

**Kentucky Minimum Specifications for School Buses for 2014**

Page 14.

- AXLE (FRONT): Remove old language already contained in Federal Motor Vehicle Safety Standards (FMVSS). **Expected price change \$0.**
- AXLE (REAR): Remove old language already contained in Federal Motor Vehicle Safety Standards (FMVSS). **Expected price change \$0.**

Page 16.

AIR CHAMBER: Remove old language to de-rate the braking systems on light buses. Anti-Lock brake systems now do this automatically. **Expected price change \$0.**

Page 17.

AIR DRYER: Allows greater flexibility for the length of the air dryer supply line. **Expected price change \$0.**

Page 19.

ALTERNATOR: Adds a model number. **Expected price change \$0.**

Page 20.

BATTERY: Removes the old language that requires the chassis company to temporarily mount the batteries for shipping. **Expected price change \$0.**

Page 22.

ENGINE: Eliminates Horton Fan clutch which is no longer being manufactured. Allows the term high idle to substitute for throttle high/low. Eliminates Mubea Clamps, which have not been durable. **Expected price change \$0.**

Page 23.

- FIRE WALL: Eliminates old language that required the chassis company to provide clear space on the fire wall. This is no longer needed because the body and chassis company are now one company. **Expected price change \$0.**
- FRAME: Eliminates old language that is contained in the Federal Motor Vehicle Safety Standards (FMVSS). **Expected price change \$0.**

Page 24.

NOTE: Eliminates the language that indicates the body and chassis companies are separate. **Expected price change \$0.**

Page 26.

**INSTRUMENTS AND INSTRUMENT PANEL:** Eliminates the requirement for the chassis company to seal the instrument panel prior to shipping. This is no longer needed because the chassis is no longer shipped. **Expected price change \$0.**

Page 27.

**LIGHTS:** Eliminates the maximum Amperage draw for the daytime running light circuit; the specification calls for a 185 amp alternator so this restriction is no longer needed. **Expected price change \$0.**

Page 28.

**TIRES AND RIMS:** States that the tire shall be balanced without separating the body and chassis company. **Expected price change \$0.**

Page 29.

**TRANSMISSION (AUTOMATIC)** All air brake buses shall be equipped with automatic transmission. There are no manual transmission buses being built. **Expected price change \$0.**

Page 31.

**WHEEL ALIGNMENT:** Allows toe-in to vary according to service manual recommendations. **Expected price change \$0.**

Page 33.

**BATTERY:** Eliminates special battery criteria for Type D buses; makes all buses comply with the same standard. **Expected price change \$0.**

Page 34.

**BUMPER (FRONT):** Defines the finished dimensions of the bumper and the performance criteria and eliminates design criteria. **Expected price change \$0.**

Page 35.

**COLOR:** Defines the expectation for the white roof. **Expected price change \$0.**

Page 36.

**FLOOR SILLS:** Eliminates an old exception for a company that is no longer in business. **Expected price change \$0.**

Page 37-40.

**RACK TESTING:** Adds a requirement for diagonal load testing. This will ensure better roll-over performance and ensure that bodies are fully tested. This standard is already used in several states and the testing has been conducted and bus bodies are strengthened as a result. **Expected price change \$0.**

Page 40.

**CONSTRUCTION:** Eliminates section that is covered in FMVSS 221 joint strength and is no longer needed. **Expected price change \$0.**

Page 42.

PROTECTION: Eliminates old language that was necessary when bodies and chassis were purchased separately. All buses are now purchased as complete units and the requirements in this section are no longer needed. **Expected price change \$0.**

Page 46.

TESTING PROCEDURE: Eliminates language that is unclear. **Expected price change \$0.**

Page 47.

WIRING: Eliminates language that is unclear; clarifies which standard with which the companies are to comply. **Expected price change \$0.**

Page 49.

SOLENOID SWITCH: Eliminates White Rogers Solenoid. This solenoid is no longer made. **Expected price change \$0.**

Page 50.

TOTAL ELECTRICAL LOAD: This section is no longer needed. It remained from the past when we had 105 amp alternators. We now have 185 amp alternators as standard. **Expected price change \$0.**

Page 55.

GLASS: Eliminates excess language. The glass mentioned is covered in federal standards. **Expected price change \$0.**

Page 55.

HEATERS: This section is no longer needed. It remained from the past when we had 105 amp alternators. We now have 185 amp alternators as standard. **Expected price change \$0.**

Page 57.

INSULATION: Eliminates an exception for Type D buses which is no longer needed because the body and chassis are not purchased separately. **Expected price change \$0.**

Page 58.

BACK-UP LAMPS: Add new backup lamp to allow the driver to have better rearward visibility. **Expected price change increase \$200.00.**

Page 60.

OPERATION OF WARNING LIGHT-STOP ARM SYSTEM: Eliminate Cole Hersee and Eaton momentary switches. They are no longer made. **Expected price change \$0.**

Page 62.

AIR-OPERATED STOP ARM: Eliminates old language that is no longer needed. This provision is no longer needed. Buses are now purchased as complete units. **Expected price change \$0.**

Page 63.

DISABLED WARNING DEVICES: Eliminate the 20 G securement band. This is no longer needed because the triangle box has been moved out of the passenger compartment and into the tool box under the bus. **Expected price change: Decrease \$30.00.**

Page 66.

- LOCAL DISTRICT LETTERING ADDITIONS: Clarifies the manufacturer's ability to place its brand identification on the bus. **Expected price change \$0.**
- MIRRORS: Clarifies the size needed. **Expected price change \$0.**

Page 67

- REAR VISION (OUTSIDE): Eliminates language already stated in FMVSS 111. **Expected price change \$0.**
- CROSSVIEW MIRROR SYSTEM: Eliminates language already stated in FMVSS 111. **Expected price change \$0.**

Page 68.

REFLECTIVE MATERIAL: Defines a logical stopping point for reflective tape. **Expected price change \$0.**

Page 69.

RUB RAILS: Defines a logical stopping point for the rub rails. **Expected price change \$0.**

Page 72.

SEAT NUMBERING: Allows an alternative installation area for vendors that do not have a smooth wiring race. **Expected price change \$0.**

Page 74.

STORAGE COMPARTMENT: Clarifies requested storage compartment location. **Expected price change \$0.**

Page 75.

- STROBE LIGHTS: Clarifies strobe light type. **Expected price change \$0.**

- SUNSHIELD: Adds multi-adjustable sunshield. **Expected price change: Increase \$100.00.**
- UNDERCOATING: Allows flexibility for bus companies to use other methods to prevent corrosion. **Expected price change \$0.**

Page 76.

- WARRANTY Requires bus vendors to increase the level of corrosion protection or risk excessive warranty claims. **Expected price change: Increase \$500.00.**
- WHEELHOUSING SPLASH GUARDS: Requires the bus manufacturer to install front splash guards rather than the body company. **Expected price change \$0.**

Page 89.

- SPECIAL SERVICE OPENING: Type A buses header is the correct term for this part. **Expected price change \$0.**
- SERVICE DOOR ENTRANCE: This is current practice. The specification should reflect the standard. **Expected price change \$0.**

Page 90.

ELECTRO-HYDRAULIC LIFT: Adds acceptable model to list. **Expected price change \$0.**

Page 91.

NOTE: This is listed in the ADA lift standard and is not needed. **Expected price change \$0.**

Page 92.

MODESTY PANELS, STANCHIONS AND BARRIERS: Clarifies the language as to where a retaining barrier is required and when a modesty panel and stanchion are required. **Expected price change \$0.**

Page 93.

STORAGE COMPARTMENT: Required on all school buses. Language moved to Page 72. **Expected price change \$0.**

Page 106.

OXYGEN CYLINDER TRANSPORTATION: Adds option for districts to transport oxygen. **Expected price change: Increase of \$300.00 if district selects this option.**

Page 114.

TRACTION CONTROL: Some districts requested this option for increased traction on certain routes. **Expected price change: Increase of \$300 if a district selects this option.**