

MINNESOTA DEPARTMENT OF PUBLIC SAFETY

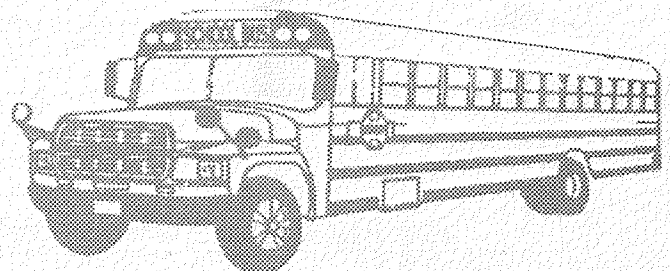


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Minnesota School Bus Driver's Handbook

A Guide to Safe School Bus Transportation in Minnesota



A Message from the Minnesota Department of Public Safety

The success of any school bus transportation operation depends largely on the performance and degree of dedication displayed by those involved. The role of the school bus driver is critically important to the safety record of Minnesota's school transportation systems.

The School Bus Driver's Commandments of Safety

1. A school bus driver's paramount responsibility is the safety of their transported students.
2. Know and obey the Minnesota motor vehicle laws.
3. Utilize correct and safe procedures when crossing railroad tracks.
4. Be positive the vehicle is mechanically safe before going onto a route.
5. Drive defensively and always expect other drivers or pedestrians to do the unexpected.
6. Know where all emergency equipment is located and how to use said equipment.
7. Never take undue risks.
8. Know and obey the pupil transportation rules and regulations set forth by the Minnesota Department of Public Safety and your local school district.

The information contained in this handbook is intended solely as a helpful guide to the laws and rules applicable to the safe operation of school buses in Minnesota, as well as recognized safe operating practices. This information is NOT intended to serve as a precise statement of these laws and rules.

The Minnesota Department of Public Safety's Driver and Vehicle Services Division has prepared this handbook. Additional copies may be obtained at any driver examination station. You may also obtain a copy by writing to Driver and Vehicle Services, 445 Minnesota Street, St. Paul, MN 55101, or by calling (651) 296-6911 (Telephone), or (651) 282-6555 (TTY only).

For more information, please visit our web site at www.mndriveinfo.org

**IMPORTANT
NEW LAWS AFFECTING SCHOOL BUS OPERATORS AND DRIVERS
PLEASE READ**

Three new laws were enacted in 2002 that affect the operation of school buses, buses used to transport children, and the licenses and endorsements drivers need to operate these vehicles.

A. Minnesota Statute §123B.885, [Diesel School Buses: Operation of Engine and Parking.]

Operation of Engine

All operators of diesel school buses must minimize, to the extent practical, the idling of school bus engines and exposure of children to diesel exhaust fumes.

Parking

Starting July 1, 2003, diesel school buses must be parked and loaded at sufficient distance from school air-intake systems to avoid diesel fumes from being drawn into the systems, unless, in the judgment of the school board, alternative locations block traffic, impair student safety, or are not cost effective.

B. Minnesota Statute §171.3216, [Actions on School Bus Endorsement.]

The commissioner may cancel a school bus driver's endorsement on a driver's license of any person if the commissioner determines that the person has been:

1. convicted of a gross misdemeanor that the commissioner determines shows evidence that the person represents a risk to public safety.
2. convicted of a series of violations of law that the commissioner determines shows evidence that the person represents a risk to public safety.

C. Minnesota Statute §169.26, [Special Stops at Railroad Crossings]

School Bus and Head Start bus drivers are required to stop 15 feet and no more than 50 feet from the nearest rail at a railroad crossing.

Pilot program still in effect from 2001 legislative session.

D. Minnesota Statutes 2001, §169.01, subd. 75 (5), §169.448, subd. 1(a) and (e), & §171.02, Subd. 2 and 2a.

This new law establishes a pilot program in effect from July 1, 2001, until July 1, 2003, where certain school buses can be operated by licensed child care providers, and allows certain type A school buses to be operated by the holder of a class D driver's license under limited conditions. The law affects drivers and bus owners who transport children from special programs (e.g. childcare) to or from school. If certain requirements are met by both the driver and the bus owner and the vehicle conforms to specific requirements, drivers of vehicles with 10 to 15 passengers including the driver are exempt from having a school bus endorsement and can drive a qualifying vehicle with a class D license. It is suggested that any operator or driver who may be affected by these changes refer to the law and statute changes.

SCHOOL BUS LAWS AND RULES

This handbook contains a summary of Minnesota laws and rules regarding school buses. To pass the School Bus Test and to drive school buses, you must study this handbook.

If you plan to drive school buses that are designed to seat more than 15 people, including the driver, you must also pass the Passenger Transport Test. Additional tests may be required depending upon the class of license you currently hold. For more information see the Minnesota Commercial Driver's Manual.

You must also pass a road test in a school bus. If the school bus you use for the road test is 26,000 pounds Gross Vehicle Weight Rating (GVWR) or less, your license will be restricted to the size and passenger capacity of that bus.

General Requirements

Except as otherwise noted, the following general requirements apply to both the regular (types A, B, C, and D) and the small vehicle (type III) school buses.

Definitions. "*School bus*" means a motor vehicle used to transport pupils (in grades K-12) to or from a school or to or from school-related activities, by the school or a school district, or by someone under an agreement with the school or a school district. A school bus does not include:

- a motor vehicle transporting children to or from school for which parents or guardians receive direct compensation from a school district,
- a motor coach operating under charter carrier authority,
- a transit bus, or
- a vehicle otherwise qualifying as a type III vehicle when the vehicle is properly registered and insured and being driven by an employee or agent of a school district for nonscheduled transportation.

"*School bus driver*" means a person with a school bus endorsement on a valid Minnesota driver's license or a person with a valid Minnesota driver's license who drives a vehicle used as a school bus that has a passenger seating capacity of ten or less, including the driver.

"*Head Start bus driver*" means a person with a valid Minnesota driver's license who drives a vehicle used as a Head Start bus that has a passenger seating capacity of ten or less, including the driver; or who has a school bus or passenger endorsement and drives a Head Start bus.

"*Disqualifying offense*" includes any felony offense, any drug violation, fifth degree criminal sexual conduct, interference with privacy, indecent exposure, or a violation of DWI laws while driving, operating, or being in physical control of a school bus or a Head Start bus.

"*Reportable Offense*" means misbehavior causing an immediate and substantial danger to self or surrounding people or property.

"*Gross vehicle weight rating*" (GVWR) means the value specified by the manufacturer as the loaded weight of a single vehicle.

Types of School Buses

Type A: A "type A school bus" is a conversion or body constructed upon a van-type or cutaway front section vehicle with a left-side driver's door, designed for carrying more than ten persons. There are two classifications: type A-I, with a gross vehicle weight rating (GVWR) over 10,000 pounds; and type A-II, with a GVWR of 10,000 pounds or less.

Type B: A "type B school bus" is a conversion or body constructed and installed upon a van or front-section vehicle chassis, or stripped chassis, with a gross vehicle weight rating of more than 10,000 pounds, designed for carrying more than ten persons. Part of the engine is beneath or behind the windshield and beside the driver's seat. The entrance door is behind the front wheels.

Type C: A "type C school bus" is a body installed upon a flat back cowl chassis with a gross vehicle weight rating of more than 10,000 pounds, designed for carrying more than ten persons. All of the engine is in front of the windshield and the entrance door is behind the front wheels. A type C school bus has a maximum length of 45 feet.

Type D: A "type D school bus" is a body installed upon a chassis, with the engine mounted in the front, midship, or rear, with a gross vehicle weight rating of more than 10,000 pounds, designed for carrying more than ten persons. The engine may be behind the windshield and beside the driver's seat; it may be at the rear of the bus, behind the rear wheels, or midship between the front and rear axles. The entrance door is ahead of the front wheels.

Type III: Type III school buses and type III Head Start buses are restricted to passenger cars, station wagons, vans, and buses having a maximum manufacturer's rated seating capacity of ten or fewer people, including the driver, and a gross vehicle weight rating of 10,000 pounds or less. A type III school bus and type III Head Start bus must not be outwardly equipped and identified as a type A, B, C, or D school bus or type A, B, C, or D Head Start bus. A van or bus converted to a seating capacity of ten or fewer and placed in service on or after August 1, 1999, must have been originally manufactured to comply with the passenger safety standards.

Drug Testing Requirements

Employers are required to conduct pre-employment, reasonable suspicion, random, post-accident, and return to duty/follow-up testing for safety-sensitive employees. Safety-sensitive employees include all school bus drivers, dispatchers, and mechanics.

For more information contact MN/DOT Office of Motor Carrier Services at (651) 405-6060, toll free 1-(888) 472-3389, or FHWA/Office of Motor Carriers at (651) 291-6150.

Zero Tolerance Law

It is a crime for anyone to drive, operate, or be in physical control of any school bus or Head Start bus when there is physical evidence present in the person's body of the consumption of any alcohol. Upon a first conviction, a person will lose his or her privileges to drive any commercial motor vehicles for one year. A second conviction will result in the loss of commercial driving privileges for life.

Driver's License Requirements

Endorsement Requirements. No one may operate a type A, B, C, or D school bus when transporting school children to or from school or a school-related trip or activity unless s/he has a valid commercial driver's license with a school bus endorsement. Anyone who operates a school bus with a seating capacity of 16 or more, including the driver, must also have a passenger endorsement. A person who has a valid driver's license but not a school bus or passenger endorsement may drive a type III school bus.

Study of Applicant. Before issuing or renewing a school bus endorsement, the Department of Public Safety must conduct a criminal history and driver's license record check of the applicant. If the applicant has lived in Minnesota for less than five years, the check also includes a national criminal history check. The commissioner shall accept the national criminal history check request and the fingerprints of the applicant and is authorized to exchange fingerprints with the Federal Bureau of Investigation and request that the FBI conducts a criminal history background check. The Department of Public Safety may also conduct a check at any time while a person is so licensed. The applicant's failure to cooperate with the department in conducting the records check is reasonable cause to deny an application or cancel a school bus endorsement. The results of the criminal record check may not be released to any person except the applicant or their designee in writing.

The Department of Public Safety may issue a temporary school bus endorsement to an otherwise qualified applicant. The temporary endorsement will be effective for no more than 180 days. The applicant must present an affidavit certifying that s/he has not been convicted of a disqualifying offense and a criminal history check from each state of residence for the previous five years. The criminal history check may be conducted and prepared by any public or private source acceptable to the commissioner of public safety. The department may reissue the temporary endorsement if the national criminal records repository check was submitted in a timely manner, but was not completed within the 180-day period.

Background Check. The commissioner will not issue or renew a school bus endorsement if:

- the applicant has been convicted of a disqualifying offense, or
- within the last five years, the applicant has been convicted of a gross misdemeanor or of violating DWI or implied consent laws, or

- in the last three years, the applicant has been convicted of four moving violations.

Nonresident School Bus Driver. A school district or contractor that employs a nonresident school bus driver must conduct a background check of the employee's driving record and criminal history in both Minnesota and the driver's state of residence. Convictions for disqualifying offenses, gross misdemeanors, a fourth moving violation within the previous three years, or violations of DWI or implied consent laws must be reported to the Department of Public Safety.

Canceling Endorsement For Certain Offenses

Cancellation. Within ten days of receiving notice that a school bus driver or nonresident driver has been convicted of a disqualifying offense, the commissioner will permanently cancel the school bus driver's endorsement and, in the case of a nonresident, the driver's privilege to operate a school bus in Minnesota.

Within ten days of receiving notice that a school bus driver has been convicted of a violation of DWI laws, or a similar statute or ordinance from another state, and within ten days of revoking a school bus driver's license, the commissioner will cancel the school bus driver's endorsement or the nonresident's privilege to operate a school bus in Minnesota for five years. After five years, a school bus driver may apply to the commissioner for reinstatement. Even after five years, cancellation of a school bus driver's endorsement for a DWI or implied consent violation, or a similar statute or ordinance from another state, will remain in effect until the driver provides proof of successful completion of an alcohol or controlled substance treatment program. For a first offense, proof of completion is required only if treatment was ordered as part of a chemical use assessment.

Within ten days of receiving notice that a school bus driver has been convicted of a fourth moving violation in the last three years, the commissioner will cancel the school bus driver's endorsement or the nonresident's privilege to operate a school bus in Minnesota until one year has elapsed since the last conviction. A school bus driver who has no new convictions after one year may apply for reinstatement. The commissioner will notify the offender of the cancellation in writing, by mailing a notice to the offender's last known address.

Passenger Endorsement Cancellation. Within ten days of receiving notice that a Head Start bus driver has committed a crime against a minor, the commissioner of public safety will permanently cancel the passenger endorsement on the offender's driver's license. The commissioner will notify the offender of the cancellation in writing, by mailing a notice to the offender's last known address.

Waiver. The commissioner may waive the permanent cancellation requirement for a person convicted of a misdemeanor, a gross misdemeanor, a nonfelony violation of Minnesota Statutes, chapter 152 (drug violation), or a felony that is not a violent crime under Minnesota Statutes, section 609.1095.

The commissioner may waive the permanent cancellation requirement after ten years have elapsed since a person was convicted of a violation of section 609.582, subdivision 2, 3, or 4 (burglary in the second, third, or fourth degree).

Physical Examination. An applicant for a school bus driver's endorsement must be in good physical and mental health, able-bodied, and free from communicable disease. As evidence of physical fitness and mental alertness, the applicant must have a physical examination by medical examiners authorized as provided by the Code of Federal Regulations, title 49, chapter 3, part 39, subpart E.

The certificate must comply with the form prescribed in Code of Federal Regulations, title 49, section 391.43, paragraph (f). A form may be obtained at any driver examining station or by calling the Driver and Vehicle Services' CDL Unit at (651) 297-5029.

Each school bus driver is required to take and pass a physical examination every two years to retain the school bus driver's endorsement. The two-year reexamination period starts from the examination date of the most recent physical certificate submitted by the driver. The Department of Public Safety will send a certificate to the driver's last known address one month before the physical is due. If the certificate is not received, the driver should call the CDL Unit at (651) 297-5029.

The driver must fax or mail the completed certificate to the Driver and Vehicle Services' CDL Unit, along with a \$2 processing fee. It must be received on or before the expiration of the two-year period. Effective July 1, 2000, an additional \$4.00 processing fee is collected with each original or renewal application with a school bus endorsement. Once you pay the \$4.00 fee, you will no longer pay the \$2.00 fee with the physical form.

If the driver does not pass the physical examination or return the certificate within two years of the date of the last physical, the commissioner of public safety will cancel the school bus endorsement. If the endorsement is canceled because of a failure to submit the required certificate, the driver may reapply for the endorsement within one year by submitting a new physical. If an endorsement is cancelled or voluntarily surrendered for more than one year, the driver must retake the school bus written and road tests before reapplying for the endorsement.

In place of the school bus physical certificate, the driver may submit the original or photocopy of the federal commercial motor carrier physical examination form or the medical examiner's certificate under those federal regulations.

Waiver of Physical Qualifications. An individual who does not meet the physical qualifications for a school bus endorsement may request a waiver from the commissioner of public safety. For more information, contact the CDL Unit at (651) 297-5029.

Charter Carrier Drivers. While in the state, a charter carrier driver who has a valid school bus endorsement is not required to have a separate medical examiner's certificate otherwise required by the Code of Federal Regulations.

Training. A bus driver must have training or experience that allows the driver to meet at least the following competencies:

- safely operate the type of school bus the driver will be driving;
- understand student behavior, including issues relating to students with disabilities;
- encourage orderly conduct of students on the bus and handle incidents of misconduct appropriately;
- know and understand relevant laws, rules of the road, and local school bus safety policies;
- handle emergency situations; and
- safely load and unload students.

Annual Evaluation. A school district's pupil transportation safety director, the chief administrator of a nonpublic school, or a private contractor:

- must certify annually to the school board or governing board of a nonpublic school that, at minimum, each school bus driver meets the training competencies listed above.
- must provide in-service training annually to each school bus driver.

A school district, nonpublic school, or private contractor shall annually verify the validity of the driver's license of each person who transports students for the district with the National Drivers Register or the Department of Public Safety.

The employer shall keep the assessment for the current period available for inspection by representatives of the commissioner.

Age. A school bus driver must be at least 18 years of age. No maximum age is set by law; however, some school districts or private contractors may have a mandatory retirement age.

Testing. The test or examination required for an initial school bus driver's endorsement on a Minnesota driver's license includes a written test and a road test. School bus drivers are re-tested for current knowledge of school bus laws every four years when renewing their driver's license. The renewal written test is also required when the driver upgrades to a higher class license.

The written test is based on driver's license laws and rules relating to school bus operation, and a general knowledge of the operation of school buses, including knowledge of the equipment, devices, and laws specific to school buses. A \$2.50 examination fee must be paid when the initial written test is passed. No fee is charged for the renewal written test.

The road test is given in a school bus. A license issued to an applicant taking the test in a school bus with a GVWR over 26,000 lbs. is unrestricted. A license issued to an applicant taking the test in a smaller school bus will be restricted to a bus of that size. An applicant taking the test in a school bus of less than 16 passengers will be restricted to commercial class C vehicles.

The school bus road test will begin with a pre-trip inspection. This inspection is not intended to encompass all items that must be inspected daily according to Minnesota laws and rules.

A checklist is included at the end of this manual that may be used during the pre-trip inspection portion of the road test. The items may be checked in any order. The inspection must be passed before the road test may be taken.

School Bus Operations

Rules. The commissioner of public safety adopted rules governing the operation of school buses used for transportation of school children, when owned or operated by a school or privately owned and operated under a contract with a school. These rules must be made a part of that contract by reference. Each school, its officers and employees, and each person employed under the contract is subject to these rules.

Enforcement. The operation of a school bus on the public streets or highways in violation of rules concerning the operation of school buses adopted by the commissioner is a misdemeanor. State law enforcement agencies must enforce the rules when a school bus is operated on a public street or highway.

School Bus Equipment Standards

The 1995 National Standards for School Buses and School Bus Operations have been adopted by the State of Minnesota for types A, B, C, and D school buses that are owned and operated by a school district or nonpublic school or privately owned and operated under a contract with a school. These standards must be made a part of that contract by reference. Each school, its officers and employees, and each person employed under the contract is subject to these standards.

The standards apply to school buses manufactured after December 31, 1997. Buses complying with these standards when manufactured are not required to comply with standards established later except as specifically provided for by law. Buses manufactured on or before December 31, 1997, must comply with the Minnesota standards that were in effect at that time, except as specifically provided for by law.

All school buses must have a first aid kit and a body fluids cleanup kit. They must be mounted in an accessible place within the driver's compartment and must be marked to indicate their identity and location.

Type III Vehicle Standards

A type III school bus:

- must not be outwardly equipped and identified as a school bus;
- must not be ten years old or older;
- must have at least one 10BC rated dry chemical type fire extinguisher. It must be mounted in a bracket in the driver's compartment and be readily accessible to the driver and passengers. The pressure indicator must be easily read without removing the extinguisher from its mounted position;
- must have a minimum of a ten-unit first aid kit and a body fluids cleanup kit. They must be in removable, moisture- and dust-proof containers mounted in an accessible place within the driver's compartment and must be marked to indicate their identity and location;
- must not have the words "school bus" on the outside of the vehicle or in any interior location that is visible to motorists.
- must display to the rear of the vehicle this sign: "VEHICLE STOPS AT ALL RR CROSSINGS." The lettering (except for "AT", which may be one inch smaller) must be a minimum two-inch "Series D" as specified by the Federal Highway Administration, and be of a contrasting color. The sign must have provisions for being covered, or be of a removable or fold-down type;
- must have one interior and two exterior mirrors (one on each side);
- must contain at least three red reflectorized triangle road warning devices;

Note: Passenger cars and station wagons used as type III school buses may carry the fire extinguisher, first aid kit, and warning triangles in the trunk area of the vehicle, if a label in the driver and front passenger area clearly indicates the location of these items.

When a vehicle otherwise qualifying as a type III vehicle, whether owned and operated by a school district or privately owned and operated, is used to transport school children in a nonscheduled situation it will be exempt from the vehicle requirements and licensing requirements if the vehicle is

properly registered and insured and operated by an employee or agent of a school district with a valid driver's license.

Student School Bus Safety Training

Each school district must provide public school pupils enrolled in grades kindergarten through 10 with age-appropriate school bus safety training. Upon completion of the training, a student must be able to demonstrate knowledge and understanding of the following areas:

1. transportation by school bus is a privilege and not a right (a student's privilege to ride a school bus may be revoked for a violation of school bus safety or conduct policies);
2. district policies for student conduct and school bus safety;
3. appropriate conduct while on the school bus;
4. the danger zones surrounding a school bus;
5. procedures for safely boarding and leaving a school bus;
6. procedures for safe street or road crossing;
7. school bus evacuation and other emergency procedures; and
8. appropriate training on the use of lap belts or lap and shoulder belts, if the district uses buses equipped with lap belts or lap and shoulder belts.

Each nonpublic school located within the district must provide all nonpublic school pupils enrolled in grades kindergarten through 10 who are transported by school bus at public expense and attend school within the district's boundaries with training as required above. The school district must make a bus available for the practical training if the district transports the nonpublic students. Each nonpublic school must provide the instruction.

The pupil transportation safety director in each district must certify to the commissioner of education annually that all students transported by school bus within the district have satisfactorily demonstrated knowledge and understanding of the school bus safety competencies listed above or provide an explanation for a student's failure to demonstrate the competencies. The principal or other chief administrator of each nonpublic school must certify annually to the public transportation safety director of the district in which the school is located that all of the school's students transported by school bus at public expense have received training.

A school district and a nonpublic school with students transported by school bus at public expense must also provide student safety education for bicycling and pedestrian safety.

A school district and a nonpublic school with students transported by school bus at public expense must make reasonable accommodations for the school bus, bicycle, and pedestrian safety training of pupils known to speak English as a second language and pupils with disabilities.

Recording Device

If a video or audio recording device is placed on a school bus, the bus must also contain a sign or signs, conspicuously placed, notifying riders that their conversations or actions may be recorded on tape.

General Operating Rules

1. The school board of the district may adopt additional operating rules as deemed necessary to meet local conditions and needs, providing they do not conflict with state laws and rules.
2. Only pupils assigned to the school bus by the school board or designated administrative officer of the school district will be transported at district expense.
3. The administrative officer must see that no materials, including guns, loaded or unloaded; gasoline cans, empty or full; animals or any other object of dangerous or objectionable nature are transported in the school bus when children are being transported.
4. **No pupils are allowed in the bus while the gas tank is being filled.**
5. On leaving the vehicle when pupils are in the bus, the driver must stop the motor, remove the key, set the brake and otherwise render the bus immobile.
6. The driver of a school bus must keep the aisle and emergency exit of a school bus clear at all times when children are being transported.
7. The entrance door must be closed when students are being transported and the bus is in motion.

8. School district authorities establish loading and unloading stops. The driver is not allowed to change them without permission from school authorities. The only exception to this policy is when the immediate safety of the students is threatened.
9. Pupils are not to be evicted from the bus along the route for a breach of discipline. The bus driver must report all breaches of discipline to the designated school official. If the official has reason to believe that a student has committed a "reportable offense" on a school bus or in a bus loading or unloading area, s/he must notify the local law enforcement agency where the misbehavior occurred. The reporting school official must also notify the school superintendent and submit a report about the incident to the commissioner of public safety.
10. School buses may pull a trailer on co-curricular or extracurricular trips, but not when transporting children to and from school. If the trailer exceeds 10,000 lbs. GVWR, a class A license is required. Other states may not allow school buses to pull a trailer at any time.
11. To compensate for the greater braking distances of school buses, drivers need to watch ahead for danger, slow earlier, and drive defensively.
12. The greater weight of school buses means slower acceleration. This is especially important at intersections and railroad crossings. It takes longer for a bus to clear an intersection than it would for a car. After a stop, a car can clear an intersection in 4-5 seconds while a school bus will take 9-10 seconds.
13. On curves, it is best to compensate for the increased height and weight of a school bus by slowing before the curve, accelerating slightly through the curve, and resuming normal speed after the curve.
14. A bus is about two feet wider than a standard sized car. It takes about one-third more space in a lane of traffic. When meeting oncoming traffic on a two lane roadway, it is best to plan ahead, slow down slightly, and move to the right of your lane.
15. When a school bus meets a truck on a two-lane highway, it is first hit by a shock wave of air and then it is pulled toward the truck. A school bus driver can compensate for this condition by planning ahead, reducing speed slightly, moving to the right of the lane, and keeping a firm grip on the steering wheel.

Speed Limits, Seat Belts, Lighted Head Lamps, Railroad Crossing, Passenger Capacity, And Inspection

Speed Limits:

1. School bus drivers must never drive at a speed that is faster than reasonable under existing conditions.
2. School bus drivers must not exceed the posted speed limits at any time.

Seat Belts: School buses manufactured after July 1, 1969, must be equipped with driver seat belts and seat belt assemblies. All drivers are required to use these seat belts. Type III buses must comply with Minnesota laws regarding seat belt and child passenger restraint system use.

Lighted Head Lamps: The driver must display lighted head lamps (low beam) during daylight hours when transporting children.

Strobe Lamps: Type A, B, C, and D school buses may be equipped with a roof mounted 360 degree flashing strobe lamp that emits a white flashing light. The strobe lamp may be used only when needed to alert motorists to the presence of the school bus because of weather conditions or terrain that restricts the visibility of school bus lamps and signals. A strobe lamp may not be used unless the school bus is actually being used as a school bus.

Railroad Crossings: All school buses, including type III school buses, are required to stop for all railroad crossings, unless an "EXEMPT" sign is posted. The stop is required whether or not there are students aboard the bus. The school bus driver must turn on the four-way hazard warning lights at least 100 feet from the nearest rail. The Master Switch must be OFF. It is ILLEGAL to use the 8-light system at a railroad crossing. The presence of an "EXEMPT" sign does not relieve a driver of the duty to use due care.

State and Federal law requires that school buses stop at least 15 feet back and no more than 50 feet from the nearest rail. A good rule of thumb is to stop about one bus length from the nearest rail.

Procedures for checking railroad tracks include:

1. be sure the Master Switch is OFF,
2. make sure passengers are quiet,

3. open the door and driver's window,
4. listen and look in both directions,
5. check in both directions again.

Before crossing the tracks, the driver should close the service door. When crossing the driver must not shift gears while crossing the railroad tracks. After the crossing is completed, the driver will have to turn off the hazard warning lights and turn on the Master Switch if there will be more loading and unloading stops. A school bus or Head Start bus must not be flagged across railroad crossings except when it is authorized by the local school administrative officer.

Passenger Capacity: The number of pupils or other passengers in a school bus must not be more than the number of pupils or passengers that can be fully seated. Seating capacity will be adjusted according to the passengers' individual physical size, but not to exceed the manufacturer's rated capacity. No person will stand while the bus is in motion.

Inspection:

1. No school bus will be registered for the first time in this state unless it has been certified that it conforms to all minimum standards and laws for buses.
2. Every school bus must be inspected annually by the Minnesota State Patrol. In addition to the annual inspection, the Minnesota State Patrol has authority to conduct random, unannounced spot inspections of any school bus or Head Start bus being operated within the state.
3. No school bus may be driven without displaying a current valid inspection certificate.
4. Drivers should never operate a school bus that is improperly equipped or in an unsafe condition.

Safety of School Children: Bus Driver's Duties

The school bus endorsement of a driver who is convicted of violating the provisions of Minnesota Statute 169.443 will be revoked for 30 days. This statute regulates the use of bus signals and stop signal arms; when signals are not used; street crossings; moving the bus after children are unloaded; and Type III buses.

Use of 8-Light Warning System, Stop Signal Arm, Loading or Unloading (Type A, B, C, D)

School buses are equipped with a system of alternately flashing amber and red lights called an 8-light system. The purpose of the flashing amber lights is to warn other drivers of a potentially hazardous situation (the school bus is preparing to stop to load or unload students). The flashing red lights indicate to other drivers that the school bus is stopped and is in the process of loading or unloading students.

Student Pickup and Delivery

A school bus driver must activate the prewarning flashing amber signals of the bus before stopping to load or unload school children. The driver must activate and continuously operate the amber signals for a distance of at least 100 feet before stopping in a speed zone of 35 miles per hour or less and at least 300 feet before stopping in a speed zone of more than 35 miles per hour. Some drivers use a time interval of 8-10 seconds to determine when to begin signaling before the stop. On stopping for this purpose, the driver must extend the stop signal arm and activate the flashing red signals. The driver must not retract the stop signal arm nor turn off the flashing red signals until loading or unloading is completed, students are seated, and children who must cross the roadway are safely across.

The bus should be stopped in the middle of the right hand lane. As the bus nears the stop area, the driver should count the students. It is good a practice to plan to stop 4-6 feet before reaching the waiting students. This provides a good safety margin. The driver can then roll slowly forward until in the proper position. Activate the flashing red lights and stop arm only after coming to a complete stop.

Before moving on, count the students again, check side and crossover mirrors, and make sure the passengers are seated. Close the service door before pulling away from the stop.

Stop Signal Arm

The stop signal arm of a school bus must be used in conjunction with the flashing red signals only when the school bus is stopped on a street or highway to load or unload school children.

A local authority, including the governing body of an Indian tribe, may require by ordinance that a school bus use the stop signal arm and flashing red signals while stopped to load and unload school children at a location other than on a street or highway. The ordinance must designate each location where the requirement is imposed. The requirement is effective only if the local authority has erected signs at or near the location to provide adequate notice to other vehicles that school buses may use this area to load or unload students.

Unloading Procedure

To unload in areas where the 8-light system will be used, follow these steps:

1. Check traffic in both directions.
2. Activate alternately flashing amber lights:
 - a. 300 feet before stopping in a speed zone of more than 35 mph.
 - b. 100 feet before stopping in a speed zone of 35 mph or less.
3. Slow gradually and stop in the roadway.
4. Check traffic to make sure it is able to stop.
5. Open the service door just a crack to turn on the alternately flashing red lights and activate the stop arm.
6. Make sure that all traffic is stopped before opening the door fully.
7. Count the students as they leave the bus.
8. Pupils should walk away from the bus and not go toward the rear of the bus.
9. Students who must cross the road should move out at least ten feet in front of the bus and wait for the driver to signal that it is safe to cross. Check traffic carefully before giving the signal to cross.
10. A long steady blast of the horn can be used as a warning to students that it is NOT safe to cross.
11. Always check your mirrors and recount your students before moving the bus.

For any TYPE Bus:

1. Never permit pupils to get up from their seats or get on or off the bus while it is in motion.
2. Bring the bus to a full stop and disengage gears by shifting the gear shift lever into the neutral position or the selector into the neutral or park position before loading or unloading pupils.
3. Loading or unloading in a Designated Turn Lane or in a lane immediately adjacent to a Designated Turn Lane is prohibited, unless the turn lane is a designated school bus stop at which pupils are not required to cross the road. Under these circumstances, the bus must stop at the extreme right-hand side of the turn lane and the eight-light system and stop arm should not be used. Loading and unloading pupils within an intersection is prohibited.
4. When children are getting off a school bus, the driver must look to make sure that the children will be a safe distance from the bus before moving the bus.

For Types A, B, C, and D:

1. Never load or unload pupils where the view is obstructed to other motorists for 500 feet in either direction on a roadway with a speed limit of 35 miles per hour or greater. When the speed limit is less than 35 miles per hour the view must be unobstructed for 100 feet in either direction.
2. Buses must load and unload in the right lane of the roadway and only at pupil stops designated by school district authorities on approved bus routes.
3. The driver is responsible for safely delivering the pupils, who must cross the street or highway, to the left side of the road by one of the following methods:
 - a. The pupil must pass around in front of the bus and cross the road only when directed to by the driver, or
 - b. The pupil must pass around in front of the bus and be conducted across the road by the school bus patrol or monitor, or
 - c. The driver must personally conduct the pupils across the road. If the driver escorts, the motor must be stopped, the ignition key removed, brakes set, and vehicle otherwise rendered immobile.

8-Light Warning System, Not Used

School bus drivers must not use the prewarning flashing amber signals or flashing red signals:

1. In special school bus loading areas where the bus is entirely off the traveled portion of the roadway and where no other motor vehicle traffic is moving or is likely to be moving within 20 feet of the bus;
2. When directed not to do so, in writing, by the local school board;
3. When a school bus is being used on a street or highway for purposes other than the actual transportation of school children to or from school or a school-approved activity;
4. At railroad crossings; and
5. When loading and unloading people while the bus is completely off the traveled portion of a separated, one-way roadway that has adequate shoulders. The driver must drive the bus completely off the traveled portion of this roadway before loading or unloading people.

Where school children must cross a roadway before getting on or after getting off the school bus, the school bus driver or a school bus patrol may supervise the crossing, using the standard school patrol flag or signal approved by the commissioner of public safety. Before moving the school bus, the driver of the bus must look to make sure that all children have crossed the roadway and that those who are to do so have boarded the school bus.

Student Pickup

The driver should be thoroughly familiar with local policies regarding loading and unloading procedures. The following procedure is recommended when the 8-light system is not used.

1. Check traffic in both directions.
2. Activate right turn signal at least 100 feet (or 8-10 seconds) before the stop. (Some local policies call for the use of hazard warning lights. Be familiar with the procedures used in your school district.)
3. Touch brake pedal to activate brake lights.
4. Make sure 8-light Master Switch is OFF.
5. Move to the right next to the curb. Plan to stop 6-8 feet before reaching students. Allow bus to roll forward slowly.

After students are on board and seated:

1. Turn off hazard warning lights if used.
2. Turn on left turn signal.
3. Check mirrors.
4. Pull away from the curb when safe to do so.

Unloading Procedure

Unloading in areas where the 8-light system is not used is basically the same as for pickups. There are a few items that are different.

1. Make sure all students remain seated until the bus is completely stopped.
2. Count the students as they leave the bus.
3. Students should walk away from the bus and not go toward the rear of the bus.
4. Check your crossover and side mirrors.
5. Count the students again. Be absolutely certain that all students are safely away from the bus before pulling away from the curb.

Type III Buses:

1. Must not operate as a Type A, B, C, or D bus.
2. Must not load or unload in a traffic lane or on the shoulder. Loading and unloading **MUST BE RESTRICTED** to curb, non-traffic side (normal parking lane), off-street loading areas, driveways, yard service and other areas to avoid hazardous conditions.
3. Must not load or unload so that a child has to cross the road. Where this is not possible or impractical, the driver or aide must personally escort the child across the road. If the driver

escorts the child, the motor must be stopped, ignition key removed, brakes set and the vehicle otherwise rendered immobile.

4. Minnesota Statutes requiring the use of seat belts and passenger restraint systems for children apply to Type III buses.
5. When loading or unloading school children, the driver must use the vehicle's four-way hazard lights.

Safety of School Children: Duties of Other Drivers Children Getting On or Off School Bus

When a school bus is stopped and has its stop arm extended and its red lights flashing, the driver of a vehicle approaching the bus must stop at least 20 feet away from the bus. The driver must not allow the vehicle to move until the school bus stop arm is retracted and the red lights are no longer flashing.

Violations by Drivers

1. A driver who doesn't stop for a school bus as required is guilty of a misdemeanor punishable by a fine of not less than \$300. The driver may also have his/her driving privileges suspended. The driver may have his/her driving privileges revoked if two or more violations occur within five years.
2. A person is guilty of a gross misdemeanor and is subject to revocation if the driver doesn't stop for a school bus as required and commits either or both of the following acts:
 - a. passes or tries to pass the school bus on the right-hand, passenger-door side of the bus; or
 - b. passes or tries to pass the school bus when a school child is outside on the street or highway used by the school bus or on the adjacent sidewalk.

School Bus Accident Procedures

The school bus driver's prime responsibility in accident situations is the safety and well-being of the students being transported.

Standard Accident Procedures:

1. Stop and remain at or near the accident.
2. Evacuate students from the bus if:
 - a. There is a fire or danger of fire,
 - b. The bus is in an unsafe position, or
 - c. There is danger of drowning.
3. Try to prevent other accidents. Set out emergency warning devices. Use hazard warning lights.
4. Aid the injured.
5. Send two members of the patrol or other responsible students for help. The driver must remain with the bus.
6. Give and collect information. You are required by law to give your name, address, date of birth, driver's license information, vehicle information, and insurance information. Get the same information from the other driver. Get names and other information from witnesses.
7. Report to the proper authorities.
8. If the accident results in death or serious personal injury on the school bus, or property damage to the school bus of an apparent extent of more than \$4400, do not use the school bus to transport students unless the vehicle:
 - a. has been inspected by the Minnesota State Patrol and the State Patrol has determined that the vehicle may safely be operated; or
 - b. a waiver has been granted by the state trooper or designee of the Minnesota State Patrol called to the scene of the accident. The waiver may be granted if the trooper or designee determines that a postcrash inspection is not needed or cannot be done without unreasonable delay. The trooper or designee must give the driver a written statement that the inspection has been waived. The written statement must include the incident report number assigned to the accident by the State Patrol.

Reports

The driver must make the following reports:

1. All accidents involving personal injury or death, and/or property damage of \$1000.00 or more must be reported to the commissioner of public safety.
2. Drivers must make reports, and keep copies of reports, as required by the employer.

School Bus Driver Immunity from Liability

A school bus driver who, while on duty, gives care, advice, or assistance at the scene of an emergency or on the way to a hospital or clinic, is not liable for any civil damages because of anything the driver did or didn't do for the person who was injured.

Driving Rules

Refer to the Minnesota Driver's Manual for information on driving laws and rules.

Backing

Backing should be avoided whenever possible when driving a school bus. School districts' policies may vary regarding backing. The school bus driver should be thoroughly familiar with any local policy regarding backing. If it is necessary to back the bus, make absolutely certain that:

1. It is necessary.
2. You activate the 4-way hazard warning lights.
3. You have an unrestricted view. You should be able to see if any moving vehicles are within 500 feet in either direction.
4. You have enough space. Remember the overhang of the bus.
5. No pupils are outside the bus when it is backing. When there is a student pick-up or unloading at a backing point, you must always load before backing and unload after backing.
6. It is quiet on board. You want to be able to hear sounds or the warnings of passengers or bystanders.
7. It was necessary, especially if the maneuver is to be repeated, and that you can justify the turnaround.

Following Distance

Minnesota law requires that trucks and buses maintain a following distance of at least 500 feet on highways. This law does not apply when passing another vehicle or when traveling in a designated truck lane.

A good way to judge a safe following distance behind another vehicle is to use the time interval method. The time interval works like this:

1. Choose a reference point on or near the road (a shadow, road repair patch, telephone pole, tree, etc.).
2. Count off the seconds it takes from the time the back of the vehicle ahead passes the reference point until the front of your vehicle passes the same point.

An interval of about 8 seconds is required to maintain a following distance of 500 feet at 45 MPH.

When driving a school bus under good road and weather conditions on business or residential streets, the interval should be at least 4 seconds. If the road is wet or icy, you should allow more time behind the vehicle you are following. On wet roads, the minimum should be at least 6 seconds, on icy roads it should be at least 8 seconds.

You must maintain at least a 50-foot interval when following another bus entering or leaving the school grounds.

Passing

The time interval method can be used in passing situations. When passing:

1. Stay back at least 4 seconds,
2. Check for signs and road markings,

3. Check traffic ahead,
4. Check traffic behind and to the left,
5. Signal lane change to the left,
6. Double check signs, markings, and traffic,
7. Move to the left and proceed to pass.

Remember that it will take 10 to 20 seconds to complete the pass. Pull back to the right only when you can see enough space between your bus and the other vehicle. Remember speed limits at all times. If you feel it will be necessary to speed in order to pass, you should not pass.

Daily Safety Check

No school bus may be driven unless the driver or other designated person has inspected the vehicle to ensure that, at a minimum, the following parts and accessories are in good working order:

1. Service brakes, including trailer brake connections;
2. Parking (hand) brakes;
3. Steering mechanism;
4. Lighting devices and reflectors;
5. Tires;
6. Fluid levels;
7. Horn;
8. Windshield wiper or wipers;
9. Rear-vision and crossover mirrors, including their proper adjustment;
10. Eight-lamp system; and
11. Stop arm.

A copy of the current daily pre-trip inspection report must be carried in the bus.

Local pre-trip inspection policies may vary widely. Every driver should be familiar with the policies of his or her employer.

Pre-trip Inspection

State law requires that a daily pre-trip inspection must be conducted for each school bus. Local policies may vary as to who is responsible for the pre-trip inspection. In most cases, the school bus driver will personally perform the inspection.

School Bus Patrol

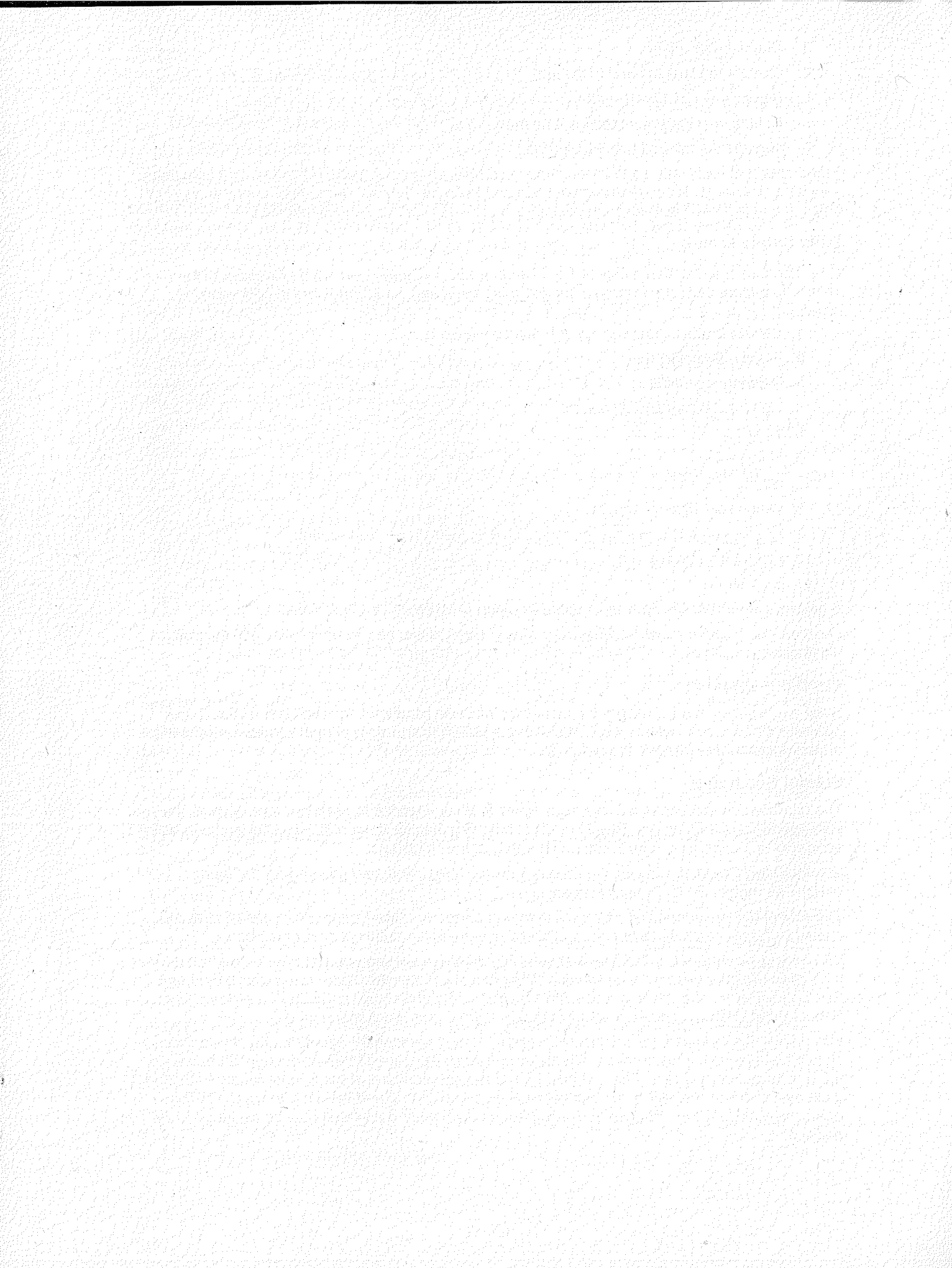
The organization and use of a School Bus Patrol is recommended to assist the bus driver in the safe operation of the vehicle. These patrols can be very helpful in maintaining order and preventing accidents on buses, and in assisting pupils safely across highways.

School Safety Patrols for buses should be appointed, organized, and governed in the same manner as regular School Safety Patrols.

The school bus driver should be present at the organization of the School Bus Safety Patrol and should be familiar with all rules and regulations governing the duties of patrol members.

When it appears that the patrol member is having difficulty carrying out his or her duties, the driver must promptly give necessary assistance. The driver must maintain supervision over the School Bus Safety Patrol. The driver is responsible for the safety of the pupils, and the presence of a School Safety Patrol member in no way relieves a driver from such responsibility.

When selecting members for a School Bus Safety Patrol, personality, strength, and physical size should be taken into consideration. Alternates should be appointed to serve during the absence of the regular patrol members. There should be two regular members of the School Safety Patrol for each bus — one in the rear of the bus near the emergency door and the other to supervise the operation of the regular entrance door and perform such other duties that may be assigned to the position.



Pre-Trip Inspection Test – School Bus

CHECK YES NO		ENGINE COMPARTMENT
<input type="checkbox"/>	<input type="checkbox"/>	Oil level
<input type="checkbox"/>	<input type="checkbox"/>	Auto trans fluid
<input type="checkbox"/>	<input type="checkbox"/>	Alternator
<input type="checkbox"/>	<input type="checkbox"/>	Belts and hoses
<input type="checkbox"/>	<input type="checkbox"/>	Power steering pump
<input type="checkbox"/>	<input type="checkbox"/>	Power steering fluid
<input type="checkbox"/>	<input type="checkbox"/>	Coolant level
<input type="checkbox"/>	<input type="checkbox"/>	Water pump
<input type="checkbox"/>	<input type="checkbox"/>	Air compressor
<input type="checkbox"/>	<input type="checkbox"/>	Fluid level / Master cylinder
<input type="checkbox"/>	<input type="checkbox"/>	Other leaks

EXTERNAL INSPECTION

Each Wheel-

- ☐ ☐ Tires (pressure, tread depth, etc)
- ☐ ☐ Lug nuts, rims
- ☐ ☐ Axle seals
- ☐ ☐ Brakes: (drums, rotors, linings)
- ☐ ☐ Slack adjusters, chambers, hoses
- ☐ ☐ Springs, shock absorbers
- ☐ ☐ Wheel flaps

Other Items-

- ☐ ☐ Signal lights, brake lights
- ☐ ☐ Headlights, haz., marker
- ☐ ☐ Reflectors
- ☐ ☐ Exterior rear door latch
- ☐ ☐ Mirrors
- ☐ ☐ Fuel tank / cap

CONVENTIONAL BRAKES

- ☐ ☐ Check parking brake.
- ☐ ☐ Check service brake.
- ☐ ☐ Check electrical assist

CHECK YES NO		AIR BRAKES SYSTEM: <input type="checkbox"/> PASS <input type="checkbox"/> FAIL
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- ☐ ☐ Test parking brake
- ☐ ☐ Test service brake
- ☐ ☐ One minute air loss (emergency brake off, Engine off, key on, apply service brake. Air loss no more than 3 psi.)
- ☐ ☐ Pump service brake until low air warning activates. (60 psi)
- ☐ ☐ Continue pumping brake until spring brakes activate (20-40 psi) Start engine & try to pull away.

INTERNAL INSPECTION: (Start engine with parking brake on)

- ☐ ☐ Oil pressure builds
- ☐ ☐ Ammeter / voltmeter
- ☐ ☐ Steering play (10 degrees or 2")
- ☐ ☐ Horn
- ☐ ☐ Clutch or gearshift
- ☐ ☐ Mirror adjustment
- ☐ ☐ Wipers
- ☐ ☐ Heater / defroster
- ☐ ☐ Fuses / breakers
- ☐ ☐ Fire extinguisher
- ☐ ☐ Reflective triangles

- | | | |
|-------------|-------------|--|
| Pass | Fail | 8-lamp system (ambers, reds, stop arm) |
| Pass | Fail | First aid & body fluid clean up kits. |
| Pass | Fail | Rear door buzzer |
| Pass | Fail | DOT / SB inspection sticker |
| Pass | Fail | Each emergency exit type |

Must show proof of insurance to receive road test

Pre-Trip Pass Pre-Trip Fail
8 items missed to fail

MINNESOTA DEPARTMENT OF PUBLIC SAFETY



Driver & Vehicle Services

445 Minnesota Street

St. Paul, Minnesota 55101

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