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D250-12

School buses

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Technical Committee on School Buses

R. Monster	Ontario Ministry of Transportation, St. Catharines, Ontario	<i>Chair</i>
G. Moore	Pacific Western Transportation, Calgary, Alberta <i>Representing Alberta School Bus Contractors Association</i>	<i>Vice-Chair</i>
N. Sanders	Sanders Six Inc., Fort McMurray, Alberta	<i>Vice-Chair</i>
N. Aisthorpe	Motor Carrier Division, Transportation and Infrastructure Renewal, Halifax, Nova Scotia	
R. Arsenault	New Brunswick Department of Education, Fredericton, New Brunswick	
M. Bouchard	Blue Bird Corporation, Hatley Township, Québec	<i>Associate</i>
R. Briggler	IC Corporation, Conway, Arkansas, USA	<i>Associate</i>
R. Brown	Navistar Canada Inc., Burlington, Ontario	
S. Buchan	Perry Rand Transportation Group Ltd., Waterville, Nova Scotia	
R. Campbell	Micro Bird Inc., Cambridge, Ontario	
D. Carroll	Toronto, Ontario <i>Representing Ontario School Bus Association</i>	
H. Davis	Sparksman Transportation Ltd., Fort McMurray, Alberta	
S. DiFilippo	Ministry of Health and Long-Term Care, Toronto, Ontario	
S. Dove	Toronto District School Board/Toronto Catholic District School Board, Toronto, Ontario	
C. Downes	Saskatchewan Government Insurance, Regina, Saskatchewan	
J. Giannone	Burlington, Ontario	

C. Hagen	Manitoba Education, Pupil Transportation Unit, Winnipeg, Manitoba	
K. Hendershot	Transport Canada, Ottawa, Ontario	
B. Kangas	British Columbia Ministry of Transportation, Victoria, British Columbia	
F. LaClaire	Prairie Valley School Division, Regina, Saskatchewan	
L. Laing	Government of Newfoundland and Labrador, St. John's, Newfoundland and Labrador	<i>Associate</i>
M. Légaré	Société de l'assurance automobile du Québec, Québec, Québec	<i>Associate</i>
K. MacLean	Golden Hills School Division No. 75, Trochu, Alberta <i>Representing Student Transportation Association of Alberta</i>	
F. Marasco	School District No. 83 (North Okanagan/Shuswap), Salmon Arm, British Columbia	
A. Mates	Transport Canada, Ottawa, Ontario	<i>Associate</i>
D. McDonald	Rosco Vision Systems, Inc., Fredericktown, Ohio, USA	<i>Associate</i>
D. Mell	School District #73 (Kamloops/Thompson), Kamloops, British Columbia	<i>Associate</i>
J. Morosin	Navistar Canada Inc., Burlington, Ontario	<i>Associate</i>
R. Murray	Department of Government Services, St. John's, Newfoundland and Labrador	<i>Associate</i>
J. Penney	Motor Carrier Division, Transportation and Infrastructure Renewal, Halifax, Nova Scotia	<i>Associate</i>
R. Stanley	Thomas Built Buses, Inc., High Point, North Carolina, USA	
L. Tremblay	Fédération des commissions scolaires du Québec, Québec, Québec	
W. Wise	Collins Bus Corporation, South Hutchinson, Kansas, USA	

T. Woodard

Blue Bird Body Co.,
Fort Valley, Georgia, USA

M. Woods

MD Woods Consulting Inc.,
Sidney, British Columbia

C. Yanitski

Alberta Infrastructure and Transportation,
Edmonton, Alberta

A. Holbeche

CSA Group,
Mississauga, Ontario

Project Manager

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.*

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 - (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.

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O121-M1978 (R2003)

Douglas fir plywood