

- 6.31 Pedestrian-student safety crossing arm 28
- 6.32 Sun shield (Type B, C, and D buses) 28
- 6.33 Undercoating 29
- 6.34 Ventilation 29
- 6.35 Wheelhousing 29
- 6.35.1 General 29
- 6.35.2 Type A2, B, C, and D buses 30
- 6.36 Windshield and windows 30
- 6.36.1 General 30
- 6.36.2 Type A2, B, C, and D buses 30
- 6.37 Wiring 30
- 6.37.1 General 30
- 6.37.2 Circuits 30
- 6.37.3 Insulation and protection 31
- 6.37.4 Fastening and joining 31
- 6.38 Side intrusion 31

7 Accessible school buses 31

- 7.1 General 31
- 7.2 International symbol of access 31
- 7.3 Mobility aid entrance 31
- 7.4 Emergency door exit 32
- 7.5 Aisle width 32
- 7.6 Mobility aids 32
- 7.6.1 Space requirements 32
- 7.6.2 Securement 32
- 7.6.3 Mobility aid occupant restraint 32
- 7.6.4 Simultaneous loading 33
- 7.7 Lifts 33
- 7.7.1 Securement 33
- 7.7.2 Platform dimensions 33
- 7.7.3 Capacity 33
- 7.7.4 Platform construction 33
- 7.7.5 Guarding of moving parts 34
- 7.7.6 Operating conditions 34
- 7.7.7 Operating speed 34
- 7.7.8 Controls 34
- 7.7.9 Reliability and durability 35
- 7.7.10 Caution labels 35
- 7.8 Seating for ambulatory passengers 36

Annexes

- A** (normative) — Mirror testing protocol 43
- B** (normative) — School bus heater test 48
- C** (normative) — Roof hatch performance test 49
- D** (informative) — Sections of the Motor Vehicle Safety Regulations applicable to school buses 51
- E** (informative) — Technical differences between the current (2012) and eighth (2007) editions of this Standard 53

Tables

- 1** — National School Bus Yellow specifications — Colorimetric (CIE) data 36
- 2** — Retroreflective sheeting daytime colour chromaticity coordinates of corner points determining the permitted colour area 36
- 3** — Retroreflective sheeting coefficients of retroreflectivity 37

Figures

- 1** — International symbol of access 38
- 2** — Top view of the maximum mobility aid outline 39
- 3** — Clear zone around a mobility aid position 40
- 4** — Loading of anchorage points in a mobility aid securement system 41
- 5** — Location of anchorage point for an upper torso restraint belt 42

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Preface

This is the ninth edition of CSA D250, *School buses*. It supersedes the previous editions published in 2007, 2003, 2000, 1998, 1985, 1979, 1975, and 1971.

CSA D250 was first published in 1971 at the request of the provincial authorities, made through the Canadian Conference of Motor Transport Administrators. That Standard applied to large school buses with a seating capacity of 24 or more passengers. It was revised in 1975 and designated CSA D250.1, *Large School Buses*.

The third edition of CSA D250, published in 1979, covered school buses with a seating capacity of ten or more passengers. It included the van, intermediate, and conventional (formerly referred to as “body-on-chassis”) types, as well as the transit type of school bus.

Significant changes in the fourth through eighth editions included the following:

- addition of references to standards issued under the Government of Canada’s *Motor Vehicle Safety Regulations*;
- changes to school bus classifications to correspond to class designations in the United States;
- provision of a pedestrian-student safety crossing arm;
- requirements for eight-light warning systems; and
- other changes with regard to mirrors, heaters, strobe lamp performance, space requirements at rear emergency exits, etc.

This edition introduces new requirements for

- school buses that are designed to be wheelchair accessible. These requirements are taken from CSA D409-02, *Motor vehicles for the transportation of persons with physical disabilities*. The rationale for including these requirements in CSA D250 is to make it easier for industry to know which CSA D409 requirements were applicable to the construction of school buses;
- a handrail to be located at the service door entrance; and
- a side intrusion test to assess the suitability of new materials used in the construction of the school bus body.

This Standard is in effect for vehicles manufactured after June 1, 2013. The manufacturing date of the vehicle is considered to be the date on the federal compliance label.

This Standard was prepared by the Technical Committee on School Buses, under the jurisdiction of the Strategic Steering Committee on Mechanical and Industrial Equipment Safety, and has been formally approved by the Technical Committee.

Notes:

- (1) *Use of the singular does not exclude the plural (and vice versa) when the sense allows.*
- (2) *Although the intended primary application of this Standard is stated in its Scope, it is important to note that it remains the responsibility of the users of the Standard to judge its suitability for their particular purpose.*
- (3) *This Standard was developed by consensus, which is defined by CSA Policy governing standardization — Code of good practice for standardization as “substantial agreement. Consensus implies much more than a simple majority, but not necessarily unanimity”. It is consistent with this definition that a member may be included in the Technical Committee list and yet not be in full agreement with all clauses of this Standard.*
- (4) *To submit a request for interpretation of this Standard, please send the following information to inquiries@csagroup.org and include “Request for interpretation” in the subject line:*
 - (a) *define the problem, making reference to the specific clause, and, where appropriate, include an illustrative sketch;*
 - (b) *provide an explanation of circumstances surrounding the actual field condition; and*
 - (c) *where possible, phrase the request in such a way that a specific “yes” or “no” answer will address the issue.*

Committee interpretations are processed in accordance with the CSA Directives and guidelines governing standardization and are available on the Current Standards Activities page at standardsactivities.csa.ca.
- (5) *This Standard is subject to periodic review, and suggestions for its improvement will be referred to the appropriate committee. To submit a proposal for change, please send the following information to inquiries@csagroup.org and include “Proposal for change” in the subject line:*
 - (a) *Standard designation (number);*
 - (b) *relevant clause, table, and/or figure number;*
 - (c) *wording of the proposed change; and*
 - (d) *rationale for the change.*

D250-12

School buses

1 Scope

1.1

This Standard specifies the chassis and body requirements and safety equipment requirements for school buses.

Note: *The main purpose of this Standard is to provide the safest possible vehicle for students using school buses. It needs to be stressed, however, that standards are not substitutes for thorough, ongoing, and comprehensive safety training of students and drivers.*

1.2

This Standard applies to

- (a) Type A1, A2, B, C, and D school buses; and
- (b) Type A1, A2, B, C, and D accessible school buses.

1.3

This Standard does not cover after-market and retrofit installations. These installations are covered by provincial and territorial regulations.

Note: *It is the responsibility of the appropriate jurisdiction to inspect and approve these installations.*

1.4

In this Standard, “shall” is used to express a requirement, i.e., a provision that the user is obliged to satisfy in order to comply with the standard; “should” is used to express a recommendation or that which is advised but not required; and “may” is used to express an option or that which is permissible within the limits of the standard.

Notes accompanying clauses do not include requirements or alternative requirements; the purpose of a note accompanying a clause is to separate from the text explanatory or informative material.

Notes to tables and figures are considered part of the table or figure and may be written as requirements.

Annexes are designated normative (mandatory) or informative (nonmandatory) to define their application.

1.5

The values given in SI units are the units of record for the purposes of this Standard. The values given in parentheses are for information and comparison only.

2 Reference publications

This Standard refers to the following publications, and where such reference is made, it shall be to the edition listed below, including all amendments published thereto.

CSA Group

O121-M1978 (R2003)

Douglas fir plywood